Agenda

PLANNING COMMISSION REGULAR DOCKET
TUESDAY, February 14, 2023 at 5:30 P.M.
Hybrid Meeting

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

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

II. Commission Regular Meeting

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

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

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

1. Minutes – October 11, 2021 - Work Session
2. Critical Slopes Waiver – Buford Middle School

III. JOINT MEETING OF COMMISSION/ COUNCIL

Beginning: 6:00 p.m.
Continuing: until all public hearings are completed
Format: (i) Staff Report, (ii) Applicant, (iii) Hearing

None scheduled

IV. COMMISSION'S ACTION ITEMS

Continuing: until all action items are concluded.

1. Entrance Corridor – 2005 Jefferson Park Avenue

2. Discussion - Zoning Ordinance Update

V. FUTURE MEETING SCHEDULE/ADJOURN

Tuesday February 28, 2023	Work Session	Zoning Ordinance – Module 1
Tuesday March 14, 2023 – 5:00 PM	Pre-Meeting	
Tuesday March 14, 2023 – 5:30 PM	Regular Meeting	Minutes Rezoning and SUP –1120 Avon Street ZTA - PUD Ordinance

Anticipated Items on Future Agendas

Zoning Text Amendments –Off-street parking facilities requirements along streets designated as "framework streets" (initiated May 8, 2018), Site Plan Requirements, Accessory Dwelling Unit, Middle Density zoning and Affordable Dwelling Unit
Rezoning and SUP – 0 Carlton Road
Presentation - Charlottesville Tree Commission
Site Plan –Flint Hill PUD, 240 Stribling Ave, Belmont Heights (1000 Monticello), Hillsdale Place, 1613 Grove Street Extended
Future Entrance Corridor

- 1801 Hydraulic Road – revised Comp Sign Plan, revised design review (*Hillsdale Place*, Riverbend)

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

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

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

Planning Commission premeeting and regular meetings are held in person with limited seating and by Zoom webinar. Instructions for meeting attendance is located here: https://www.charlottesville.gov/1552/Reserve-a-Seat-for-Planning-Commission-M. The webinar is broadcast on Comcast Channel 10 and on all the City's streaming platforms including: Facebook, Twitter, and www.charlottesville.gov/streaming. Public hearings and other matters from the public will be heard via the Zoom webinar which requires advanced registration here: www.charlottesville.gov/zoom . You may also participate via telephone and a number is provided with the Zoom registration or by contacting staff at 434-970-3182 to ask for the dial in number for each meeting.

LIST OF SITE PLANS AND SUBDIVISIONS APPROVED ADMINISTRATIVELY
1/1/2023 TO 1/31/2023

1. **Preliminary Site Plans**
2. **Final Site Plans**
    a. 250 Bypass Waterline Extension
3. **Site Plan Amendments**
    a. 901 Rose Hill Drive – Burley MS – Walk of Fame – January 6, 2023
    b. 1000 West Main – Pool/Patio conversion – January 18, 2023
    c. 402 Park Street – January 27, 2023
    d. East McIntire Park Grove – January 26, 2023
4. **Subdivision**
    a. BLA – 811 Rives Street and 1310 Florence Road – January 24, 2023
    b. BLA – 1032 Carlton Avenue – January 24, 2023

October 21, 2021 Planning Commission Minutes are included as the last documents in this packet.

CITY OF CHARLOTTESVILLE

DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES

STAFF REPORT

PLANNING COMMISSION REGULAR MEETING

APPLICATION FOR A CRITICAL SLOPE WAIVER

APPLICATION NUMBER: P22-0132

DATE OF MEETING: February 14, 2023

Project Planner: Matt Alfele, AICP
Date of Staff Report: January 25, 2023

Applicant: City of Charlottesville
Applicant's Representative(s): Michael Goddard (City of Charlottesville, Facilities Development Manager)
Current Property Owner: City of Charlottesville
Application Information
Property Street Address: 1000 Cherry Avenue
Tax Map & Parcel/Tax Status: 230192000 (real estate taxes exempt)
Total Project Area (Limits of Disturbance): 9.05 acres
Total Area of Critical Slopes on Parcels: 1.55 acres | 8.22%
Area of Proposed Critical Slope Disturbance: 0.13 acres | 6.16% of total critical slopes area
Comprehensive Plan (General Land Use Plan): Education
Current Zoning Classification: R-1S (Single-family Small Lots)
Overlay District: None

Applicant's Request (Summary)

Michael Goddard, City of Charlottesville Facilities Development Manager is requesting a waiver from Section 34-112(b) of the City's Critical Slope Ordinance as part of the renovations and reconfiguration to Buford Middle School. The City is in the process of upgrading the public education facilities and infrastructure on the campus of Buford Middle School, The Boys and Girls Club, and Smith Aquatic Center. This is a multiyear project that will be phased dependent on funding. As part of the renovations, disturbance to Critical Slopes around the athletic field will be required (**Attachment A**).

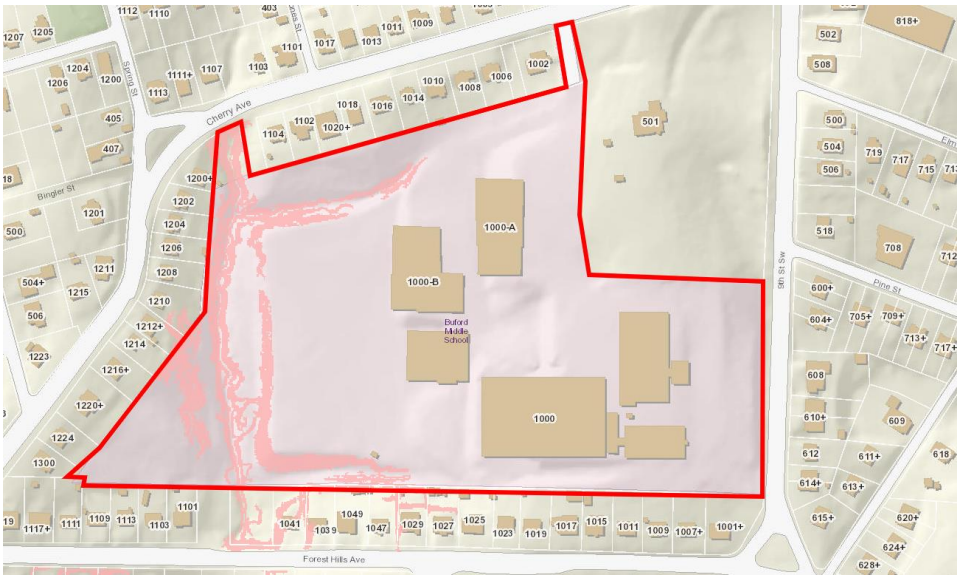
Existing critical slopes areas located on this Property include 1.5 acres or 8.2 percent of the site. The applicable definition of "critical slope" is as follows:

> Any slope whose grade is 25% or greater, **and** (a) a portion of the slope has a horizontal run of greater than 20 feet, and its total area is 6,000 SF or greater, **and** (b) a portion of the slope is within 200 feet of a waterway. *See* City Code Sec. 34-1120(b)(2).

Based on the information presented within the application materials, Staff verifies that the area for which this waiver is sought meets all the above-referenced components of the definition of "critical slope".

Vicinity Map

Critical Slopes per the Zoning Ordinance



Standard of Review

Per Sec. 34-1120(6)(d): The planning commission shall make a recommendation to city council in accordance with the criteria set forth in this section, and city council may thereafter grant a modification or waiver upon making a finding that:

(i)The public benefits of allowing disturbance of a critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes); or

(ii)Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these critical slopes provisions would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties.

If the recommendation is for City Council to grant the requested waiver, the Planning Commission may also make recommendations as to the following: In granting a modification or waiver, city council may allow the disturbance of a portion of the slope, but may determine that there are some features or areas that cannot be disturbed. These include, but are not limited to:

(i)Large stands of trees;

(ii)Rock outcroppings;

(iii)Slopes greater than 60%.

City council shall consider the potential negative impacts of the disturbance and regrading of critical slopes, and of resulting new slopes and/or retaining walls. City council may impose conditions as it deems necessary to protect the public health, safety or welfare and to insure that development will be consistent with the purpose and intent of these critical slopes provisions. Conditions shall clearly specify the negative impacts that they will mitigate. Conditions may include, but are not limited to:

(i)Compliance with the "Low Impact Development Standards" found in the City Standards and Design Manual.

(ii)A limitation on retaining wall height, length, or use;

(iii)Replacement of trees removed at up to three-to-one ratio;

(iv)Habitat redevelopment;

(v)An increase in storm water detention of up to 10% greater than that required by city development standards;

(vi)Detailed site engineering plans to achieve increased slope stability, ground water recharge, and/or decrease in stormwater surface flow velocity;
(vii)Limitation of the period of construction disturbance to a specific number of consecutive days;
(viii)Requirement that reseeding occur in less days than otherwise required by City Code.

Project Review and Analysis

Each applicant for a critical slopes waiver is required to articulate a justification for the waiver, and to address how the land disturbance, as proposed, will satisfy the purpose and intent of the Critical Slopes Regulations, as found within City Code Sec. 34-1120(b)(1). The applicant has provided information in the attached critical slopes waiver narrative **(Attachment A)** for Application Finding #1 and Finding #2.

Staff Analysis 34-1120(b)(d)(i) Application Finding #1 and #2:

The City's Future Land Use Map of the Comprehensive Plan calls for the Subject Property to be Education. This category includes both Charlottesville City Schools and non-city schools. No form, height, or use/affordability are specified for this category. Nothing in the application indicates the proposed development would not conform to the City's Future Land Use Map or the Land Use chapter of the Comprehensive Plan.

Finding #1 *(The public benefits of allowing disturbance of a critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes.)*

Staff finds that nothing in the application materials suggest development of the site would not meet the minimum requirements for stormwater and erosion & sediment controls, but final determination can not be made until a final site plan has been reviewed (currently under review). It should be noted that regardless of any information submitted for a Critical Slope Waiver, all development plans over 6,000 square feet must meet VSMP minimum requirements and additionally, any project over an acre must obtain a Stormwater Pollution Prevention Plan (SWPPP) .

Finding#2 *(Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these critical slopes*

provisions would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property or would result in significant degradation of the site or adjacent properties.)

Staff believes the existing Critical Slope are manmade and the product of grading for the existing athletic field. The proposed renovations and reconfiguration of the site calls for keeping the athletic field in the same location, but enlarging it to provide more activities, allow room for the new bus route, and facilitate ADA circulation. Staff supports Finding#2 under unusual topography as it relates to manmade slopes.

Staff Recommendation

Staff recommends the Planning Commission consider the following when making a recommendation to City Council:

Purpose and Intent of the Critical Slope Provisions

The purpose and intent of the critical slope provisions in Section 34-1120(b)(1) are to protect topographic features whose disturbance may cause negative impacts including:

> **Loss of tree canopy and wildlife habitat that contribute to the natural beauty and visual quality of the community.** Staff supports approving the request for a Critical Slope Waiver as the slopes being impacted are manmade and the public benefit of granting the Critical Slope Waiver will outweigh the public benefits of the undisturbed slope. Staff is concerned that some mature trees will be lost due to grading and the addition of the basketball courts and parking. Staff would like to see the City's Parks Department, Urban Forester, work with the applicant to ensure the least impact to trees as feasible posable and the addition of new trees to offset ones removed.

Recommended Conditions:

Staff recommends approval with the following condition:

1. The applicant will work with the City's Urban Forester on tree preservation and replanting.

Suggested Motions

1. "I move to recommend approval of the critical slope waiver for Tax Map and Parcels 230192000 as requested, with no reservations or conditions, based on a finding that ***[reference at least one finding]:***
    - Finding #1: The public benefits of allowing the disturbance outweigh the benefits afforded by the existing undisturbed critical slope, per Section 34-1120(b)(6)(d)(i)

- Finding #2: Due to unusual physical conditions, or the existing development of the property, compliance with the City's critical slopes regulations would prohibit or unreasonably restrict the use or development of the property, per Section 34-1120(b)(6)(d)(ii)

2. "I move to recommend approval of the critical slope waiver for Tax Map and Parcels 230192000 as requested, with conditions, based on a finding that ***[reference at least one finding]:***

- Finding #1: The public benefits of allowing the disturbance outweigh the benefits afforded by the existing undisturbed critical slope, per Section 34-1120(b)(6)(d)(i)
- Finding #2: Due to unusual physical conditions, or the existing development of the property, compliance with the City's critical slopes regulations would prohibit or unreasonably restrict the use or development of the property, per Section 34-1120(b)(6)(d)(ii)

Recommended Conditions:

1. The applicant will work with the City's Urban Forester on tree preservation and replanting.
2. …
3. …

3. "I move to recommend denial of the critical slope waiver for Tax Map and Parcels 230192000.

Attachments

A. Application, Narrative, and Critical Slope Exhibit

Attachment A

Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Tax Map and Parcel Number(s) 230192000

Address(es) 1000 Cherry Avenue, Charlottesville, VA 22903

Applicant Contact Information

Name Michael Goddard
Company City of Charlottesville
Phone 434-970-3977
Email goddardm@charlottesville.gov

Owner Contact Information

Name Same as Applicant
Address
Phone
Email

Owner's Signature:

Owner 12/8/22 Date

Required application materials and fee:

- All materials requested during the preapplication meeting with the City Planner.
- Correct application fee. Checks payable to "City of Charlottesville".

Note: Incomplete applications will not be processed.

Date Received:	Received by:
Fee:	Cash/Check #

Revision Date: May 19, 2022

Attachment A

Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Critical Slopes Wavier and Modification Supplement Requirements

Please review City Zoning Ordinance Section 34-1120(b) and submit a completed Application using this form, Supplement, and *Critical Slope Exhibit.

**Critical Slope Exhibit: Survey indicating location and area of critical slopes and what portion of critical slopes are proposed to be disturbed. Survey shall be prepared, sealed, signed, and dated by a professional engineer or land surveyor licensed to practice within the Commonwealth of Virginia.*

Project Narrative and Description of Proposed Development:

This plan proposes renovations to Buford Middle School, construction of a sports court, a soccer field, additional parking, a garden area, and associated site work. Two existing buildings are proposed to be demolished.

Existing Conditions:

There are 4 one-story brick buildings, 1 two-story brick building, garden areas, and parking associated with the existing Buford Middle School. A Boys & Girls Club facility and fitness center are also located on the property.

Total Site Area: Acres Parcel: 18.86 Ac Disturbed: 9.05 Ac. **Square Feet** Parcel: 822,000 SF Disturbed: 394,000 SF

Current Zoning R-1S 7.6 Exempt Educational **Proposed Zoning (if applicable)**_____

Any SUP or other Waivers being requested:

Note: Incomplete applications will not be processed.

Date Received:_____ Received by:_____

Revision Date: May 19, 2022

Attachment A

Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Percentage of Area that is made up of Critical Slopes– meets criteria set forth in Section 34-1120(b)(2) *Definition of Critical Slope:* greater than or equal to 25% slopes and (a) portion of the slope has a horizontal run of greater than twenty (20) feet and its area is six thousand (6,000) square feet or greater; and (b) a portion of the slope is within two hundred (200) feet of any waterway:

Total Critical Slope Area:

Critical Slopes make up 1.55 **acres of the site's** 18.86 **acres, or** 8.22 **% of the site area.**

**If critical slopes extend beyond property line, quantify total critical slope area as well as provide area of critical slope that falls within site area.*

An additional 0.56 acres of critical slopes are off-site, for a total of 2.11 acres.

Critical Slope Area Disturbed:

0.13 **acres of the total critical slope area identified above will be disturbed, or** 6.16 **% of the total critical slope area. Proposed critical slope area to be disturbed is** 0.69 **% of the site area.**

This application should be used to explain how the proposed project meets some or all of the requirements as described in Section 34-1120(b)(6) "Modification or waiver." The applicant is expected to address finding #1 and/or finding #2 and justify the finding by utilizing the "Critical Slope Provisions" as a guide. Completing this application will help staff make their recommendation to the Planning Commission and City Council.

City Council may grant a modification or waiver, upon making one or more of the following findings:

Note: Incomplete applications will not be processed.

Date Received:_____ Received by:_____

Attachment A

Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Finding #1:

The public benefits of allowing disturbance of Critical slope outweigh the public benefits of the undisturbed slope (public benefits include, but are not limited to, stormwater and erosion control that maintains the stability of the property and/or the quality of adjacent or environmentally sensitive areas; groundwater recharge; reduced stormwater velocity; minimization of impervious surfaces; and stabilization of otherwise unstable slopes)

This project provides thoughtful design to minimize critical slopes disturbance, while providing the necessary infrastructure to support the proposed public school renovations. The impacts of this project provide public facilities for the local community, including an expanded middle school, a soccer field, and sport courts. Additionally, two bioretention facilities are utilized on-site for stormwater quality treatment.

Finding #2:

Due to unusual size, topography, shape, location, or other unusual physical conditions, or existing development of a property, one (1) or more of these Critical Slopes provisions would effectively prohibit or unreasonably restrict the use, reuse or redevelopment of such property of would result in significant degradation of the site or adjacent properties.

The subject parcel in its existing condition contains Buford Middle School, Boy's and Girl's Club Facility, Smith Aquatic and associated access ways, parking lots, utilities, and recreation facilities. The minimal impacts proposed are necessary due to the constraints of providing and maintaining adequate infrastructure, vehicular access and ADA/PROWAG compliant pedestrian to the existing buildings on site and the proposed Buford Middle School additions.

Note: Incomplete applications will not be processed.

Date Received:_____ Received by:_____

Revision Date: May 19, 2022

Attachment A

Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

Please address how Finding #1 and/or Finding #2 will be met utilizing the "Critical Slope Provisions" noted in 1—6

1. Erosion affecting the structural integrity of those features:

Erosion and sediment control measures will be employed as necessary to protect undisturbed areas during construction. Downhill structural practices, silt fence, sediment trap, sediment basin, and inlet protection will capture sediment.

2. Stormwater and erosion-related impacts on adjacent properties:

Stormwater and erosion-related impacts are limited by the detention of site run-off within the proposed bioretention and underground storage facilities. E&SC measures will be employed to ensure adjacent properties are not impacted by stormwater runoff during construction.

3. Stormwater and erosion-related impacts to environmentally sensitive areas such as stream and wetlands:

Wetlands disturbance is not proposed. Additional Erosion Control measures are being proposed upstream of the existing wetland area to ensure the wetland is protected during construction. Minimal intermittent stream disturbance is being proposed. Applicable ACOE permits will be obtained as needed. The project proposes no disturbance to the existing Perennial Stream on the west end of the site. Applicable Erosion Control measures are being proposed to protect the Perennial Stream during construction.

Note: Incomplete applications will not be processed.

Date Received:_____ Received by:_____

Revision Date: May 19, 2022

Attachment A

Application for a Critical Slope Waiver

Department of Neighborhood Development Services
P. O. Box 911, City Hall
Charlottesville, VA 22902
Telephone: (434) 970-3182

4. Increased stormwater velocity due to loss of vegetation:

Detention is being provided through the use of bioretention and underground storage facilities which limits the volumetric flow rate and velocity of stormwater runoff which discharges from the site. Outlet protection will be placed at the site's outfall as an energy dissipater to protect against erosive flow.

5. Decreased groundwater recharge due to changes in site hydrology:

Decreased groundwater recharge is being mitigated by the proposed bioretention facilities which promote infiltration. Additionally, large areas of green space are being maintained and/or proposed.

6. Loss of natural or topographic features that contribute substantially to the natural beauty and visual quality of the community such as loss of tree canopy, forested areas and wildlife habitat:

Removal of trees has been minimized. There is no disturbance within the 100-year floodplain.

List all attachments supporting this application and Provisions 1—6:

Critical Slopes Exhibit

Note: Incomplete applications will not be processed.

Date Received:_____ Received by:_____

Revision Date: May 19, 2022

Attachment A

(29-3)

CRITICAL SLOPE REFERS TO THE PORTION OF A LOT THAT HAS A GRADE IN EXCESS OF TWENTY-FIVE (25) PERCENT. INCLUDES SLOPES AS DEFINED BY CHAPTER 34, ZONING ORDINANCE.

2.91 AC OF EXISTING CRITICAL SLOPE ON SITE
0.90 AC OF CRITICAL SLOPE DISTURBANCE

(34-1120(b)(2))

DEFINITION OF CRITICAL SLOPE. A CRITICAL SLOPE IS ANY SLOPE WHOSE GRADE IS 25% OR GREATER AND:

A. A PORTION OF THE SLOPE HAS A HORIZONTAL RUN OF GREATER THAN TWENTY (20) FEET AND ITS' TOTAL AREA IS SIX THOUSAND (6,000) SQUARE FEET OR GREATER; AND

B. A PORTION OF THE SLOPE IS WITHIN TWO HUNDRED (200) FEET OF ANY WATERWAY AS IDENTIFIED ON THE MOST CURRENT CITY TOPOGRAPHICAL MAPS MAINTAINED BY THE DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES.

1.55 AC OF EXISTING CRITICAL SLOPE ON SITE
0.13 AC OF CRITICAL SLOPE DISTURBANCE

NOTE:

THE LIMITS OF DISTURBANCE SHALL BE STAKED BY A LICENSED SURVEYOR. TREE PROTECTION FENCING SHALL BE APPLIED 1' OFF OF LIMITS OF DISTURBANCE WITH WIRE SUPPORTED SILT FENCE 3' OFF OF THE LIMITS OF DISTURBANCE.
ENERGY DISSIPATER OUTLET SHALL NOT RELEASE FLOW ABOVE CRITICAL SLOPES.

COMMONWEALTH OF VIRGINIA
CLINT W. SHIFFLETT
Lic. No. 54380
12/5/22
PROFESSIONAL ENGINEER

LIMITS OF DISTURBANCE

DISTURBED CRITICAL SLOPES

EXISTING CRITICAL SLOPES PER ORD. (34-1120(b)(2))

EXISTING CRITICAL SLOPES PER ORD. (29-3)

PROPOSED LIMITS OF DISTURBANCE = 9.05 AC.

CRITICAL SLOPES EXHIBIT - ZONING & SUBDIVISION ORDINANCE

Buford Middle School- December 5, 2022

SCALE 1"=100'

0 100' 200'

NAD 83

TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

S:\103\48668-WalkerBuford\Revit\DWG\Sheet\Exhibit\Buford_CritSlopesExhibit.dwg | Plotted on 12/5/2022 3:42 PM | by Catherine Gayner

City of Charlottesville
Department of Neighborhood Development Services
Staff Report

Entrance Corridor Review Board
Review of Certificate of Appropriateness for 2005 Jefferson Park Avenue

Planning Commission Regular Meeting
Date of Planning Commission Meeting: February 14, 2023

Project Planner: Matt Alfele
Date of Hearing: February 14, 2023
Application Number: P22-0133
Zoning: R-3 Residential with Entrance Corridor Overlay (Fontaine Ave/JPA; Sub-area C.)
Tax Parcels: 17-104, 17-103, 17-103.1 (Note: 17-104 is not within the EC Overlay.)
Site Acreage: 1.7 acres (74,531 sq ft)
ERB Staff report prepared by: Jeff Werner, AICP, Preservation and Design Planner
Submittal: Mitchel/Matthews Architects & Planners drawings for *2005 Jefferson Park Avenue Entrance Corridor Review Application,* dated December 20, 2022: Sheets 1 (cover) through 76.

Relevant Code Section

The Planning Commission serves as the Entrance Corridor Review Board (*ERB*), responsible for administering the design review process in entrance corridor overlay districts (*EC*). This development project requires a site plan, and therefore also requires a Certificate of Appropriateness (*CoA*), pursuant to the provisions of Section 34-309(a)(3) of the City's Zoning Ordinance. The ERB shall act on an application within 60 days of the submittal date, and shall either approve, approve with conditions, or deny the application. Appeal would be to City Council.

Standards for considering certificates of appropriateness

Per Section 34-310, in reviewing a CoA application the ERB must consider certain features and factors in determining the appropriateness of proposed construction, alteration, etc. of buildings or structures located within an EC. The five primary criteria in Section 34-310 are:

1) Overall architectural design, form, and style of the subject building or structure, including, but not limited to: the height, mass and scale;
2) Exterior architectural details and features of the subject building or structure;
3) Texture, materials and color of materials proposed for use on the subject building or structure;
4) Design and arrangement of buildings and structures on the subject site; and
5) The extent to which the features and characteristics described within paragraphs (1)-(4), above, are architecturally compatible (or incompatible) with similar features and

characteristics of other buildings and structures having frontage on the same EC street(s) as the subject property.

Links to EC Design Guidelines
EC Design Guidelines Chapter I - Introduction
EC Design Guidelines Chapter II - Streetscape
EC Design Guidelines Chapter III - Site
EC Design Guidelines Chapter IV - Buildings
EC Design Guidelines Chapter V - Corridors

Summary of CoA Request

Applicant requests a CoA to construct a brick and stucco building composed of a five-story, U-shaped, two-wing building surrounding a central courtyard and set atop a two-story brick foundation [or podium] of approximately 150-ft (at JPA) and 312-ft (at the sides). Each wing is approximately 62-feet wide separated by a roughly 30-ft wide courtyard.

The site slopes downhill, approximately 30-feet, from the NW corner on Observatory Avenue to the SE corner at JPA and Washington Avenue. As such, the seven-story primary façade (at JPA) is reduced to a five-story elevation at the NW corner and a six-story elevation at the NE corner.

Viewed from JPA, the primary facade is composed of a two-story, brick foundation with punched windows. (Set behind sidewalk-level, walled patios, this elevation forms the primary entrance.) At the east corner, the foundation continues along Washington Avenue, receding into the grade to a single story. At the west corner, the foundation continues along Observatory Avenue, receding into the grade completely. Above the foundation, the primary facade of the east wing features a three-story, brick tower extending from the foundation below. Setback from this façade, the wing rises to five-stories, featuring brick and stucco sections with punched windows. The primary façade of the east wing also features a three-story, brick tower, but setback from the foundation wall, behind an elevated terrace and pool area. The side elevation mimics the east wing, but being lower into the grade than the east wing allows for a series of first-floor entrances with low-walled porches.

The two wings enclose an inner courtyard, which, elevated two stories above JPA, conceals the interior parking area below it. At the rear wall (north), the two wings join, completing the U. (The rear wall continues the same design; however, it is not visible from the EC.)

[Staff note: Plan view shown on sheets 44 and 49 are for context only re: landscaping and site lighting. The plan view on sheet 13 is the *formal* plan relative to the footprint and architectural elements. If, during site plan and/or building permit review, there are minor variations re: wall locations and architectural elements, staff will defer to the elevations on sheets 15, 18, 21 and 24.]

Building materials:

- Foundation/Podium: Red brick (Sheet 42)
- Walls:
    - Red brick (Sheet 42)
    - Stucco, painted (Sheet 42)
- Windows: PlyGem PVC, single hung, 1/1, insulated glass. Color: Black units and white units; varies per wall section. (Sheet 43)
- Panels and mullions between windows: Cement board, painted.
- Large windows and entry doors: Commercial, metal-framed storefront with clear glass. [Staff note: Recommend condition that the glass will be *clear* for all glazed entries and windows on: the podium (front and side elevations); the three-story brick towers on each wing (front, east, and west elevations); and the four porch-level entrances on the west elevation. Re: *clear* glass, refer to the attached August 2018 memo.]
- Railings, entry canopies, entry door surround: Metal, painted (Sheet 42) [Staff note: Recommend condition that any new railings—i.e., at low walls, if required during code review, etc.—will match railings at podium terrace.]
- Parapet coping: Metal cap

Landscaping:

- Plantings: (all on City tree list)
    - Willow Oak
    - London Plane Tree
    - Witch Hazel
    - Sweetbay Magnolia
    - Kentucky Coffeetree (alt Honey Locust)
    - Black Gum
- Landscape/terrace walls: Red brick with bluestone cap. Fieldstone with bluestone cap. (Sheets 42-45)
- Paving:
    - Entry plaza, porches on Observatory Ave., path at rear: Scored concrete, buff colored.
    - On-site walks/terraces at Observatory Ave. and Washington Ave.: Brick
- Micro-bio-filters along Observatory Avenue. (Sheet 45)

Site Lighting:

- Illuminated bollards, planting accent lights, inset wall lights and surface mounted wall lights. Per sheet 50, the noted fixtures and locations are conceptual and may vary during construction. [Staff note: Recommend a condition that the lamping for exterior lighting be dimmable, have a Color Temperature not exceeding 3,000K, and a Color Rendering Index not less than 80, preferably not less than 90. Additionally, should there be concerns expressed later related to glare, the owner will work with NDS to find a reasonable solution. Also, to prevent bright light and glare emanating from the garage, specifically at/near the Washington Avenue entrance, lamping for the garage lights will comply with the above.]

Screening:

- Mechanical equipment: Rooftop units will be screened behind the parapet.
- Sheet 44 indicates an area near the garage entrance designated for Mech Equip. [Staff note: It is unclear what might be placed here or the precise location and dimensions of the brick wall; however, if used for mechanical units, utility/service boxes, storage, trash containers, etc., it will be appropriately screened. If not by the wall, then appropriate fencing or plantings.]
- Dumpsters/trash: It is understood these will be located within the garage and pulled to the curb on collection days. (Near the garage entrance, a low wall will enclose the area noted on sheet 13, so this not intended to serve as a screened enclosure.) [Staff note: Recommend a condition establishing that dumpsters and trash and/or recycling bins will be located within the garage and pulled to the curb only on collection days.]

Public Comments Received

No public comments regarding this CoA request have been received to-date.

Staff Recommendation

Staff finds the proposed improvements are appropriate and recommends approval of the CoA with the conditions noted in the motion below.

Per the approved Special Use Permit—approved September 19, 2022, link below—the proposed building height is permitted on this site and within the modified rear setback, therefore the maximum height and footprint have been established.
CC memo - Sept 19 2022 SUP for 2005 JPA

Staff concurs with the applicant's comments:

- *Exterior material selections are predominantly brick and stucco, consistent with other buildings along the JPA corridor. The color palette falls in a compatible range. Building massing is varied, not monolithic. The scale evident in fenestration, entrances, site stairs, canopies and porches is appropriate for this district. The landscape design along JPA-- consisting of multiple terraces and plantings-- has the potential to enhance the corridor's character, creating opportunities for pedestrian comfort and interaction in a shaded environment that is a marked improvement over other student housing that fronts this corridor.*
- *Material, textures and colors are varied. Brick veneer is used both to establish a building base and to emphasize smaller scale building faces within the longer facades, an effort to differentiate volumes within the mass*.

Attached is a comprehensive review of the design guidelines, reflecting both the applicant's and staff's comments. Also attached are staff's comments from the SUP request (2021), which addressed many of the issues related to height, massing, and scale, and also clarified how staff approached the apparent conflict between the vision for this EC adopted in 2011 and the

Comprehensive Plan updated in 2021. Attached SUP memo also includes the section from the design guidelines, Chapter V, re: the Jefferson Park Avenue Entrance Corridor.

Suggested Motion

Approval: Having considered the standards set forth within the City's Entrance Corridor Design Guidelines, I move to find that the proposed design for 2005 Jefferson Park Avenue is consistent with the Guidelines and compatible with the goals of this Entrance Corridor, and that the ERB approves the Certificate of Appropriateness application as submitted, with the following conditions of approval:

- Glass will be clear, at the locations noted in the staff report.
- New railings, if required, will match the metal rail at the podium terrace.
- All exterior lighting and interior lighting visible at the garage entrance will have lamping that is dimmable, has a Color Temperature not exceeding 3,000K, and has a Color Rendering Index not less than 80, preferably not less than 90. Additionally, the owner will address any reasonable public complaints about light glare by either dimming the lamp or replacing the lamps/fixtures.
- Dumpsters and trash and/or recycling bins to be located within the garage and pulled to the curb only on collection days. If they cannot be located within the garage, they will be contained within an area near the garage entrance and will be appropriately screened. That location and screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.
- If used for mechanical units, utility/service boxes, storage, trash containers, the *Mech Equip* area noted on sheet 44, at the west elevation, will be appropriately screened. That screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.
- Any ground-level mechanical equipment and/or utility boxes will be appropriately screened. That screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.
- Meters and panel boxes for utility, communications, and cable connections will be located preferably within the garage; if not, then in non-prominent locations on the side elevations only and appropriately screened. That screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.

Alternate Motions

Deferral: I move to defer [or, *to accept the applicant's request to defer*] the Entrance Corridor Certificate of Appropriateness application for 2005 Jefferson Park Avenue.

Denial: Having considered the standards set forth within the City's Entrance Corridor Design Guidelines, I move to find that the proposed design for 2005 Jefferson Park Avenue is not consistent with the Guidelines and is not compatible with the goals of this Entrance Corridor, and that for the following reason(s) the ERB denies the Certificate of Appropriateness application as submitted...

Attachments

1. Applicant's submittal. Mitchel/Matthews Architects & Planners drawings for 2005 Jefferson Park Avenue Entrance Corridor Review Application, dated December 20, 2022.
2. Review of the EC design guidelines re: CoA request for 2005 2005 Jefferson Park Avenue.
3. May 10, 2022 Staff report ERB Review of Special Use Permit Request for 2005 Jefferson Park Avenue.
4. July 17, 2018 Summary of BAR Discussion re: Clear Glass.

2005 JEFFERSON PARK AVENUE

CHARLOTTESVILLE, VA

ENTRANCE CORRIDOR REVIEW APPLICATION

MITCHELL / MATTHEWS ARCHITECTS

DECEMBER 20, 2022

REQUEST FOR ENTRANCE CORRIDOR CERTIFICATE OF APPROPRIATENESS

INTRODUCTION: 2005 JPA is a proposed multi-family residential development on Jefferson Park Avenue. The project consists of residential units over parking and is situated in close proximity (walking distance) to the University of Virginia's central grounds. The project is within an entrance corridor.

LOCATION: 2005, 2007 Jefferson Park Avenue and 104 Observatory Avenue, an assemblage of 3 lots, with frontage on Jefferson Park Avenue between Observatory Avenue and Washington Avenue.

ZONING: The property is currently zoned R-3 in the City of Charlottesville.

PROPOSED USE: Multi-Family Residential

#R-22-117

RESOLUTION
Granting a Special Use Permit (SUP) for Property Located at 2005/2007 Jefferson Park Avenue and 104 Observatory Avenue

WHEREAS Norman Lamson, as Trustee for the Gadient JPA Land Trust ("Landowner") is the owner of certain land identified within City real estate assessment records by Parcel Identification numbers 170104000, 170103100, and 170103000, respectively, currently addressed as "2005/2007 Jefferson Park Avenue" and "104 Observatory Avenue" (collectively referred to as the "Property"), and the Landowner, proposes to redevelop the Property to accommodate a 119-unit multifamily building with underground parking, and

WHEREAS to facilitate this redevelopment, the Landowner seeks City Council's approval of a Special Use Permit to increase allowable residential density to 70 DUA, to increase building height from 45 feet to 75 feet, to reduce the rear-yard setback from 75 feet to 36 feet, and to reduce (lower by 22%) the amount of on-site parking required by City Code Sec. 34-984 (the "Project"); and

WHEREAS the Applicant seeks a Special Use Permit under City Code Secs. 34-420, 34-353(3), and 34-162(a), which collectively,allow the increased residential density, additional building height, and modified [reduced] setbacks and onsite parking requirements for the Project; and

WHEREAS the Property is located within the R-3 zoning district, a district in which, according to the Use Matrix set forth within City Code §34-420, the Project as proposed may be authorized by City Council by means of a special use permit; and

WHEREAS the Project is described in more detail within the application materials submitted by the Landowner in connection with SP22-00001("Application Materials"); and

WHEREAS, the Planning Commission and City Council conducted a joint public hearing on May 10, 2022, after notice and advertisement as required by law; and

WHEREAS following the joint public hearing, the Planning Commission considered and recommended approval of this application at their May 10, 2022 meeting; and

WHEREAS upon consideration of the Planning Commission's recommendation, the City Staff Report, comments received at the joint public hearing, and the factors set forth within Sec. 34-157 of the City's Zoning Ordinance, this Council finds and determines that granting the proposed Special Use subject to suitable regulations and safeguards would serve the public necessity, convenience, general welfare or good zoning practice; now, therefore,

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, **THAT** a Special Use Permit is hereby granted to allow the Project to be established on the Property, subject to the following conditions:

(1) Not more than seventy (70) dwelling units per acre (DUA) shall be permitted within the area of the Property.

(2) The rear-yard setback applicable within the Property shall be thirty-six (36) feet, and a twenty-five (25) foot buffer shall be provided within the rear yard, to include mature trees and shrubs at the time of planting consistent with the plant materials prescribed for an "S-3" buffer (as listed in City Code §34-871, as in effect on the date of approval of this SUP). The S-3 buffer, and plant materials, shall be detailed within the final Site Plan. Within the rear setback Landowner shall consider construction of a multipurpose path (for bicycles and pedestrians) linking Washington Avenue and Observatory Avenue within the rear setback, in order to establish the block-level scale of the Project as represented within the Application Materials.

(3) The Landowner shall construct within the Project, along Jefferson Park Avenue, a new seven (7) foot sidewalk with a three (3) foot curbside buffer in accordance with the standards set forth within the City's Streets that Work Plan.

(4) The Landowner, in consultation with the City's Traffic Engineer, shall develop a Master Parking Plan for the site related to the reduction of onsite parking by 22% from what is required by Sec. 34-984 (in effect on the date of Council's approval of this Special Use Permit). The Master Parking Plan shall indicate how available parking spaces will be distributed within the Project, how residents of the Project are informed of their parking opportunities, any offsite parking options for residents, and other potential issues associated with parking. The Master Parking Plan shall be provided as a component of the final approved site plan for the Project, and any subsequent amendments approved to the Master Parking Plan shall be made in consultation with the City's Traffic Engineer and a copy maintained along with the final approved site plan, within the zoning file for the Property.

(5) The Landowner shall upgrade the pedestrian crossing of Jefferson Park Avenue at Harmon Street during construction of the Project, to provide residents within the Project safe access to public transit options. The Landowner shall work with the City's Traffic Engineer to determine the scope of improvements.

(6) The arrangement of the buildings within the Property shall be generally consistent with the layout and design presented within the Application Materials for SP22-00001.

	Aye	No
Magill	_absent___	
Payne	_x__	____
Pinkston	_x__	____
Snook	_x__	____
Wade	_x__	____

Approved by Council
September 19, 2022

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council

Contents

(1)	Overall architectural design, form, and style of the subject building or structure, including, but not limited to: the height, mass and scale;	***pages 16 - 44***
(2)	Exterior architectural details and features of the subject building or structure;	***pages 12 - 41***
(3)	Texture, materials and color of materials proposed for use on the subject building or structure; See accompanying graphic materials.	***page 42 -43*** *(additionally 12 - 41)*
(4)	Design and arrangement of buildings and structures on the subject site;	*see all site plans, landscape plans, sections and elevations distributed within*
(5)	The extent to which the features and characteristics described within paragraphs (1)-(4), above, are architecturally compatible (or incompatible) with similar features and characteristics of other buildings and structures having frontage on the same EC street(s) as the subject property.	***pages 4 - 11*** *(additionally appendix a)*
(6)	Provisions of the Entrance Corridor Design Guidelines.	***appendix a***
(7)	A complete application shall include all plans, maps, studies, reports, photographs, drawings, and other informational materials which may be reasonably required in order make the determinations called for in an particular case.	*distributed throughout*
(8)	Building elevations shall be provided, unless waived by the director.	***pages 14 - 25***
(9)	Each application shall include a landscaping plan as outlined in the ordinance.	***pages 44 - 51***
(10)	Each application shall include information about proposed lighting as outlined in the provisions of Article IX, Division 3, Sec. 34-100, et seq.	***page 49 - 50***

SECTION 1

ERB GUIDELINES

Highlights of the proposal's response to the city's Entrance Corridor Review Guidelines

Exterior materials are brick and stucco, consistent with other buildings along the corridor. Building massing is varied, not monolithic. The scale-- evident in fenestration, entrances, site stairs, canopies and porches-- is appropriate for this district.

Design for a Corridor Vision

Multiple terraced spaces along JPA have the potential to enhance the public realm. The entry plaza-- planted throughout with a rich diversity of native species-- results in a kind of expanded sidewalk with places to sit, rest, eat and talk. The opportunities here for pedestrian comfort and interaction in a shaded environment represent a distinct improvement over most of the student housing that fronts this corridor.

Create an Inviting Public Realm

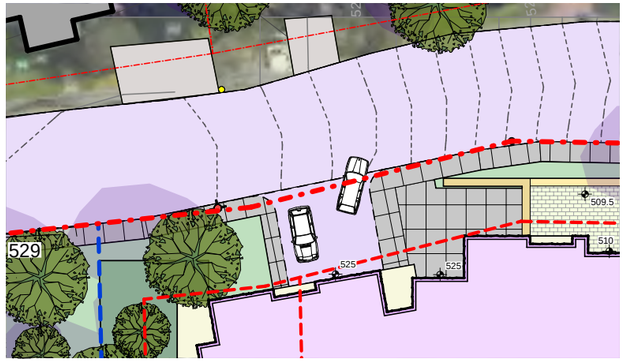
In its current state, the site's presence along the corridor is undetermined. With only a modest, unremarkable building at the corner of JPA and Observatory Ave and few street trees-- none of these deliberately arranged-- passersby have little to identify as a street wall or street edge. The proposed architecture and landscape will engage the street corners and create a legible street edge.

Create a Sense of Place

Street Trees + Native Species

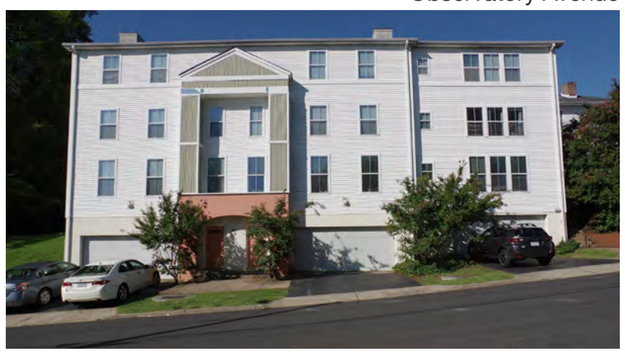
A varied selection of plantings-- from large trees to medium trees to shrubs-- will benefit the environment around the building, encouraging people to gather and socialize within the color, comfort and shelter of the landscape. In addition to street trees, multiple planting beds-- as buffers along JPA, in transitional spaces between sidewalks and entrance terraces/porches, and along the building edge-- will host smaller plantings. The combination of plantings will enhance a sense of scale around the building, both emphasizing edges and enclosing outdoor space. Plant selections prioritize native species, most recommended by Charlottesville's Tree Packet.

Avoid Excessive Curb Cuts



The proposed project requires only one curb cut on Washington Avenue, zero on Observatory Ave. Currently, there are seven curb cuts on both side avenues, typically including cars parked at all hours in front yards.

Observatory Avenue



Washington Avenue

Design Sidewalks appropriate for the Site

Following city guidelines, the sidewalk along JPA will be 7' wide with a planted buffer. Along the side avenues, continuous sidewalks will be installed. This will be a big improvement over present conditions, in which sidewalks along both Washington and Observatory Avenues are missing for significant stretches adjacent to this site.

Corner of JPA and Observatory Avenue

Washington Avenue

Orient Building Facades to Front on the Corridor

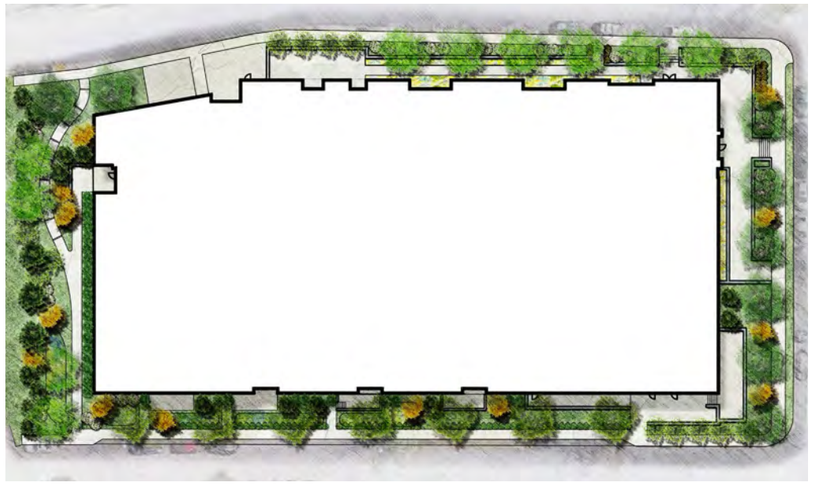
The JPA facade includes not only a prominent entry portal but an entry plaza. The brick base and brick volume that extend up at the entry are prominent along the Corridor frontage.

Prioritize Building Facades that Face Street Corners

A secondary-- but still visually significant-- entry is around the corner on Washington Avenue. The two entries-- combined with site stairs and the brick-face corner volume-- help mark this important intersection, the one which pedestrians and cyclists traveling from UVA westward will encounter first.

Locate most open space at the Perimeter

Open space is purposefully designed along the site's edges. New sidewalks, an array of plantings and bioretention will all liven the perimeter and improve the environment. On Observatory Avenue, open space is punctuated by neighborhood scaled porches, where tenants can see and be seen.



Plant Along Site Boundaries

Boundaries will be extensively planted with native species.

Use Different Scales of Plantings

Plantings in a range of sizes are proposed

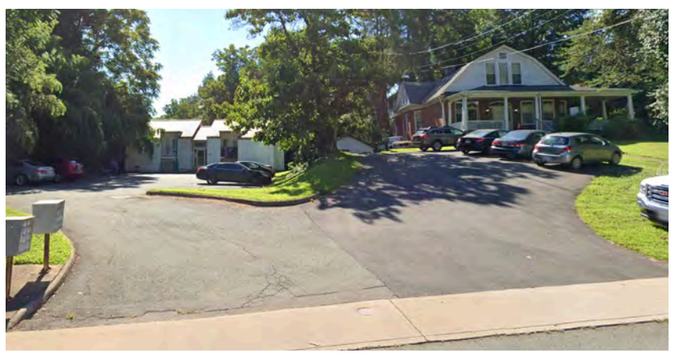
Stormwater Treatment as an Element of Landscape

Biofilters are designed into the landscape along portions of the rear of the site and along Observatory Avenue.

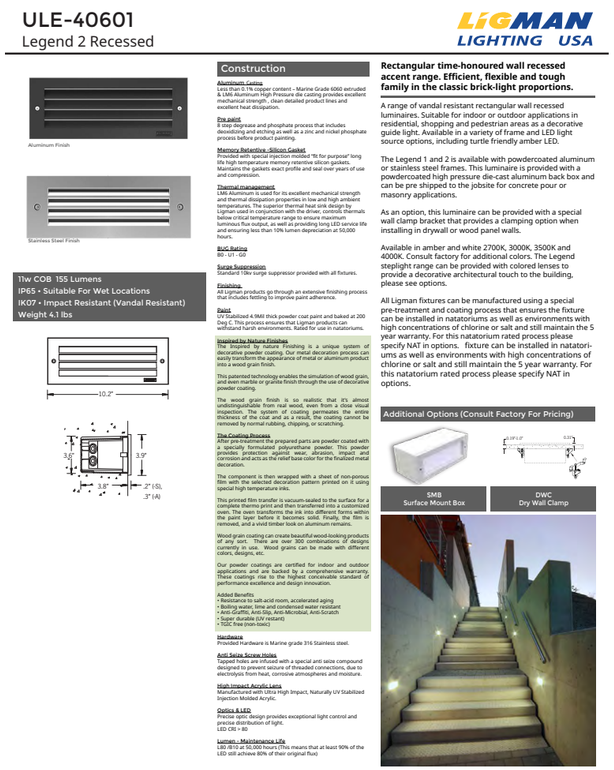
Reduce the Visibility of Garages

Parking is concealed beneath the building, accessed by a single point of entry on Washington Avenue, over 200 feet from its intersection with JPA.

This allows a heavily planted pedestrian environment along the Corridor. Contrast this with present conditions, in which multiple nearby properties prioritize asphalt and parked cars abutting the Corridor.



Lighting to Provide Appropriate Illumination



Lighting choices-- locations and provisional selections of which are described on pages 49-50-- will enhance safety without creating unnecessary illumination. Following BAR guidelines, the color temperature will not exceed 3000K and the color rendering index will not be lower than 80.

Choose High Quality Materials for Site Walls

Brick and stone-- durable materials not uncommon in this district-- are proposed for site walls.

Use Step Backs at Upper Stories

Step backs are used in prominent locations, including the JPA facing corners of each building wing. At the rear corner on Observatory, the volumes step back to mitigate massing where the building is closest to the smaller scale neighborhood.

corner of JPA and Washington Ave.

rear corner along Observatory Ave.

Use Varied Wall Surfaces

Avoid Large Expanses of Blank Walls

Wall surfaces do not extend for long stretches in the same plane. Facades are distinguished by projections and interrupted by recesses at regular intervals. Brick facades are typically less than 40’ wide, and windows occur at regular intervals-- even in stair towers-- avoiding blank, undifferentiated vertical surfaces.

Use Massing Reduction Techniques

A variety of massing reduction techniques are employed, among them step backs, variations in color and changes of materials. Along the side avenues-- where existing houses tend to be smaller than they are along JPA-- brick facades, limited to threes stories tall above the rear and middle-rear ground level are intended to draw attention away from the building’s upper stories, which are finished in darker, subdued materials. These brick faces do not extend continuously and monotonously, but are spaced apart, typically vertically proportioned, creating an impression not unlike a series of rowhouses.

Opening with Traditional Vertical Proportions Preferred

Windows and doors are all vertically proportioned

Use Storefronts or Large Display Windows at Street Level

At the plaza along JPA and Washington Avenue storefront is used at the two points of entry. At the opposite corner, it's also used at a commons space with visibility on the Corridor.

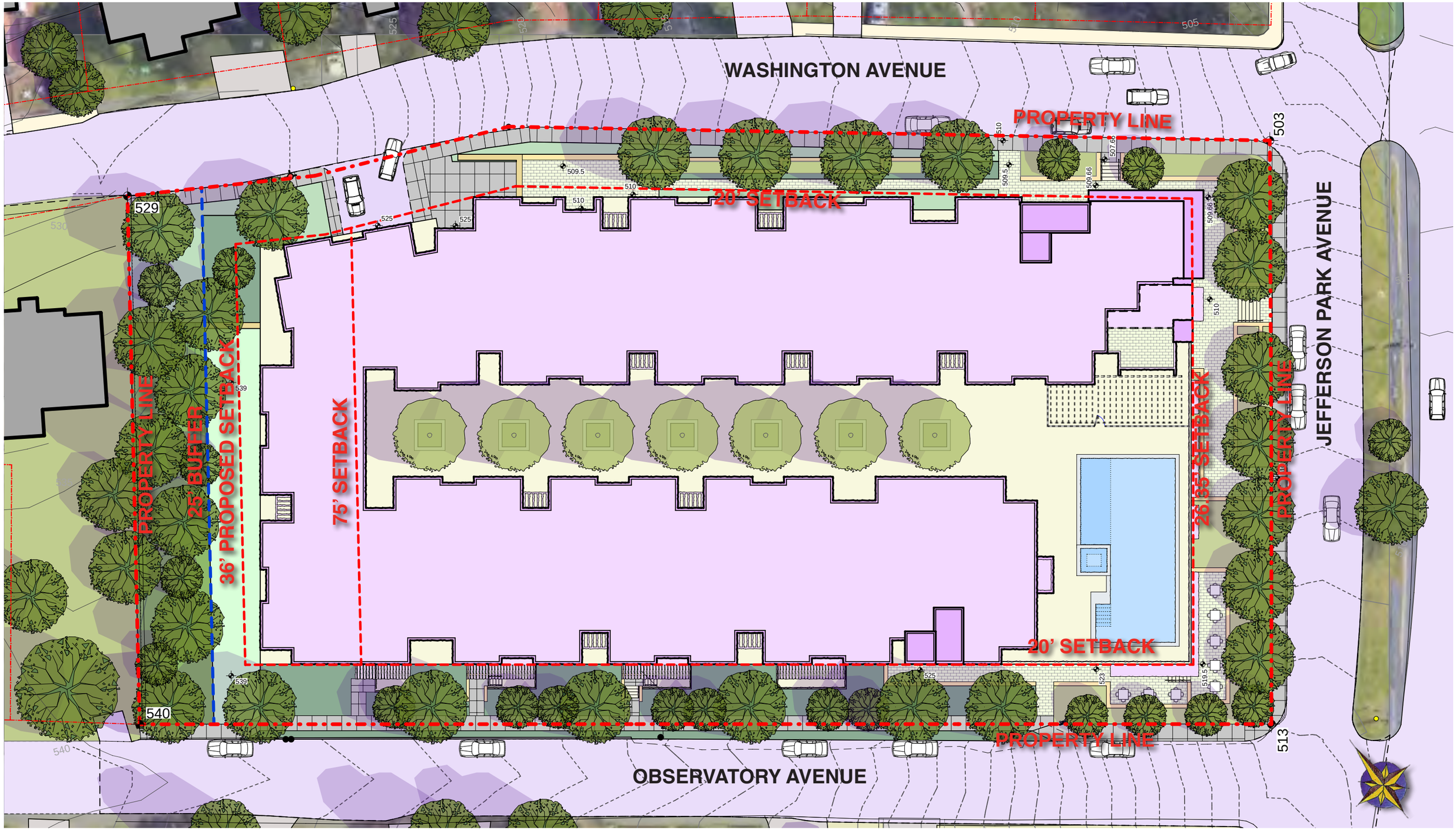
Use Material Changes to Improve Massing

Material and color changes are used on all building facades to improve massing.

SECTION 2

PROPOSED DESIGN

Illustrations of the previous design + the current proposal



2005 JPA
Charlottesville VA

12.20.2022

SITE PLAN, refer to page 44 for updated landscape plan

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **JEFFERSON PARK AVENUE** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **JEFFERSON PARK AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **JEFFERSON PARK AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **OBSERVATORY AVENUE** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **OBSERVATORY AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

Brick facades limited to three stories above podium to reduce perceived massing

JEFFERSON PARK AVENUE

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **OBSERVATORY AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **WASHINGTON AVENUE** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **WASHINGTON AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

JEFFERSON PARK AVENUE

Brick facades limited to three stories above podium to reduce perceived massing

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **WASHINGTON AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **REAR FACADE** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **REAR FACADE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

ELEVATION **REAR FACADE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PERSPECTIVE **JPA & OBSERVATORY AVE CORNER** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PERSPECTIVE **JPA & OBSERVATORY AVE CORNER** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

PERSPECTIVE **JPA & OBSERVATORY AVE CORNER** CURRENT DESIGN + PREVIOUS OUTLINE

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

PERSPECTIVE **JPA & OBSERVATORY AVE CORNER**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

PERSPECTIVE **JPA FACADE** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PERSPECTIVE **JPA FACADE** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

PERSPECTIVE **JPA FACADE** CURRENT DESIGN + PREVIOUS OUTLINE

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA
Charlottesville VA

12.20.2022

PERSPECTIVE **JPA FACADE**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PERSPECTIVE **JPA & WASHINGTON AVE CORNER** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PERSPECTIVE **JPA & WASHINGTON AVE CORNER** PREVIOUS DESIGN

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PERSPECTIVE **JPA & WASHINGTON AVE CORNER**

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PARTIAL STREETSCAPE **OBSERVATORY AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

2005 JPA
Charlottesville VA

12.20.2022

PARTIAL STREETSCAPE **JEFFERSON PARK AVENUE**

All grades, counts and quantities are approximate and will change as design proceeds.

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

PARTIAL STREETSCAPE **JPA ENTRY TERRACE**

All grades, counts and quantities are approximate and will change as design proceeds.

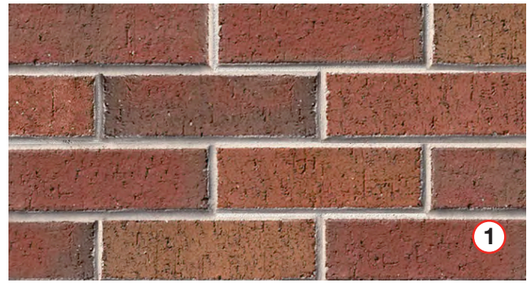
MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

4

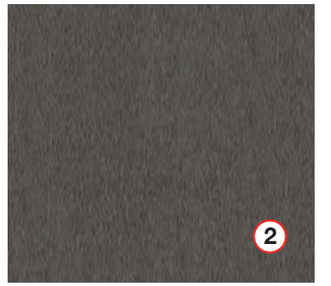
Metal Railings & Canopies
(dark gray color similar to Pantone 4287C)

Triangle Cape Cod (or similar)

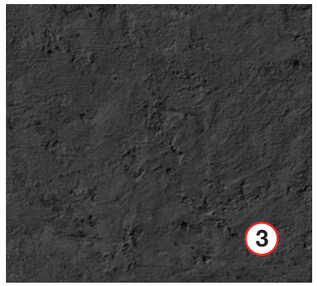
OR



Meridian Brick - mix of Red Wire-cut Flashed & Flat Set (or similar)



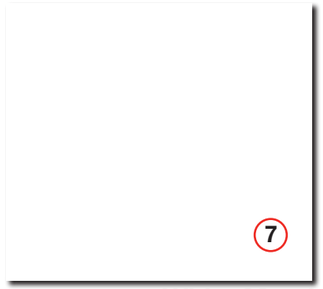
Stucco Color
(Pantone 417C or sim.)
sand or float finish -- vertical scoring aligned at window edges + horizontal scoring at window headers and sills



Stucco Color
(Pantone 447C or sim.)
roughcast or montalvo finish, minimal scoring

White Window Color
(based on Ply Gem standard color)

Black Window Color
(based on Ply Gem standard color)



White Metal
at entry portal & podium level canopies

Fieldstone Wall
(Western Maryland Thin or similar)

Bluestone wall caps

MERIDIAN BRICK | MERIDIAN BRICK AND MASONRY SUPPLY

< back

RED WIRECUT FLASHED

Columbia, SC Architectural Series ‹ PREV NEXT ›

Available Sizes (WxHxL):

Thin Brick: Available Made to Order
Modular: 3.5 x 2.25 x 7.625
Utility: 3.5 x 3.625 x 11.625
Closure: 3.5 x 3.625 x 7.625
Engineer: 3.5 x 2.75 x 7.625
Norman: 3.5 x 2.25 x 11.625
8x8 Wall Unit: 3.5 x 7.625 x 7.625

MERIDIAN BRICK | MERIDIAN BRICK AND MASONRY SUPPLY

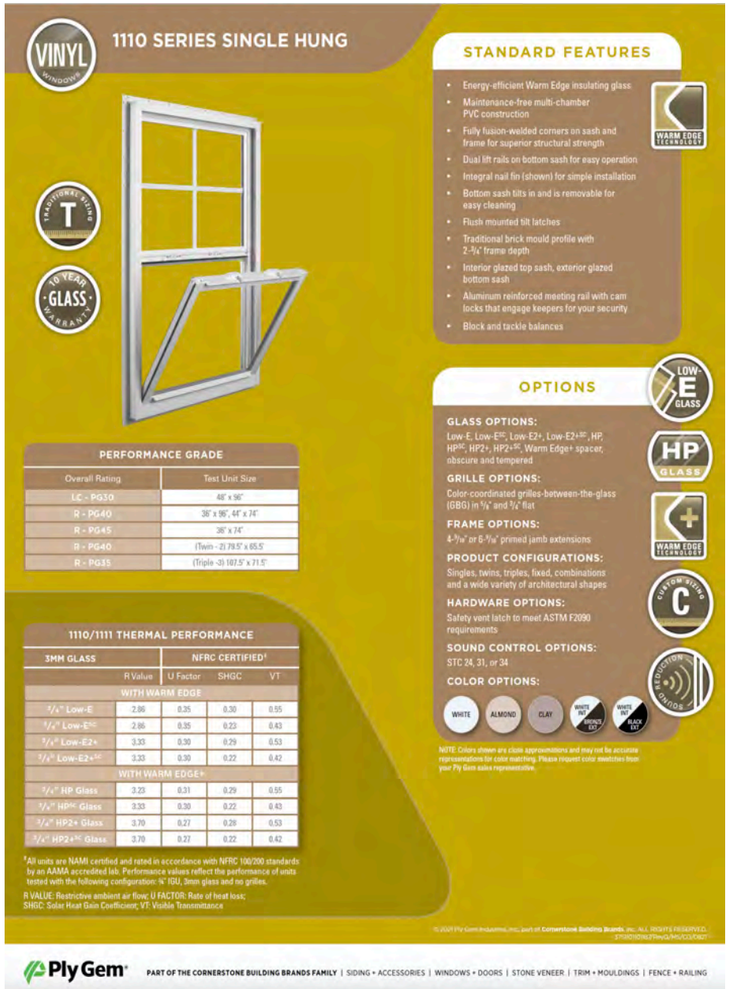
< back

FLAT SET RED BROWN FLASHED WIRECUT

Columbia, SC Architectural Series ‹ PREV NEXT ›

Available Sizes (WxHxL):

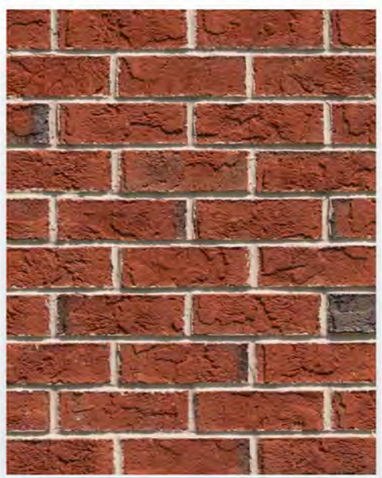
Thin Brick: Available Made to Order
Modular: 3.5 x 2.25 x 7.625
Utility: 3.5 x 3.625 x 11.625
Closure: 3.5 x 3.625 x 7.625
Engineer: 3.5 x 2.75 x 7.625
Norman: 3.5 x 2.25 x 11.625
8x8 Wall Unit: 3.5 x 7.625 x 7.625



TRIANGLE BRICK | MAKING QUALITY AFFORDABLE

My Account Contact Us View Brick By Address

BROWSE BRICKS WHY TRIANGLE BRICK DESIGN CENTER TECHNICAL RESOURCES WHERE TO BUY



Cape Cod

RED

Classic, all-American style.

Inspired by the all-American style of a quaint, New England village, our Cape Cod brick offers a bold, red brick option with slight charcoal accents for a look that's classically elegant and down-to-earth. This sand-faced brick is perfectly suited for most building projects.

Brick Image: Engineer Size | Gray Mortar | Merry Oaks

WHERE TO BUY VIEW BRICK IN PERSON

LEGEND

- APARTMENT COMPLEX ENTRANCE/ EGRESS
- PRIVATE APARTMENT ENTRANCE/ EGRESS

WASHINGTON AVENUE

PUBLIC SIDEWALK

MECH. EQUIP

SLOPED WALK

STEPS

GARAGE ENTRY

BIKE STORAGE

EGRESS ONLY

TABLES + CHAIRS

JEFFERSON PARK AVENUE

1 JPA SITE SECTION

LANDSCAPE STEPS

25' SETBACK

PLANTED BUFFER; S-3, CANOPY, EVERGREEN, UNDERSTORY TREES, SHRUBS

BIOFILTER

PUBLIC WALK

STREET PARKING

BIKE LANE

WEST BOUND LANE

EAST BOUND LANE

EGRESS ONLY

PORCH

BIOFILTER

RAMP

TABLES + CHAIRS

PUBLIC SIDEWALK

OBSERVATORY AVENUE

SCALE 1"=30'

0 30' 60'

2005 JPA
Charlottesville VA

12.20.2022

LANDSCAPE PLAN

All grades, counts and quantities are approximate and will change as design proceeds.

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

STORMWATER CONCEPT:

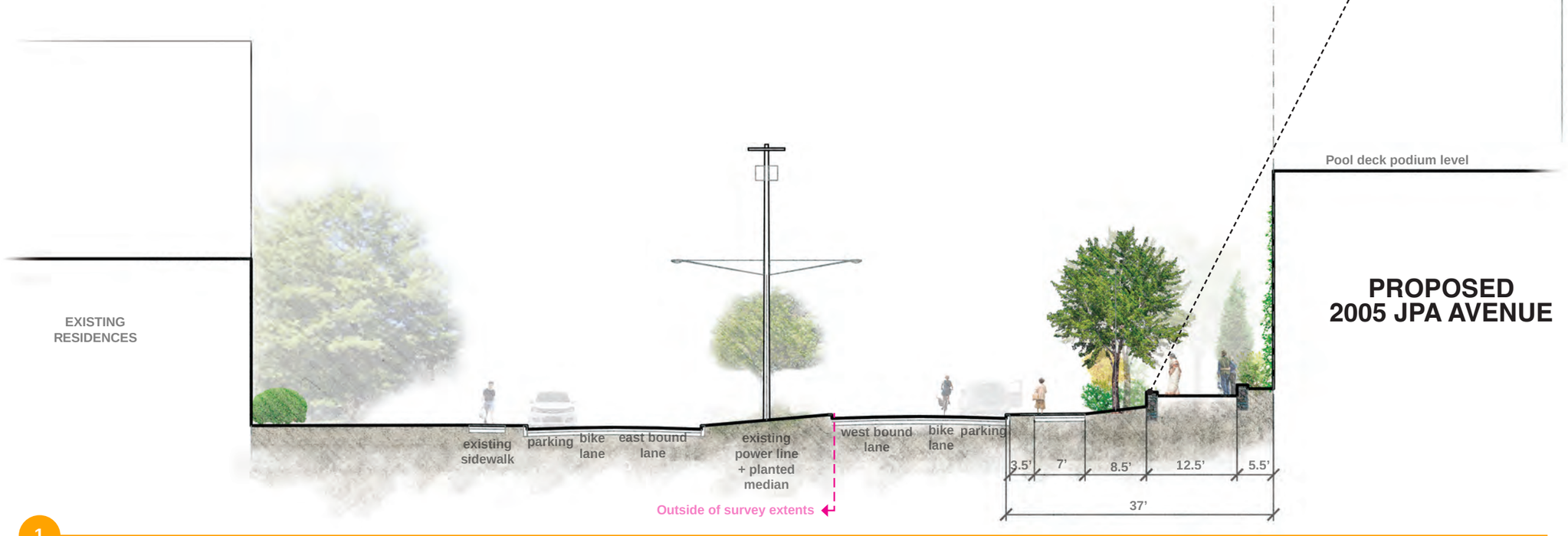
MICRO-BIOFILTERS ALONG OBSERVATORY AVE.; NATIVE PLANTING AND WEIR WALLS/ TIERS TO SLOW THE MOVEMENT OF WATER

BRICK SITE WALLS:

ALONG OBSERVATORY + WASHINGTON AVE, ARCHITECTURAL FACADE AND TERRACES

STONE SITE WALLS:

ALONG JPA STREET FRONTAGE AND LANDSCAPE TERRACES



1

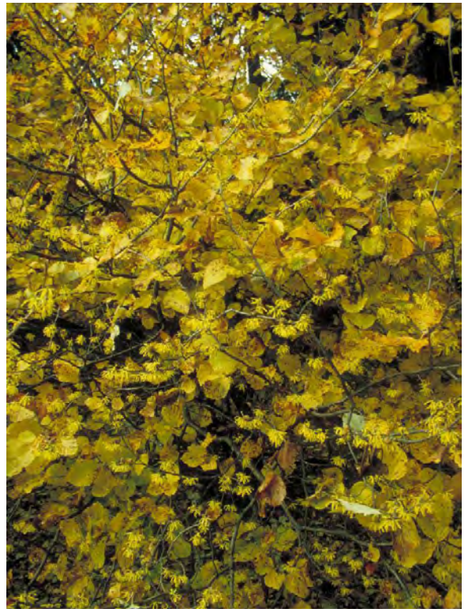



Willow Oak
Quercus phellos




London Plane Tree
Platanus x acerfolia






Witch Hazel
Hamamelis virginiana




Sweetbay Magnolia
Magnolia virginiana

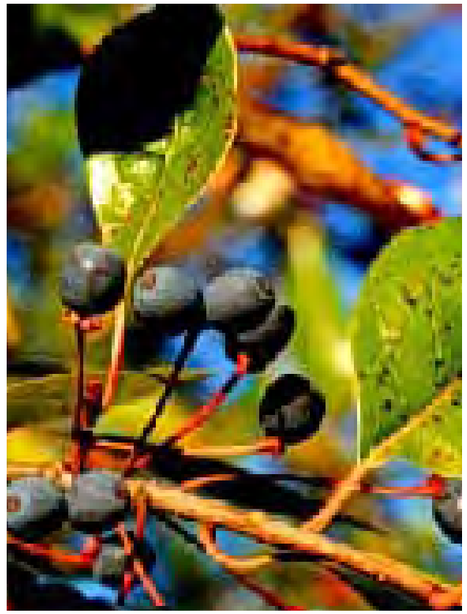



Kentucky Coffeetree
Gymnocladus dioicus ‘Espresso”

alternative: Honey Locust (Thornless)

WASHINGTON AVE STREET TREES



Black gum
Nyssa sylvatica

OBSERVATORY AVE. STREET TREES (STORMWATER)

LEGEND

- PEDESTRIAN BOLLARD
- SITE WALL LIGHT
- WALL MOUNTED

WASHINGTON AVENUE

JEFFERSON PARK AVENUE

BIKE LANE

GARAGE ENTRY

OBSERVATORY AVENUE

1. See notes on cut sheet page for additional information

SCALE 1"=30'
0 30' 60'

2005 JPA
Charlottesville VA
12.20.2022

SITE LIGHTING PLAN

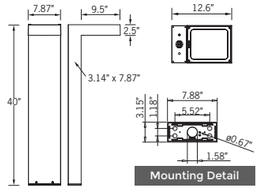
All grades, counts and quantities are approximate and will change as design proceeds.

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

ULI-10022
Light Linear PT 1 Single Head Bollard

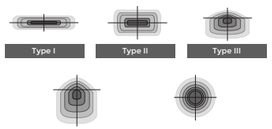
55w LED 6240 Lumens
IP65 • Suitable For Wet Locations
IK08 • Impact Resistant (Vandal Resistant)
Weight 26 lbs



Mounting Detail

microVos TECHNOLOGY

Ligman's micro Variable Optical System provides the ability to interchange, mix & rotate optics to provide specific light distributions for optimized spacing and uniformity.



The variable optic system allows for the designer to create hybrid distributions for precise lighting requirements.

HYBRID
TYPE I & TYPE IV

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U0 - G1

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Inspired by Nature Finishes
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

The Coating Process
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV resistant)
• TGIC free (non-toxic)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Area distribution bollard-integrated projectors. Stylish but technically precise area lighting solutions as part of a large flexible family.

Light Linear PT Bollard is an elegant minimalistic bollard that is suitable for both modern and classic architecture. Ideal for creating visual guidance with exceptional visual comfort. The dual sealed optical chamber with integrated heat sinks houses a range of field interchangeable optically controlled LED's, providing Type II, III, IV & V distribution, as well as variations of this for precise light distribution requirements.
An example of this, is using a combination of Type II and Type IV distribution optics inside the same fixture.
This product range is available in 29w and 55w options, as single & double head styles.

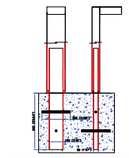
Customer specific wattages can be provided, contact the factory for more information.

Bollards can be provided with GFCI boxes positioned to specific heights specified by the customer.
Internal house side shields are available as an option.

To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected.

Optional: Security Bollard:
The Light Linear Bollard is available as a traffic rated security bollard.
This security bollard provides restraint of vehicular traffic in unauthorized areas.
Impact calculations shows this bollard will stop a 5,500lb/2.75 tons vehicle, travelling at 30mph.
The galvanized pole must be filled with concrete up to the waterproof driver housing to provide a solid concrete barrier.

Additional Options (Consult Factory For Pricing)



A13391
Security Bollard

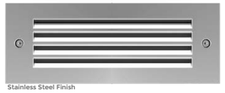
GFCI
GFCI Box

RGBW or Static Color Laser Cut Lettering, Logos & Designs (LLVT Bollard shown for visual reference)

Ligman can provide custom logos and signage in the Light Linear Bollard
The images above show this feature in the Light Linear VT Bollard

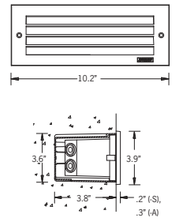
ULE-40601
Legend 2 Recessed

Aluminum Finish



Stainless Steel Finish

11w COB 155 Lumens
IP65 • Suitable For Wet Locations
IK07 • Impact Resistant (Vandal Resistant)
Weight 4.1 lbs



Construction

Aluminum Casting
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

BUG Rating
B0 - U1 - G0

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Inspired by Nature Finishes
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

The Coating Process
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV restant)
• TGIC free (non-toxic)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

High Impact Acrylic Lens
Manufactured with Ultra High Impact, Naturally UV Stabilized Injection Molded Acrylic.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Rectangular time-honoured wall recessed accent range. Efficient, flexible and tough family in the classic brick-light proportions.

A range of vandal resistant rectangular wall recessed luminaires. Suitable for indoor or outdoor applications in residential, shopping and pedestrian areas as a decorative guide light. Available in a variety of frame and LED light source options, including turtle friendly amber LED.

The Legend 1 and 2 is available with powdercoated aluminum or stainless steel frames. This luminaire is provided with a powdercoated high pressure die-cast aluminum back box and can be pre shipped to the jobsite for concrete pour or masonry applications.

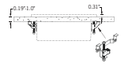
As an option, this luminaire can be provided with a special wall clamp bracket that provides a clamping option when installing in drywall or wood panel walls.

Available in amber and white 2700K, 3000K, 3500K and 4000K. Consult factory for additional colors. The Legend steplight range can be provided with colored lenses to provide a decorative architectural touch to the building, please see options.

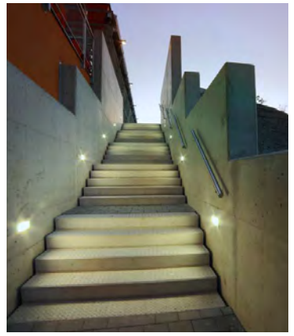
All Ligman fixtures can be manufactured using a special pre-treatment and coating process that ensures the fixture can be installed in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options. fixture can be installed in natatoriums as well as environments with high concentrations of chlorine or salt and still maintain the 5 year warranty. For this natatorium rated process please specify NAT in options.

Additional Options (Consult Factory For Pricing)

SMB
Surface Mount Box

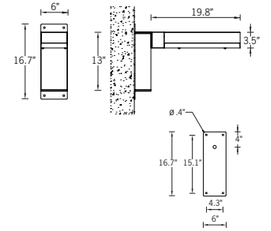


DWC
Dry Wall Clamp



ULI-30012
Light Linear PT 12 Surface

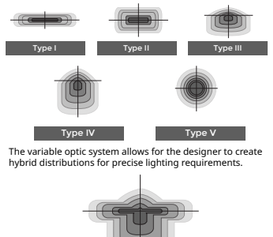
54w LED 6193 Lumens
IP65 • Suitable For Wet Locations
IK08 • Impact Resistant (Vandal Resistant)
Weight 17 lbs



Mounting Detail

microVos TECHNOLOGY

Ligman's micro Variable Optical System provides the ability to interchange, mix & rotate optics to provide specific light distributions for optimized spacing and uniformity.



The variable optic system allows for the designer to create hybrid distributions for precise lighting requirements.

HYBRID
TYPE I & TYPE IV

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U0 - G1

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C.
This process ensures that Ligman products can withstand harsh environments.
Rated for use in natatoriums.

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Area distribution wall-mounted projectors. Stylish but technically precise area lighting solutions as part of a large flexible family.

Light Linear PT wall light is an elegant wall mount fixture suitable for both modern and classic architecture. Ideal for creating visual guidance, with exceptional visual comfort.

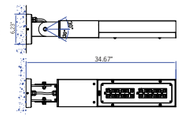
The dual sealed optical chamber with integrated heat sinks houses a range of field interchangeable optically controlled LED's, providing Type II, III, IV & V distribution, as well as variations of this for precise light distribution requirements. An example of this, is using a combination of Type II and Type IV distribution optics inside the same fixture.

This fixture is unique as it has a IP68 driver housing container that is housed within the IP65 rated light fixture.

This product range is complemented with high performance optics in the bollard and streetlight luminaires, to provide a consistent range of design aesthetics for any project.

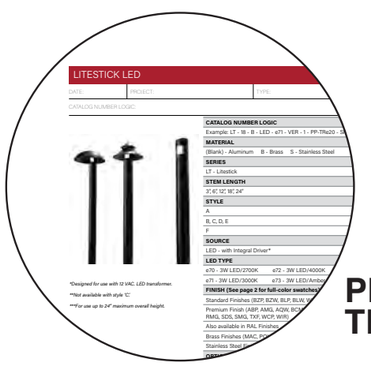
To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected and luminaire fix mounted (+/- 15˚ allowable to permit leveling).

Additional Options (Consult Factory For Pricing)



SAM
Small Adjustable Arm

PEDESTRIAN BOLLARD

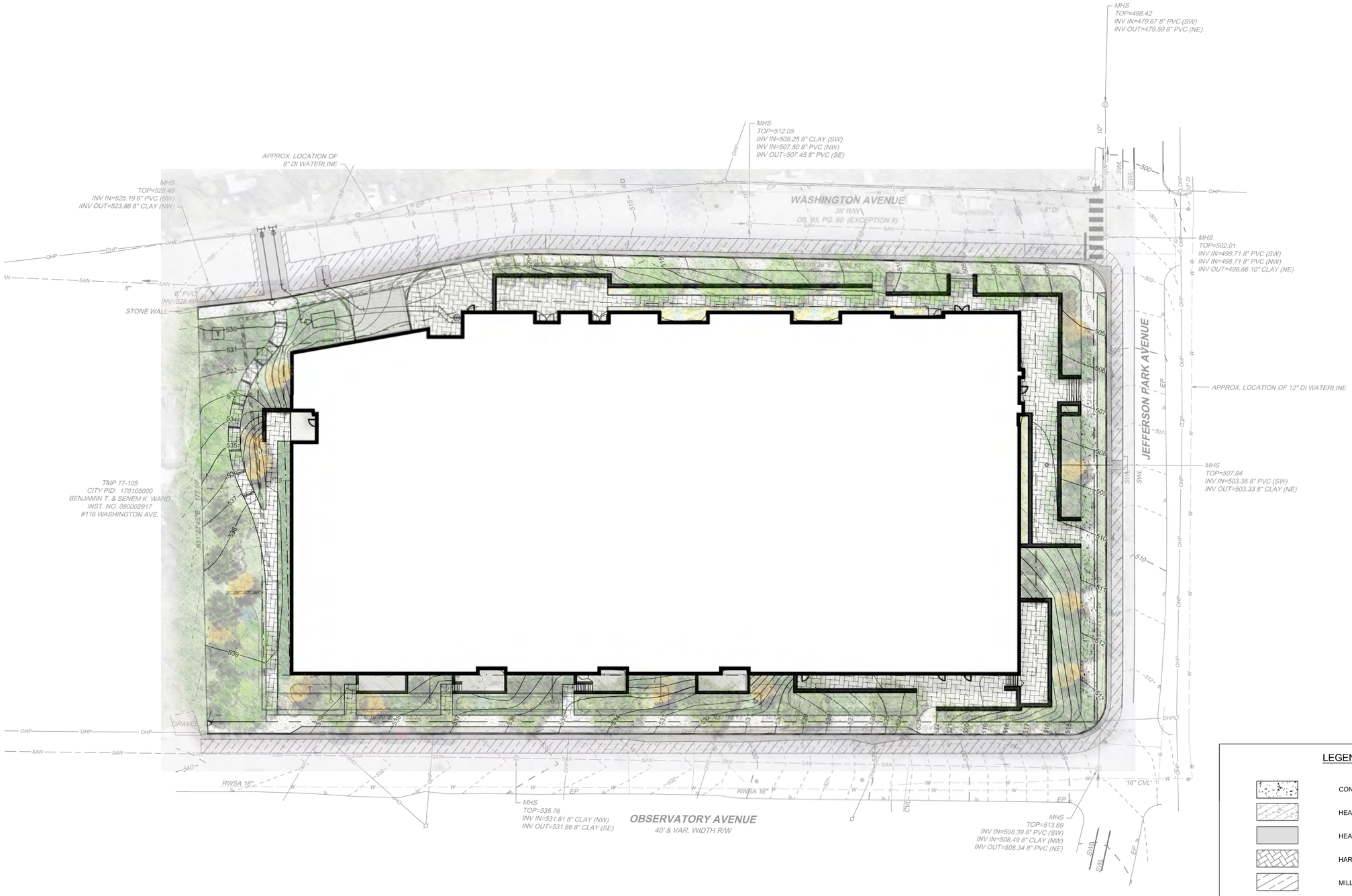


PLANTING ACCENT OR UPLIGHTING IN TERRACED PLANT BEDS (TBD)

SITE WALL LIGHT

WALL MOUNTED EXTERIOR LIGHT

1. Outdoor lighting shall conform to the City of Charlottesville Cod eof Ordinances Chapter 34 - Zoning Article IX Division 3, Sec, 34-1000 et. seq.
2. The selected luminaires and layout may differ from site plan and the the luminaire manufacturers and types listed; cut sheets provided to convey lighting concept only.
3. Photometrics to confirm adherance to local lighting requirements and finalize fixture spacing and orientation



LEGEND:

- CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE
- HEAVY DUTY ASPHALT
- HARDSCAPE (SEE LANDSCAPE PLAN)
- MILL AND OVERLAY

SCALE 1"=40'
0 40' 80'

PAVING PLAN

All grades, counts and quantities are approximate and will change as design proceeds.

2005 JPA
Charlottesville VA
12.20.2022

TIMMONS GROUP
ENGINEERING | DESIGN | TECHNOLOGY

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

APPENDIX a

ERB GUIDELINES (DETAILED)

Full response to all published guidelines

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

***Design for a Corridor Vision**: New building design should be compatible-- in massing, scale, materials and colors-- with neighboring structures that contribute to the overall quality of the corridor. Site designs should contain some common elements to provide continuity along the corridor. New development should compliment the city's character and respect those qualities that distinguish the city's built environment.*

***Preserve History**: Preserve historic buildings and distinctive architecture from earlier periods. Encourage contemporary design that is respectful of historic building design.*

***Facilitate Pedestrian Access**: Encourage compact, walkable developments. Design pedestrian connections from sidewalk and car to buildings, between buildings and between corridor properties and adjacent residential areas.*

***Maintain Human Scale in Buildings and Spaces**: Consider the impact of building design-- especially height, mass, complexity of form, architectural details and exterior spaces-- on the people who will pass by, live, work or shop here. The size, placement of doors, windows, portals and openings define human scale.*

***Preserve and Enhance Natural Character**: Encourage plantings of diverse native species.*

***Create a Sense of Place**: In corridors with substantial pedestrian activity, one goal is to create a sense of place. Building arrangements, uses, natural features and landscaping should contribute, where feasible, to create exterior space where people can interact.*

***Create an Inviting Public Realm**: Design inviting streetscapes and public spaces. Redevelopment of properties should enhance the existing streetscapes and create an engaging public realm.*

***Mask the Utilitarian**: Provide screening from adjacent properties and public view of: parking lots, outdoor storage and loading areas, refuse areas, mechanical and communication equipment and other uses that have adverse impacts. Relegate parking behind buildings.*

***Respect and Enhance Charlottesville's Character**: Architectural transplants from other locales or shallow imitations of Jeffersonian architecture are examples of building designs that are not appropriate.*

Response

Exterior material selections are predominantly brick and stucco, consistent with other buildings along the JPA corridor. The color palette falls in a compatible range. Building massing is varied, not monolithic. The scale evident in fenestration, entrances, site stairs, canopies and porches is appropriate for this district. The landscape design along JPA-- consisting of multiple terraces and plantings-- has the potential to enhance the corridor's character, creating opportunities for pedestrian comfort and interaction in a shaded environment that is a marked improvement over other student housing that fronts this corridor.

There are no historically designated buildings on this site. The property is in an Entrance Corridor, but it does not fall within any of the city's Historic Districts.

The potential pedestrian experience along JPA represents a significant improvement over streetscapes found elsewhere on the corridor. The existing sidewalk will be rebuilt to current city standards with a narrow planted buffer between parked cars and pedestrians. On site, easily accessible plaza spaces adjacent to the sidewalk will give pedestrians a kind of wayside where they can relax and socialize in the shade and beauty of new plantings. At the rear of the property, a paved walk is proposed, available for public use, allowing nearby residents a second, alternative connection between Washington and Observatory Avenues.

The building height is similar to multiple nearby structures along the corridor. Buildings at 1725 JPA, 1815 JPA and 1800 JPA are five to nine stories tall. Mass and form of the proposed building is varied. Multiple walks and terraces provide usable spaces, traversable by visitors and passers-by. Street trees will provide screening, shade and beauty. The dimensions and arrangements of windows, openings and entries are consistent with neighboring apartment buildings.

The landscape plan proposes a variety of native plantings in a variety of sizes-- from smaller shrubs to large trees.

In addition to the multiple terraced areas along JPA, several of the apartments fronting Observatory Avenue have porches and walks connected to the sidewalk. Not only will these benefit the scale of the project, they provide outside spaces from which tenants can easily see and communicate with other students and city residents as they move to and fro. In its current state the site makes little contribution to the street wall. It lacks architectural presence on the corridor. Very few buildings front the street to contribute to a sense of place. The proposed development will engage the street corners and contribute to the existing street wall-- one defined by variation more than uniformity.

A generous array of plaza spaces and planting beds will create a comfortable, shaded environment along the public realm, creating a kind of expanded sidewalk with places to sit, rest, eat and talk. At the corner of Jefferson Park and Observatory Avenues, a corner space is proposed with the potential to serve future commercial use, connected to an outside terrace convenient to passers-by.

All on-site parking is concealed under the building. Access to the basement parking is located on Washington Avenue, over 200 feet away from JPA. Storage areas, refuse areas and mechanical equipment will all be concealed within the building or on rooftops behind parapets.

By and large, traditional materials are proposed, but the building's architecture does not rely on historic references deployed superficially or romantically. It does not indulge vernacular details associated with places outside Charlottesville.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

II. Streetscape Guidelines — Plantings & Open Space

***Use street trees** to provide shade, a sense of enclosure and to define edges.*

***Include appropriately scaled trees, shrubs and other plantings** to provide beauty as well as shade within a pedestrian gathering place and as screening for parking, utilities and service areas.*

***Use hardy native species** that require minimal maintenance. Avoid over-used species.*

***Use larger species** where appropriate to space and function.*

*Expand use of **seasonal color** in plantings.*

*Use plantings to promote **visual order** and help integrate buildings into the corridor.*

Response

Many street trees are proposed along Jefferson Park, Observatory and Washington Avenues. In the site's current condition, street trees are uncommon.

A varied selection of plantings-- from large trees to medium trees to shrubs-- will benefit the environment around the building, encouraging people to gather and socialize within the color, comfort and shelter of the landscape. In addition to street trees, multiple planting beds-- as buffers along JPA, in transitional spaces between sidewalks and entrance terraces/porches, and along the building edge-- will host smaller plantings. The combination of plantings will enhance a sense of scale around the building, emphasizing the edges of and enclosing outdoor space.

Most planting selections come from the Charlottesville Tree Packet of recommended species. Over-used species-- Bradford Pear and Crepe Myrtle, for example-- are not proposed.

Certain species-- London Planetree, Honeylocust and Kentucky Coffeetree, among them-- will attain significant height when mature. They are proposed along the streets, where in time they will provide abundant shade and an ever-changing screen of the upper stories of the new building.

Multiple species-- blackgum, ? and ? among them-- will provide potentially great colors in fall and spring.

In time, the varied scale of plantings will create a layered environment from which the building emerges, avoiding abrupt or stark transitions.

*Refer to the **Tree Planting and Preservation BMP Manual** in the Charlottesville Standards and Design Manual.*

Yes.

II. Streetscape Guidelines — Pedestrian Routes

*Where feasible, **provide unbroken pedestrian routes** between developments. Place paths in a logical pattern where people will want to walk. Separate sidewalks from the curb by a five feet wide landscape buffer if possible.*

The continuity of sidewalks will be significantly improved with this project. Currently sidewalks along both Observatory and Washington Avenues are discontinuous on both sides, with stretches of more than 200 feet without sidewalks at all. Where there are sidewalks currently, they are frequently crossed by parking drives and aprons. After this project is complete, the sidewalks will continue, without break, along all three street edges. Only one vehicular drive-- at the Washington Ave. entry to the parking deck-- will cross the new sidewalks. At JPA, a landscape buffer is proposed. Because of utility limitations it will be three feet wide, sufficient for smaller plantings. To compensate, we propose a sufficiently wide planting bed for larger street trees to be located on the building side of the sidewalk.

*Within developments, **identify a complete pedestrian pathway system** linking all buildings, parking and green spaces. Ensure this network connects to public pedestrian pathways.*

All building entries, porches and plazas are connected to public pathways, often in multiple locations. At the rear of the property, there is currently a surface parking lot with few trees. For years this lot has served an informal, but illicit, function as a pedestrian connection between Washington and Observatory Avenues. With this project, a new pedestrian path behind the building-- and open to public use-- will replace the parking lot. The new path will enjoy screening and shade from a wide planted buffer along the north property boundary.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

II. Streetscape Guidelines — Pedestrian Routes, cont.

	Response
Add designated pedestrian pathways through larger parking lots.	No visible surface parking lots are proposed in this project.
Provide crosswalks at intersections, between major pedestrian destinations and in front of building entrances that link to parking.	A crosswalk will be provided where the Washington Ave. sidewalk intersects with the vehicular drive accessing the parking levels.
***Design crosswalks to highlight their visibility** by slightly raising them, making them wider, constructing them of materials other than asphalt and using bulb-out corners than reduce their length.*	At the entrance to the under-building parking, the crosswalk will not be paved in asphalt, and it will be wider than the sidewalk.
***Provide breaks in large building masses** to allow pedestrians to pass through, particularly through shopping centers.*	The concealed parking levels do not permit accessible passage across the full site within the building's perimeter. However, at the rear of the property, not far from JPA, a public pathway is proposed that crosses the entire property. Currently, it's unusual for people to walk between Observatory and Washington Avenues except at the rear parking lot and at JPA. Connections at these locations will be retained and improved.
***Avoid excessive curb cuts for vehicular access** across pedestrian ways. Where curb cuts are necessary, mark them with a change in materials, color, texture or grade.*	The project requires only a single curb cut, marked with a change in material, at the entry to the under-building parking on Washington Ave. This is a significant reduction to existing curb cut conditions. Currently, there are at least eight curb cuts or driveway crossings located along Observatory and Washington Avenues accessing this site.
***Design sidewalks appropriately for the site** and the expected amount of foot travel.*	In this largely residential district, a seven foot wide sidewalk is proposed along Jefferson Park Ave.
***Use brick or patterned concrete** or a combination of these materials that relates to the existing architectural vocabulary of the corridor.*	Currently, there is little precedent in this corridor for brick or patterned concrete walks... however, we propose brick and stone for numerous low site walls contiguous to walks and plazas.
Avoid concrete curbing poured in continuous strips.	We will.
Avoid excessive variation in sidewalk and curb material.	We will.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

Response

II. Streetscape Guidelines — Bicycle Routes

***Provide for bicycle traffic along major corridors** and between major destinations, with particular emphasis on connecting residential areas to schools, recreation areas and commercial centers.*	Currently there is a dedicated bike lane along JPA adjacent to the site. This will remain.
Provide new bike paths to connect to planned or existing municipal paths or paths of adjoing developments.	NA
***Provide facilities to store or lock bicycles** at appropriate sites.*	Indoor, secure storage for up to XX bicycles will be provided on site.
Develop an easily identifiable graphic system of signs and road markings to designate bicycle routes and crossings.	NA

II. Streetscape Guidelines — Lighting

***Use full cutoff luminaires** in accordance with city lighting requirements to provide better lighting and prevent unwanted glare.*	Full cutoff luminaries will be used.
*Where appropriate, **replace modern cobra-head type lamps and poles** with painted metal, traditionally designed fixtures that have a base, shaft and luminaire.*	NA
Consider using a different but compatible style of fixture for each of the corridors.	NA
Light pedestrian areas with appropriately scaled poles.	NA
Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.	NA
Provide lighting of intersections in high traffic areas.	NA
Include any lighting upgrades as a part of an overall streetscape plan for each corridor.	NA

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

		Response
II. Streetscape Guidelines	**Street Furniture**	
Develop and use a common palette of colors, materials and design.		The furniture materials, colors and design will be coherent.
***Coordinate street furniture along corridors**. While they need not match, they should be compatible and not clash.*		There is little presence or continuity of street furniture along JPA now. We do not anticipate furniture choices for this project to clash.
***Place benches at key locations** such as transit stops. Use traditional designs constructed of wood and/or painted metal.*		No transit stops are currently located along the site's JPA boundary, but built-in benches and tables are planned to be included on the front entry plaza. These are very close and convenient to the sidewalk. They will allow a place to wait, rest and meet with friends. If a transit stop is placed here in the future, the project's benches have the potential to create alternative waiting areas close-by and within sight of it.
Avoid placing too many elements on narrow sidewalks.		NA
II. Streetscape Guidelines	**Public Signs**	
***Develop a system of public way finding** and informational signs to reflect the character of Charlottesville to be used on all corridors.*		NA
***Coordinate the colors and design of signs** within a corridor.*		The color scheme and design of signs will be consistent and coherent.
***Keep signs to the minimum number and size** necessary for the use.*		The number of signs will not be excessive.
***Scale and place signs** for both automobile traffic and pedestrians.*		NA
Avoid placing signposts in locations where they can interfere with the opening of vehicle doors.		NA
Consider using decorative color banners within a specific corridor.		NA
II. Streetscape Guidelines	**Public Art & Monuments**	No public art or sculpture is being replaced by or proposed within this development, so none of the criteria in this section is applicable.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

Response

II. Streetscape Guidelines

Utilities & Comm. Equip.

Locate and screen utilities to limit their visibility *from the street and from nearby development.*

Power and communication cables will remain above ground and suspended from utility poles. but transformers and meters will be located out of view from JPA.

Place existing and proposed utilities underground.

Utilities will not be buried, as is typical of almost all other buildings along this corridor.

Consider integrating cellular communication towers *into building design so as to appear visually unobtrusive.*

NA

III. Site Guidelines

Connectivity Between Entrance Corridor area & neighborhoods

Maintain or provide a strong sense of community *by providing pedestrian and vehicular links from a corridor site to nearby neighborhoods, parks, schools and other public destinations.*

Pedestrian connections to the neighborhoods on Observatory and Washington Avenues are enhanced by improved continuous sidewalks that are minimally interrupted by vehicular crossings.

Use common streetscape elements*, materials and designs to visually link the corridor areas and neighborhoods.*

Materials typical of the surrounding neighborhoods-- brick, stone, concrete-- will be used in walks and site walls.

Provide continuous pedestrian routes *along corridors where feasible.*

Pedestrians routes along the corridor will be enhanced and expanded.

Site grading should promote connectivity *with adjacent sites.*

Site grading will not affect adjacent sites.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines

Connectivity Between & Within Sites

***Create a complete pedestrian pathway system** within a site and between adjacent sites, linking all buildings, parking areas and green spaces. Ensure that this network connects to any nearby public pedestrian pathway.*

Design pedestrian and vehicular circulation to maximize the quality and safety of the pedestrian experience through:

"shared space" approaches that slow vehicle speeds and enhance pedestrian experience;

designated, separate sidewalks with planted areas through large parking lots;

crosswalks at points of vehicular access routes and in front of building entrances;

crosswalk designs that highlight their visibility by slightly raising them, making them wider, by constructing them of materials other than asphalt and by using bulb-out corners that reduce their length.

***Ensure the new paving materials are compatible with area character.** Scored concrete with broom finishes, colored, exposed aggregate concrete and brick or unit pavers are examples of appropriate applications. Avoid large expanses of bright white or gray concrete surfaces.*

***Provide passageways within large building masses** to allow pedestrians to pass through, particularly through shopping centers.*

Response

All building entries, porches and plazas are connected to public pathways, often in multiple locations. At the rear of the property, there is currently a surface parking lot with few trees. For years this lot has served an informal, but illicit, function as a pedestrian connection between Washington and Observatory Avenues. With this project, a new pedestrian path behind the building-- and open to public use-- will replace the parking lot. The new path will enjoy screening and shade from a wide planted buffer along the north property boundary.

At the entrance to the under-building parking, the crosswalk will not be paved in asphalt, and it will be wider than the sidewalk. The change in materials and wider dimension will call attention to pedestrians where the garage entry/exit crosses the sidewalk at Washington Ave.

At the entry plaza, associated walks and the corner terrace at the intersection of Jefferson Park and Washington Avenues, paving materials will be scored concrete in a buff stain. The walks leading to the Observatory Ave. porches will be paved in brick.

The concealed parking levels do not permit accessible passage across the full site within the building's perimeter. However, at the rear of the property, not far from JPA, a public pathway is proposed that crosses the entire property. Currently, it's unusual for people to walk between Observatory and Washington Avenues except at the rear parking lot and at JPA. Connections at these locations will be retained and improved.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines

Building Placement

	Response
Orient the facade of new buildings to front on the corridor.	The main building entry and entry plaza front Jefferson Park Avenue.
Limit setbacks of new buildings *according to the zoning of the particular corridor.*	The front yard is between 20 and 30' deep, which is consistent with multiple other similar buildings along the corridor.
Limit setbacks at major intersections *so that the architecture can help define the area.*	While the intersections may not be regarded as major, they are not insignificant. The architecture-- both in the street-level terracing and prominent entry areas-- serves to define the corners.
Use compact building arrangements *to reduce the feeling of seas of parking, encourage pedestrian activity and define space.*	No exposed, surface parking is proposed. The building is not sited too far from rights-of-way, but enough to allow expanded pedestrian spaces and ample plantings.
Strive for contiguous building arrangement along the street face *and avoid large breaks between buildings in identified development sites.*	We seek a balance in the building arrangement. While the base of the building is contiguous along JPA, the residential wings above step back independently of one another-- one offset from the other-- to introduce varied massing and temper the impression of formality that a more symmetrical form might impose.
Ensure that larger developments orient their design *to any adjoining neighborhoods and side streets.*	The introduction of brick facades along Washington and Observatory Avenues creates the impression of independent attached dwellings-- not unlike townhouses-- fronting on the side streets and their associated neighborhoods. Porches at multiple ground level apartments along Observatory reinforce this perception.
Orient service areas to limit their impact *on the development and any neighboring areas.*	The building will be serviced largely at the entrance to the under-building parking on Washington Ave. This will help minimize the presence of service vehicles like trash trucks along the JPA corridor.
Each side of a corner building *that faces a street should be considered a facade for design purposes.*	Building corners, especially at Washington Ave., turn to face side streets with prominent entry points and fenestration.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines

Parking

	Response
Reduce the scale of parking lots...	NA (This project does not include surface parking lots.)
Reduce the visibility of residential garages by:	
Not allowing a garage to become the primary architectural feature when a development is viewed from the street;	The garage entry is on the project's east side yard, over 200 feet from the JPA corridor.
Placing garages behind the building setback, preferably facing to the side or rear of attached housing;	The entry drive to the garage is not in the front yard.
Placing garages and parking in the rear with alley access.	Because of grading concerns and to prevent vehicle access from conflicting with rear yard pedestrian use and planted screening, we elected not to access the garage from the rear yard.
Accommodate pedestrian needs within parking areas by:	
Providing clear pedestrian paths and crossings from parking spaces to main entrances and to the street;	Ways from parking spaces to building entrances will be clearly marked.
Planning parking so that it least interferes with appropriate pedestrian access and connections to adjoining developments;	Primary building entrances are connected directly to public sidewalks, away from subterranean parking.
***Construct parking lots that reinforce the existing street wall** of buildings and the grid system of rectangular blocks.*	NA
***The number and width of curb cuts should be the minimum necessary** for effective on- and off-site traffic circulation.*	Only one curb cut for vehicular access is proposed. This will be on Washington Avenue, over 200 feet up from the corridor.
Design any detached parking structure to be architecturally compatible with its setting...	NA (No detached parking structure is proposed.)
Bicycle parking facilities should be provided within areas where significant bicycle traffic is anticipated. They should be located in designated areas close to buildings and pedestrian paths.	Bike storage will be located securely inside the building, convenient to an exterior entry along Washington Avenue with continuous sidewalk access to JPA.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines — Plantings & Open Spaces

	Response
Provide landscaping within parking areas by...	NA (This project does not include parking lots outside of the building under open sky.)
The majority of open space should be located at the perimeter of the site *where it is visible, and it should be of sufficient width and depth to provide adequate contrast to any adjoining site parking. Planting zones should be consolidated into areas large enough to give natural character to a site rather than randomly distributed in small and narrow open spaces that do not match the context and scale of the project.*	Most open space is located along the perimeter. Planting zones vary. Some are linear and narrow, creating an edge along walks. Others are more spacious, allowing generous green areas suitable for larger tree species. Planting zones are designed deliberately to help define and shade public sidewalks. At the rear of the site, a broad swath of mixed plantings will provide a buffer between this project and smaller scaled neighboring houses to its north.
Planted areas should be located along the site boundaries, *within parking areas, along drainage or stormwater management areas, around buildings and at building entries.*	Plantings are proposed in all of these locations (with the exception of parking areas, because all parking is under the building).
The existing topography should be preserved intact as much as possible *to minimize disruptions in drainage.*	Outside the building perimeter, significant regrading is not proposed.
Different scales of plantings *(trees, shrubs, flowers) should be incorporated into site design to the extent possible and such features as mature woods and riparian areas should be retained.*	A variety of plantings of different sizes and colors are proposed.
Use species appropriate for site conditions *including available sunlight, water and root and canopy space.*	Selected species are appropriate for site conditions.
Use trees, shrubs and other landscaping features to provide screens for service areas, parking and utilities.	Plantings will be used to screen utilities where necessary.
Use large specimen street trees along pedestrian routes *to provide shade and to define edges.*	Large trees, selected from Charlottesville's Tree Packet of recommended species, are proposed along all sidewalks.
In the core of larger commercial and office centers, street trees and more formal urban plantings organized around public open spaces are recommended.	NA
*Consider using **landscaping areas that also provide storm water treatment** such as rain gardens.*	Planted Bioretention is planned along parts of Observatory and Jefferson Park Avenues.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines — Plantings & Open Spaces, cont.

	Response
*Refer to the **Tree Planting and Preservation BMP Manual** in the Charlottesville Standards and Design Manual*	We have.
*Encourage **day lighting of streams** where appropriate.*	NA

III. Site Guidelines — Lighting

***Use cutoff luminaries in accordance with city lighting requirements** to provide better lighting and prevent unwanted glare. Lighting should at all times be designed to prevent light pollution in the form of light transmission laterally beyond site boundaries or upward to the sky.*	All relevant lighting will follow the city's cutoff luminary requirements.
***Coordinate the lighting plan with the landscape plan** to ensure pedestrian areas are well-lit and that any conflict between trees and light fixtures is avoided.*	Lighting is being coordinated with the landscape design.
***Lighting should provide for appropriate and desirable nighttime illumination** for all uses on and related to the site to promote a safe environment.*	LED lighting at levels and temperatures recommended by BAR guidelines will be specified. Most exterior lighting will be motion-activated.
***Light pedestrian areas with appropriately scaled poles and luminaries.** Their heights are typically ten to fourteen feet.*	Most lighting of pedestrian areas will not be mounted on poles. Those lights that are will not be mounted above appropriate heights.
***Avoid using building accent lighting that is too bright and draws too much attention to the building.** Reasonable levels of accent lighting to accentuate architectural character may be appropriate in individual instances when it is shielded and is not aimed towards neighboring properties, sidewalks, pathways, driveways or public right-of-ways in such a manner as to distract travel.*	Accent lighting will be subtle and used only around building signs.
Gasoline station/convenience store aprons and canopies should utilize full shielded lighting fixtures...	NA

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines

Walls and Fences

	Response
Choose high quality materials *and designs using materials such as brick, stone, metal and wood. Avoid untreated wood, vinyl, chain-link fences, wire fences or concrete block walls. Consider materials used elsewhere on the property or structures within the site.*	Site walls will be built out of quality, durable materials.
Use a scale and level of ornateness of the design of any new walls and fences that relate to the scale and ornateness of the building within the site. *Use simpler designs on smaller lots.*	In detailing and scale, the site walls will be compatible with the building.
Avoid exceeding the average height of other fences and walls *of surrounding properties.*	Site walls will typically be low-- in many cases, seat wall height-- especially along the JPA corridor.
Fences should be set back form the street right-of-way *to allow a clear area for utilities and landscaping.*	NA -- no fences proposed
When walls or fences stretch longer than 50 feet, use designs with texture and modulation *to provide a regular rhythm without being monotonous.*	The brick wall around the upper terrace at Jefferson Park and Observatory Avenues is punctuated by recesses that keep the wall face from being too monotonous. Where other site walls stretch more than fifty feet without interruption, these are typically low, seat-height walls where modulation is of negligible value.
Use paint or opaque stains on pressure treated or unpainted wood fences.	NA
Fence stringers (the structural framing of the fence) should be located facing the interior *of the subject lot, with the finished side facing out away from the subject property.*	NA
Fence at intersections or driveways should comply with city requirements for site distance *(see Article IX, Division 7 of the Zoning Ordinance for detailed site triangle requirements.)*	NA

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines

Signs

	Response
Place signs so that they do not obstruct architectural elements and details *that define the design of the building.*	Signs will not obscure architecture. They will be well integrated.
Respect the design and visibility of signs for adjacent businesses.	Signs on the subject property will not obscure or clash with signs on properties elsewhere.
Use colors and appropriate materials that complement the materials and color scheme of the building*, including accent and trim colors.*	Sign materials and design will enhance building materials and design.
Use a minimal number of colors per sign where possible. *Avoid jarring or overly bright color schemes.*	Signs will not have a busy color palette. Bold colors may be selected in special cases, but we believe these are potentially interesting choices.
Exterior illumination of signs shall comply with the city's outdoor lighting requirements. *Exterior neon is discouraged.*	Sign lighting will adopt the city's BAR's recommendations for exterior lighting.
Illumination of any sign shall not be directed toward any residential area or adjacent street.	Sign lighting will be discreet and indirect, not shining outward toward the property edges.
Consider using a comprehensive signage plan *for larger developments.*	Signs will be compatible with one another.
Encourage the use of monument signs *with accent landscaping at the base along corridors.*	Large signs may be used along the corridor with or without associated landscaping.
Internally lit signs should use an opaque background *so only letters are lit.*	Sign lighting will be indirect, illuminating only the text/numbers.
Flashing lights are prohibited.	None proposed.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

III. Site Guidelines

Utilities, Comm. Equip. & Service Areas

	Response
***Locate utilities to minimize their visual impact** from the street and adjoining developments.*	Utilities will be away from or screened from the JPA Corridor.
***Screen and landscape dumpsters** with wood board or solid barrier wall when multiple sides of the a building are highly visible.*	NA. (Trash dumpsters/bins will be stored in the building, out of sight.)
***Place utilities underground** if possible or located behind buildings.*	NA
***Screen service areas and loading docks** that are visible from streets or adjoining development with berms, landscaping, structures or fences.*	NA
***Site noise generating features away from neighboring properties,** especially residences.*	The pool deck-- the only potential generator of noise-- is located at the already busy and active JPA thoroughfare rather than facing the houses on the quieter side avenues.
Screen rooftop communications and mechanical equipment.	Rooftop equipment will typically be screened behind parapet walls.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

IV. Building Guidelines

Architectural Compatibility

Response

Charlottesville seeks new construction that reflects its unique character, history and cultural diversity. *Architectural transplants from other locales or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable.*

The building's architecture does not rely on historic references deployed superficially or romantically. It does not indulge vernacular details associated with places outside Charlottesville.

A distinctive identity for each corridor should be created *through a combination of materials, forms and features that create a coordinated and inviting mix of buildings and spaces.*

Exterior material selections are predominantly brick and stucco, consistent with other buildings along the JPA corridor. The color palette falls in a compatible range. Building massing is varied, not monolithic. The scale evident in fenestration, entrances, site stairs, canopies and porches is appropriate for this district. The landscape design along JPA-- consisting of multiple terraces and plantings-- has the potential to enhance the corridor's character, creating opportunities for pedestrian comfort and interaction in a shaded environment that is a marked improvement over other student housing that fronts this corridor.

Encourage a diversity of architectural materials, *forms and styles that respect the traditions of architecture in the Charlottesville area, including gable or hipped roof forms, standing seam metal roofing, brick and wood siding.*

Exterior material selections are predominantly brick and stucco, consistent with area traditions. The flat roof with parapets is common among the city's larger apartment buildings, including older ones (see 300 Fourth St SE, the Altamont Circle Apts, 39 University Circle, the Preston Court Apts, etc...)

New developments should strive to implement the intended vision *rather than repeat existing inappropriate development patterns.*

Currently there are multiple examples of buildings along JPA that do not present engaging facades along the corridor (1909, 1905, 1801, 1721, 1719, 1715, 1713, 1709 and 1712 JPA, among them). On these properties, surface parking is prominent and visible in the front yards. Pedestrian walks are negligible and typically connect front doors not to public sidewalks but to asphalt parking. Street trees are uncommon, in many cases nonexistent. Trash cans are visible throughout the week. These properties do little to contribute to a sense of a street edge. Architectural character is often indistinct. The proposed project will not perpetuate any of these patterns. It represents a design that aspires to a better vision for this Corridor.

New development should respect existing historic buildings *and excellent examples from the recent past.*

No buildings on the property are historically designated.

Existing development should be upgraded as opportunities arise.

NA

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

IV. Building Guidelines — Building Mass, Scale & Height

	Response
Break up the front of a large building *by dividing it into individual bays, 25 - 40 feet wide.*	Along the side avenues, brick facades at three stories above the base stories are less than 30 feet wide and are intended to create the impression of individual dwellings attached to one another, not unlike townhouses.
Use variation in materials, textures, patterns, colors and details *to break down mass and scale of the building.*	Material, textures and colors are varied. Brick veneer is used both to establish a building base and to emphasize smaller scale building faces within the longer facades, an effort to differentiate volumes within the mass.
Avoid an unmodulated mass*.*	Perspective views reveal modulated massing.
Use stepped-back height*.*	Stepbacks occur frequently at upper stories.
Use varied wall surfaces*.*	Wall surfaces do not extend for long stretches in the same plane. Facades are distinguished by projections and interrupted by recesses at regular intervals.
Use varied heights with regular width*.*	Parapet walls are taller over some locations, creating both variation in wall heights and places to screen mechanical equipment.
Use building mass appropriate to the site. *Place buildings of greatest footprint, massing and height in the core of commercial or office developments where the impact on adjacent uses is the least. Follow setback requirements for upper story according to zoning classification of the corridor.*	NA (This is not an office or commercial development.)
When making transitions to lower density areas, modulate the mass of the building to relate to smaller buildings. *Heights can be greater if the mass is modulated and other scale techniques are adopted. Reduce height near lower density areas.*	Because the grade rises from JPA to the rear of the site, the lower parking levels of the building can be submerged. This results in fewer stories above grade at the rear half of the site, where the proposed building is closer to the smaller scale houses along Observatory Avenue. The foremost brick faces here are limited to three stories. The two stories above are faced in darker, desaturated, muted colors, ones intended to help these upper levels withdraw into the background.
Use massing reduction techniques of articulated base, watertables, string courses, material changes, patterns and fenestration to reduce the apparent height of the building. *Floor-to-floor heights of a building can have an impact on the mass of a building. For instance... when actual or implied floor-to-floor heights exceed 15-20 feet on the exterior, a building may begin to read as more massive than human-scaled.*	Multiple massing reduction techniques are employed. Floor-to-floor heights are typically 11', appropriate for a multi-family building.
Create human-scaled spaces *defined by either buildings or landscape features that provide more friendly, inviting spaces.*	Spaces along the streets, those pedestrians are most likely to encounter, benefit from plantings, site walls, terraces and porches that support human-scaled environments. On the building, windows, doors and canopies will further enhance this sense of scale.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

IV. Building Guidelines

Facade Organization & Storefronts

	Response
Orient primary entrances on a building facade to the street or corridor.	The primary entrance faces on the corridor, close to the corner of JPA and Washington Ave.
Use a hierarchy of entry design *on any complex, if the building has more than one orientation and focus on the main entry on the street/corner facade.*	The inclusion of an entry plaza + site stair aligned with the main entrance creates a visible arrival sequence, complimented by beautiful native plantings.
Secondary entrances *may be created to allow convenient access from adjacent buildings, sidewalks, parking, bicycle paths and transit stops..*	Secondary entrances are located at both side avenues, close to their intersections with JPA, promoting convenience and helpful redundancy.
Orient at least part of public elevations of shopping complexes to any adjoining neighborhoods.	NA
Provide attractive facade treatments *on any elevation that is visible from streets/corridors or from any primary elevations of adjoining developments and avoid use of unadorned blank walls.*	Primary elevation facades utilize materials, fenestration and masonry detailing that create a robust level of relief and adornment.
Consider using the traditional three-part facade *of a cornice, a pattern of upper story windows and a storefront with articulated base when designing a new building or renovating an existing structure.*	While it has a masonry base, the proposed building does not present a three-part hierarchy in the most obvious, traditional form. This building does not prioritize the historical horizontal subdivisions that were more common in previous eras. Instead, we intend the use of material and facade transitions to create a richer juxtaposition, emphasizing both vertical and horizontal proportions, often overlapping the two.
Use a regular pattern of solids and voids *for openings that relate to more traditional building design in the corridor.*	NA
Use a proportion of openings *(vertical or horizontal) that is generally consistent with the context of the building. Traditional design openings are typically vertically proportioned.*	The windows, doors and storefront typically adopt vertical proportions in keeping with traditional buildings.
Strive for designs and materials *that reflect the architectural traditions of the region.*	Typically, material choices are appropriate for the region.
Storefronts or large display windows *should be used at street level.*	Storefronts are used at the two main street-level entries at the corner of Washington Ave and JPA. At the corner of Observatory Ave. and JPA, we also call for storefronts that offer visibility into amenity space (that may be converted to commercial space at a future time).

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

Response

IV. Building Guidelines — Materials and Textures

Use material changes *to help reduce mass and provide visual interest.*

Materials changes are used deliberately to reduce the impression of massiveness.

Choose materials that offer texture *and avoid monotonous surfaces. For example, use wood or brick or stone or new synthetic materials that approximate the look and dimension of these materials.*

The proposed brick and synthetic stucco will provide a range of textures and avoid monotony.

Use quality materials *consistently on all visible sides of commercial, office and multi-family residential buildings.*

Materials will be durable.

*In Charlottesville **common building materials are brick, wood or stucco walls and standing-seam metal roofs.** Stone is more commonly used for site walls than building walls.*

Building walls will be faced in stucco or brick. Some stone is proposed on site walls only.

Avoid the use of building materials with long-term maintenance problems *such as EIFS (Exterior Insulation and Finish System) or vinyl siding**.** Sustainable, utilitarian building materials such as concrete block, metal siding or cementitious panels may be appropriate in contemporary designs.*

Synthetic stucco is proposed as an exterior finish on some walls. Synthetic stucco problems on past projects typically resulted from poor application practices that allowed moisture to get trapped in the wall envelope. Modern application standards using a proven drainage system, such as the inclusion of a full mesh layer-- one that does not have to be conscientiously oriented to be functional-- under the insulated stucco panels, will be adopted for this project.

IV. Building Guidelines — Colors

A coordinated palette of colors *should be created for each development. This palette should be compatible with adjacent developments.*

The colors will be complimentary. Red brick is common along the Corridor. Dark stucco colors are intended to make upper story walls visually recede into the background, leaving the brick facades more prominent. Other than the brick color, the palette is muted and modern. White windows, storefront and trim is proposed only in the brick facade along the JPA base and at the corner entry, setting these locations apart. Dark windows are used elsewhere. We think the dark window and stucco colors will also create a nice backdrop to the brighter color range seasonally present on the perimeter site plantings. On the courtyard at the third level, vivid color is proposed on courtyard facing pavilions. These are remote enough, they are only partially visible from the Corridor and only from certain angles. They add an unexpected lining-- only occasionally glimpsed-- to an otherwise staid exterior.

Set the color theme *by choosing the color for the material with the most area. If there is more roof than wall area, roof color will be the most important color choice and will set the tone for the rest of the colors.*

The brick facades cover the most exterior area. The stucco colors are coordinated to look good with the brick.

Limit the number of color choices. *Generally there is a wall color, trim color, accent color and roof color.*

While there are several wall colors, the proposed massing warrants it. The variation in colors and materials are intended to mitigate the building massing.

Use natural tints of materials such as reds, browns, tans, grays and greens as primary colors. *Save bright accent colors for awnings and signs on commercial buildings.*

Primary colors will have natural tints. Vivid color is proposed only on facades within the courtyard, turned inward. Rarely visible from the street, they will create a distinctive and vibrant interior environment.

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

Response

IV. Building Guidelines — Colors

Use natural tints of materials such as reds, browns, tans, grays and greens as primary colors. *Save bright accent colors for awnings and signs on commercial buildings.*	Primary colors will have natural tints. Vivid color is proposed only on facades within the courtyard, turned inward. Rarely visible from the street, they will create a distinctive and vibrant interior environment.
Use color variation *to break up the mass of the building and provide visual interest.*	See perspective drawings.
Do not use strong color *that has the effect of turning the entire building into a sign.*	We do not.

IV. Building Guidelines — Details

Use articulated elements *such as cornices, belt courses, water tables, bay divisions, variations in wall plane and roof features to create designs of interest.*	A building base, bay divisions, variations in wall plane, masonry detailing and coping projections at tops of walls are among the elements used to create architectural articulation.
Include human-scaled elements *such as columns, pilasters and cornice, in particular at street level and on facades with a pedestrian focus.*	Canopies and fenestration contribute to human scale.
Avoid large expanses of blank walls *that are visible from the public right of way or neighboring developments.*	Typically vertical planes, materials and colors vary often enough that large blank expanses do not result.
Avoid oversized decorative elements.	No big decorative elements are proposed.
Avoid decorative elements that do not relate to the architecture *but serve to turn the whole building into a sign.*	No such elements are proposed

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

	Response
IV. Building Guidelines — Roof Forms & Materials	
***Use roof forms that complement the building design** and contribute to human scale. Avoid tall roof areas that overwhelm the height of the building's wall. Common Charlottesville roof forms include hipped, gable, flat and gambrel.*	Roofs and their materials are not visible from the ground. They are flat roofs, common for and appropriate to multi-family buildings in Charlottesville.
If a shed roof or flat roof design is used, add a parapet wall to screen the roof.	Some roofs have parapets.
***Avoid a visible monolithic expanse of roof on large-scale buildings.** Break the roof mass with elements such as gables, dormers or parapets. Scale these features to the scale of the building.*	Roof surfaces are not visible from the Corridor.
***Consider using a special roof feature on buildings located at a gateway,** a prominent corner, or highlight entry bays on larger structures.*	Canopies are used to help distinguish prominent corners and their entries.
***Steeper forms are associated with more traditional design** and can be appropriate when the development adjoins nearby neighborhoods.*	NA
***On roofs that visible such as gable, hipped or shed design,** use quality materials such as metal or textured asphalt shingles*	NA
Any equipment located on a roof should be screened from public view.	It will be.
IV. Building Guidelines — Awnings	
***Encourage the use of awnings at the storefront level** to shield displays and entry and to add visual interest.*	Canopies are proposed for these purposes.
***Coordinate the choice of colors** as a part of the overall color scheme. Solid colors, wide stripes and narrow stripes should be considered as appropriate.*	Canopy colors are coordinated with associated storefronts.
Awning forms may be angled or curved.	NA

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

Response

IV. Building Guidelines — Awnings

Use of a canopy as an illuminated sign is not appropriate

NA

Awning materials should be appropriate to the overall design of the building. *Traditional cloth fabric, standing seam metal or newer rigid materials may be considered.*

Canopies would be painted or powder coated metal.

IV. Building Guidelines — Appurtenances

Building service, loading and utility areas should not be visible from public streets, *adjacent developments or from access drives within large developments. Such service areas should be located behind the main structure in the least visible location possible.*

Service, loading and utility areas will be located our of sight in the parking deck or screened by a wall near the entry drive into the parking level.

Mechanical equipment on roofs or sides of buildings should not be visible from the street.

Rooftop equipment will be screened behind parapet walls.

When mechanical equipment vents, meters, satellite dishes and similar equipment is ground mounted, *screening should include either an opaque fence or wall made of the same material as the building or an evergreen hedge that screens objectionable views.*

NA

Items such as roof ladders, railings, roll-up doors and service doors, *should be located on building elevations that are the least visible from public streets/corridors, adjacent developments or from access drives within large developments. Their colors should be coordinated among all of these elements and with the rest of the building.*

None of these are located in visible locations.

In some cases appurtenances may be integrated into the building design *if such integration enhances the compatibility of the overall design with the corridor vision.*

NA

IV. Building Guidelines — Additions & Corridor Conversions

NA

*(reference Charlottesville's **Entrance Corridor Design Guidelines**)*

Response

IV. Building Guidelines	**Franchise Designs**	NA
IV. Building Guidelines	**Gas Station Canopies**	NA
IV. Building Guidelines	**Civic & Institutional Buildings**	NA
IV. Building Guidelines	**Multi-Family Buildings**	
***Follow other guidelines in this chapter** as applicable to the overall design of such buildings in such issues as massing and building footprint, scale, complexity of form, height and width, materials, textures and colors, roof forms and materials, etc...*		Other applicable chapter guidelines are addressed in previous pages.
***Give consideration to placing the first floor retail storefronts in multi-family buildings** if they face along a commercial corridor or face a pedestrian-oriented street within the downtown.*		NA
Avoid creating street front facades that are dominated by garage doors.		No garage doors are proposed on the front facade.
Ensure that the designs of such buildings are consistent with any adjoining neighborhoods and the zoning ordinance.		They are consistent.

APPENDIX b

CORRIDOR CONTEXT

1


2


3

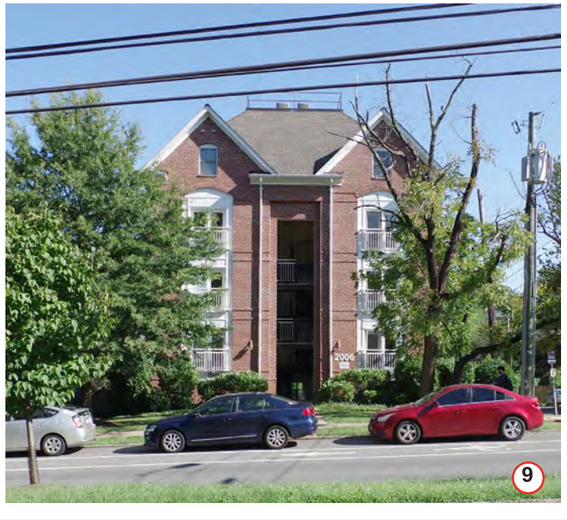

4


5


6


7


8


9


10

2005 JPA
Charlottesville VA

12.20.2022

JPA CORRIDOR CONTEXT PHOTOS

All grades, counts and quantities are approximate and will change as design proceeds.

MITCHELL / MATTHEWS
ARCHITECTS & PLANNERS
434.979.7550

2005 JPA - ERB Review - Entrance Corridor Design Guidelines (Feb 3, 2023)		
Chapter I: Design Principles	**Applicant's Comment**	**Staff Comment**
Design for a Corridor Vision: New building design should be compatible (in massing, scale, materials, colors) with other neighboring structures that contribute to the overall quality of the corridor. Existing developments should be encouraged to make upgrades consistent with the corridor vision. Site designs should contain some common elements to provide continuity along the corridor. New development, including franchise development, should complement the City's character and respect those qualities that distinguish the City's built environment.	Exterior material selections are predominantly brick and stucco, consistent with other buildings along the JPA corridor. The color palette falls in a compatible range. Building massing is varied, not monolithic. The scale evident in fenestration, entrances, site stairs, canopies and porches is appropriate for this district. The landscape design along JPA-- consisting of multiple terraces and plantings-- has the potential to enhance the corridor's character, creating opportunities for pedestrian comfort and interaction in a shaded environment that is a marked improvement over other student housing that fronts this corridor.	Staff concurs.
Preserve History: Preserve historic buildings and distinctive architecture from earlier periods. Encourage new contemporary design that is respectful of historic building design.	There are no historically designated buildings on this site. The property is in an Entrance Corridor, but it does not fall within any of the city's Historic Districts	Staff concurs.
Facilitate Pedestrian Access: Encourage compact, walkable developments. Design pedestrian connections from sidewalk and car to buildings, between buildings, and between corridor properties and adjacent residential areas.	The potential pedestrian experience along JPA represents a significant improvement over streetscapes found elsewhere on the corridor. The existing sidewalk will be rebuilt to current city standards with a narrow planted buffer between parked cars and pedestrians. On site, easily accessible plaza spaces adjacent to the sidewalk will give pedestrians a kind of wayside where they can relax and socialize in the shade and beauty of new plantings. At the rear of the property, a paved walk is proposed, available for public use, allowing nearby residents a second, alternative connection between Washington and Observatory Avenues	Staff concurs.
Maintain Human Scale in Buildings and Spaces: Consider the impact of building design, especially height, mass, complexity of form, and architectural details, and the impact of spaces created, on the people who will pass by, live, work, or shop there. The size, placement and number of doors, windows, portals and openings define human scale.	The building height is similar to multiple nearby structures along the corridor. Buildings at 1725 JPA, 1815 JPA and 1800 JPA are five to nine stories tall. Mass and form of the proposed building is varied. Multiple walks and terraces provide usable spaces, traversable by visitors and passers-by. Street trees will provide screening, shade and beauty. The dimensions and arrangements	Staff concurs.

	of windows, openings and entries are consistent with neighboring apartment buildings.	
Preserve and Enhance Natural Character: Daylight streams, and retain mature trees and natural buffers. Work with topography to minimize grading and limit the introduction of impervious surfaces. Encourage plantings of diverse native species.	The landscape plan proposes a variety of native plantings in a variety of sizes-- from smaller shrubs to large trees.	Staff concurs.
Create a Sense of Place: In corridors where substantial pedestrian activity occurs or is encouraged, or where mixed use and multi-building projects are proposed, one goal will be creating a sense of place. Building arrangements, uses, natural features, and landscaping should contribute, where feasible, to create exterior space where people can interact.	In addition to the multiple terraced areas along JPA, several of the apartments fronting Observatory Avenue have porches and walks connected to the sidewalk. Not only will these benefit the scale of the project, they provide outside spaces from which tenants can easily see and communicate with other students and city residents as they move to and fro. In its current state the site makes little contribution to the street wall. It lacks architectural presence on the corridor. Very few buildings front the street to contribute to a sense of place. The proposed development will engage the street corners and contribute to the existing street wall-- one defined by variation more than uniformity.	Staff concurs.
Create an Inviting Public Realm: Design inviting streetscapes and public spaces. Redevelopment of properties should enhance the existing streetscapes and create an engaging public realm.	A generous array of plaza spaces and planting beds will create a comfortable, shaded environment along the public realm, creating a kind of expanded sidewalk with places to sit, rest, eat and talk. At the corner of Jefferson Park and Observatory Avenues, a corner space is proposed with the potential to serve future commercial use, connected to an outside terrace convenient to passers-by	Staff concurs.
Create Restrained Communications: Private signage and advertising should be harmonious and in scale with building elements and landscaping features.		n/a. No signage proposed. Signage will require separate signage permits

Mask the Utilitarian: Provide screening from adjacent properties and public view of: parking lots, outdoor storage and loading areas, refuse areas, mechanical and communication equipment, and other uses that have adverse impacts. Where feasible, relegate parking behind buildings.	All on-site parking is concealed under the building. Access to the basement parking is located on Washington Avenue, over 200 feet away from JPA. Storage areas, refuse areas and mechanical equipment will all be concealed within the building or on rooftops behind parapets	Not specified
Respect and Enhance Charlottesville's Character: Architectural transplants from other locales, and shallow or artificial imitations of the Jeffersonian architectural style are examples of building designs that are neither appropriate nor desirable. Objectionable or incompatible aspects of franchise design or corporate signature buildings must be modified or customized to fit the character of this community.	By and large, traditional materials are proposed, but the building's architecture does not rely on historic references deployed superficially or romantically. It does not indulge vernacular details associated with places outside Charlottesville	Staff concurs.
Chapter II: Streetscapes, B. Plantings & Open Space	**Applicant's Comment**	**Staff Comment**
1. Use street trees to provide shade, a sense of enclosure and to define edges.	Many street trees are proposed along Jefferson Park, Observatory and Washington Avenues. In the site's current condition, street trees are uncommon.	Staff concurs.
2. Include appropriately scaled trees, shrubs and other plantings to provide beauty as well as shade, within a pedestrian gathering place, and as screening for parking, utilities, and service areas.	A varied selection of plantings-- from large trees to medium trees to shrubs-- will benefit the environment around the building, encouraging people to gather and socialize within the color, comfort and shelter of the landscape. In addition to street trees, multiple planting beds-- as buffers along JPA, in transitional spaces between sidewalks and entrance terraces/porches, and along the building edge-- will host smaller plantings. The combination of plantings will enhance a sense of scale around the building, emphasizing the edges of and enclosing outdoor space.	Staff concurs.
3. Maintain existing plantings in all public areas.		
4. Use hardy native species that require minimal maintenance.	Most planting selections come from the Charlottesville Tree Packet of recommended species. Over-used species-- Bradford Pear and Crepe Myrtle, for example-- are not proposed.	Staff concurs.

5. Replace damaged or missing street trees with appropriate species.		
6. Avoid over-used species such as Bradford pear.	n/a	
7. Use larger tree species where appropriate to space and function.	Certain species-- London Planetree, Honeylocust and Kentucky Coffeetree, among them-- will attain significant height when mature. They are proposed along the streets, where in time they will provide abundant shade and an ever-changing screen of the upper stories of the new building	Staff concurs.
8. Expand use of seasonal color in plantings.	Multiple species-- black gum, ? and ? among them-- will provide potentially great colors in fall and spring	
9. Use landscaping to create an identity within a particular corridor or sub-area by selecting specific species, sizes, colors or shape of plants and trees.		
10. Use plantings to promote visual order and help integrate buildings into the corridor.	In time, the varied scale of plantings will create a layered environment from which the building emerges, avoiding abrupt or stark transitions.	Staff concurs.
11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual.	Acknowledged	
12. Encourage day lighting of streams where appropriate.	n/a	
Chapter II: Streetscapes, C. Pedestrian Routes	**Applicant's Comment**	**Staff Comment**

1. Provide, where feasible, unbroken pedestrian routes between developments. Place paths in a logical pattern where people will want to walk. Place sidewalks on both sides of streets where feasible and separate them from the curb by a minimum five (5) feet wide landscape zone if possible.	The continuity of sidewalks will be significantly improved with this project. Currently sidewalks along both Observatory and Washington Avenues are discontinuous on both sides, with stretches of more than 200 feet without sidewalks at all. Where there are sidewalks currently, they are frequently crossed by parking drives and aprons. After this project is complete, the sidewalks will continue, without break, along all three street edges. Only one vehicular drive-- at the Washington Ave. entry to the parking deck-- will cross the new sidewalks. At JPA, a landscape buffer is proposed. Because of utility limitations it will be three feet wide, sufficient for smaller plantings. To compensate, we propose a sufficiently wide planting bed for larger street trees to be located on the building side of the sidewalk.	Staff concurs.
2. Within developments, identify a complete internal pedestrian pathway system linking all buildings, parking and green spaces. Ensure that this network connects to public pedestrian pathways that link schools, recreation areas, and other major destinations.	All building entries, porches and plazas are connected to public pathways, often in multiple locations. At the rear of the property, there is currently a surface parking lot with few trees. For years this lot has served an informal, but illicit, function as a pedestrian connection between Washington and Observatory Avenues. With this project, a new pedestrian path behind the building-- and open to public use-- will replace the parking lot. The new path will enjoy screening and shade from a wide planted buffer along the north property boundary	Staff concurs.
3. Add designated pedestrian pathways through larger parking lots.	No visible surface parking lots are proposed in this project.	
4. Provide crosswalks at intersections, between major pedestrian destinations and in front of building entrances that link to parking.	A crosswalk will be provided where the Washington Ave. sidewalk intersects with the vehicular drive accessing the parking levels.	
5. Design crosswalks to highlight their visibility by slightly raising them, by making them wider, by constructing them of materials other than asphalt and by using bulb-out corners that reduce their length.	At the entrance to the under-building parking, the crosswalk will not be paved in asphalt, and it will be wider than the sidewalk.	

6. Provide breaks in large building masses to allow pedestrians to pass through, particularly through shopping centers.	The concealed parking levels do not permit accessible passage across the full site within the building's perimeter. However, at the rear of the property, not far from JPA, a public pathway is proposed that crosses the entire property. Currently, it's unusual for people to walk between Observatory and Washington Avenues except at the rear parking lot and at JPA. Connections at these locations will be retained and improved	
7. Place sidewalks throughout residential areas.		
8. Avoid excessive curb cuts for vehicular access across pedestrian ways. Where curb cuts are necessary, mark them with a change in materials, color, texture or grade.	The project requires only a single curb cut, marked with a change in material, at the entry to the under-building parking on Washington Ave. This is a significant reduction to existing curb cut conditions. Currently, there are at least eight curb cuts or driveway crossings located along Observatory and Washington Avenues accessing this site.	Staff concurs.
9. Design sidewalks appropriately for the site and the expected amount of foot traffic. In commercial areas where foot traffic is expected, sidewalks should be a minimum of (10) ten feet. Sidewalks in residential areas can be five (5) feet, depending on the type of street and size of road.	In this largely residential district, a seven foot wide sidewalk is proposed along Jefferson Park Ave.	
10. Use brick or patterned concrete, or a combination of these materials, that relates to the existing architectural vocabulary of the corridor or sub-area.	Currently, there is little precedent in this corridor for brick or patterned concrete walks... however, we propose brick and stone for numerous low site walls contiguous to walks and plazas	Staff concurs.
11. Avoid concrete curbing poured in continuous strips.	Acknowledged	
12. Avoid excessive variation in sidewalk and curb materials.	Acknowledged	
Chapter II: Streetscapes, D. Bicycle Routes	**Applicant's Comment**	**Staff Comment**
1. Provide for bicycle traffic along major corridors and between major destinations, with particular emphasis on connecting residential areas to schools, recreation areas, and commercial centers.	Currently there is a dedicated bike lane along JPA adjacent to the site. This will remain.	

2. Provide new bike paths to connect to planned or existing municipal paths or paths of adjoining developments.		n/a
3. Provide facilities to store or lock bicycles at appropriate sites, including schools, major recreation areas, office parks, public institutions, and large commercial centers.	Indoor, secure storage for bicycles will be provided on site	
4. Develop an easily identifiable graphic system of signs and road markings to designate bicycle routes and crossings.		n/a
Chapter II: Streetscapes, E. Lighting	**Applicant's Comment**	**Staff Comment**
1. Use full cutoff luminaires in accordance with City lighting requirements to provide better lighting and prevent unwanted glare.	Full cutoff luminaries will be used	See recontended conditions in staff report
2. Where appropriate, replace modern cobra-head type lamps and poles with painted metal, traditionally designed fixtures that have a base, shaft and luminaire.		n/a
3. Consider using a different but compatible style of fixture for each of the corridors.		n/a
4. Light pedestrian areas with appropriately scaled poles.		n/a
5. Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.		n/a
6. Provide lighting of intersections in high traffic areas.		n/a
7. Include any lighting upgrades as a part of an overall streetscape plan for each corridor.		n/a
Chapter II: Streetscapes, F. Street Furniture	**Applicant's Comment**	**Staff Comment**
1. Develop and use a common palette of colors, materials and design.	The furniture materials, colors and design will be coherent	

2. Coordinate furniture along corridors. While they need not match, they should be compatible and not clash.	There is little presence or continuity of street furniture along JPA now. We do not anticipate furniture choices for this project to clash.	
3. Place benches at key locations such as transit stops. Use traditional designs constructed of wood and/or painted metal.	No transit stops are currently located along the site's JPA boundary, but built-in benches and tables are planned to be included on the front entry plaza. These are very close and convenient to the sidewalk. They will allow a place to wait, rest and meet with friends. If a transit stop is placed here in the future, the project's benches have the potential to create alternative waiting areas close-by and within sight of it	
4. Avoid placing too many elements on narrow sidewalks.		n/a
Chapter II: Streetscapes, G. Public Signs	**Applicant's Comment**	**Staff Comment**
1. Develop a system of public wayfinding and informational signs to reflect the character of Charlottesville to be used on all corridors.		Signage not reviewed under this CoA. Signage requires a separate sign permit; must comply with EC design guidelines.
2. Coordinate the colors and design of signs within a corridor.	The color scheme and design of signs will be consistent and coherent.	
3. Keep signs to the minimum number and size necessary for the use.	The number of signs will not be excessive	
4. Scale and place signs for both automobile traffic and pedestrians.		
5. Avoid placing signposts in locations where they can interfere with the opening of vehicle doors.		
6. Consider using decorative color banners within a specific corridor		
Chapter II: Streetscapes, H. Public Art & Monuments	**n/a**	

Chapter II: Streetscapes, I. Utilities & Communication Equipment	**Applicant's Comment**	**Staff Comment**
1. Locate and screen utilities to limit their visibility from the street and from nearby development.	Power and communication cables will remain above ground and suspended from utility poles. but transformers and meters will be located out of view from JPA.	
2. Place existing and proposed utilities underground.	Utilities will not be buried, as is typical of almost all other buildings along this corridor.	
Chapter III: Sites, B. Connectivity Between Entrance Corridor Areas & Neighborhoods	**Applicant's Comment**	**Staff Comment**
1. Maintain or provide a strong sense of community, by providing pedestrian and vehicular links from a corridor site to nearby neighborhoods, parks, schools and other public destinations.	Pedestrian connections to the neighborhoods on Observatory and Washington Avenues are enhanced by improved continuous sidewalks that are minimally interrupted by vehicular crossings	Staff concurs.
2. Use common streetscape elements, materials and designs to visually link the corridor areas and neighborhoods.	Materials typical of the surrounding neighborhoods-- brick, stone, concrete-- will be used in walks and site walls	Staff concurs. See precedent images.
3. Provide continuous pedestrian routes along corridors where feasible.	Pedestrians routes along the corridor will be enhanced and expanded.	Staff concurs.
4. Site grading should promote connectivity with adjacent sites.	Site grading will not affect adjacent sites.	Staff concurs.
Chapter III: Sites, C. Connectivity Between & Within Sites	**Applicant's Comment**	**Staff Comment**
1. Create a complete pedestrian pathway system within a site and between adjacent sites, linking all buildings, parking areas and green spaces. Ensure that this network connects to any nearby public pedestrian pathway.	All building entries, porches and plazas are connected to public pathways, often in multiple locations. At the rear of the property, there is currently a surface parking lot with few trees. For years this lot has served an informal, but illicit, function as a pedestrian connection between Washington and Observatory Avenues. With this project, a new pedestrian path behind the building-- and open to public use-- will replace the parking lot. The new path will enjoy screening and shade from a wide planted buffer along the north property boundary.	Staff concurs.

2. Design pedestrian and vehicular circulation to maximize the quality and safety of pedestrian experience through:	At the entrance to the under-building parking, the crosswalk will not be paved in asphalt, and it will be wider than the sidewalk. The change in materials and wider dimension will call attention to pedestrians where the garage entry/exit crosses the sidewalk at Washington Ave.	Staff concurs.
a. Design approaches such as “shared space” that slow vehicle speeds and enhance pedestrian experience.		n/a
b. Designated, separate sidewalks with planted areas through large parking lots.		n/a
c. Crosswalks at points of vehicular access routes and in front of building entrances.		n/a
d. Crosswalks designs that highlight their visibility by slightly raising them, by making them wider, by constructing them of materials other than asphalt and by using bulb-out corners that reduce their length.		n/a
3. Ensure that new paving materials are compatible with the character of the area. Scored concrete with broom finishes, colored, exposed aggregate concrete, and brick or unit pavers are examples of appropriate applications. Avoid large expanses of bright white or gray concrete surfaces.	At the entry plaza, associated walks and the corner terrace at the intersection of Jefferson Park and Washington Avenues, paving materials will be scored concrete in a buff stain. The walks leading to the Observatory Ave. porches will be paved in brick.	Materials are appropriate
4. Provide passageways within large building masses to allow pedestrians to pass through, particularly through shopping centers	The concealed parking levels do not permit accessible passage across the full site within the building’s perimeter. However, at the rear of the property, not far from JPA, a public pathway is proposed that crosses the entire property. Currently, it’s unusual for people to walk between Observatory and Washington Avenues except at the rear parking lot and at JPA. Connections at these locations will be retained and improved.	Staff concurs.
Chapter III: Sites, D. Building Placement	**Applicant's Comment**	**Staff Comment**

1. Orient the facade of new buildings to front on the corridor.	The main building entry and entry plaza front Jefferson Park Avenue.	Staff concurs.
2. Limit setback of new buildings according to the zoning of the particular corridor.	The front yard is between 20 and 30' deep, which is consistent with multiple other similar buildings along the corridor.	Staff concurs.
3. Limit setbacks at major intersections so that the architecture can help define the area.	While the intersections may not be regarded as major, they are not insignificant. The architecture-- both in the street-level terracing and prominent entry areas-- serves to define the corners	Staff concurs.
4. Use compact building arrangements to reduce the feeling of seas of parking, encourage pedestrian activity and define space.	No exposed, surface parking is proposed. The building is not sited too far from rights-of-way, but enough to allow expanded pedestrian spaces and ample plantings.	Staff concurs.
5. Strive for contiguous building arrangement along the street face, and avoid large breaks between buildings in identified development sites.	We seek a balance in the building arrangement. While the base of the building is contiguous along JPA, the residential wings above step back independently of one another-- one offset from the other-- to introduce varied massing and temper the impression of formality that a more symmetrical form might impose	Staff concurs.
6. Ensure that larger developments orient their design to any adjoining neighborhoods and to side streets.	The introduction of brick facades along Washington and Observatory Avenues creates the impression of independent attached dwellings-- not unlike townhouses-- fronting on the side streets and their associated neighborhoods. Porches at multiple ground level apartments along Observatory reinforce this perception	Staff concurs.
7. Provide breaks in large developments and building masses to allow pedestrian connections between developments.		
8. Orient service areas to limit their impact on the development and any neighboring areas.	The building will be serviced largely at the entrance to the under-building parking on Washington Ave. This will help minimize the presence of service vehicles like trash trucks along the JPA corridor	Staff concurs.
9. Each side of a corner building that faces a street should be considered a facade of the building for design purposes.	Building corners, especially at Washington Ave., turn to face side streets with prominent entry points and fenestration	Staff concurs.

Chapter III: Sites, E. Parking	**Applicant's Comment**	**Staff Comment**
1. Reduce the scale of parking lots by:		n/a
2. Where existing parking lots are located on the street, screen such lots from the street and from adjoining development, using low fences or walls, or year-round plantings.		n/a
3. Reduce the visibility of residential garages by:		
a. Not allowing a garage to become the primary architectural feature when a development is viewed from the street, especially for attached housing.	The garage entry is on the project's east side yard, over 200 feet from the JPA corridor	Staff concurs.
b. Placing garages behind the building setback, preferably facing to the side or rear of attached housing.	The entry drive to the garage is not in the front yard	Staff concurs.
c. Placing garages and parking in the rear with alley access	Because of grading concerns and to prevent vehicle access from conflicting with rear yard pedestrian use and planted screening, we elected not to access the garage from the rear yard.	Staff concurs.
4. Accommodate pedestrian needs within parking areas by:		
a. Providing clear pedestrian paths and crossings from parking spaces to main entrances and to the street.	Ways from parking spaces to building entrances will be clearly marked	N/A. Parking is within the building and not visible from the EC.
b. Planning parking so that it least interferes with appropriate pedestrian access and connections to adjoining developments.	Primary building entrances are connected directly to public sidewalks, away from subterranean parking.	Staff concurs.
5. Construct parking lots that reinforce the existing street wall of buildings and the grid system of rectangular blocks.		n/a
6. The number and width of curb cuts should be the minimum necessary for effective on- and off-site traffic circulation. Whenever possible, curb cuts shall be combined with adjacent entrances.	Only one curb cut for vehicular access is proposed. This will be on Washington Avenue, over 200 feet up from the corridor.	Staff concurs.

7. Design any detached parking structures to be architecturally compatible with its setting or to be screened by other buildings or by landscaping. If it fronts on a street or pedestrian path, design the street level facade with storefronts, display windows, bay divisions, and other pedestrian oriented features.		n/a
8. Bicycle parking facilities should be provided within areas where significant bicycle traffic is anticipated. They should be located in designated areas close to buildings and pedestrian paths. The design, materials, and color of the bicycle racks should coordinate with other site elements and should be well-lit for night time uses.	Bike storage will be located securely inside the building, convenient to an exterior entry along Washington Avenue with continuous sidewalk access to JPA	
Chapter III: Sites, F. Plantings & Open Spaces	**Applicant's Comment**	**Staff Comment**
1. Provide landscaping within parking areas by:		n/a
a. Separating parking aisles with medians planted with shade trees along the length of the islands.		n/a
b. Including pedestrian walkways with planted medians to reinforce connectivity and separate pedestrians from vehicular traffic.		n/a
c. Avoiding isolated islands of single trees and instead providing landscaped tree aisles between every other row of cars.		n/a
d. Using shade trees of sufficient number and size at maturity to shade a substantial portion of the lot. Consider orientations that would provide the greatest shade during summer months. Smaller, more decorative trees can be used closest to buildings.		n/a

2. The majority of the open space should be located at the perimeter of the site where it is visible and it should be of sufficient width and depth to provide adequate contrast to any adjoining site parking. Planting zones should be consolidated into areas large enough to give a natural character to a site rather than randomly distributed in small and narrow open spaces that do not match the context and scale of the project.	Most open space is located along the perimeter. Planting zones vary. Some are linear and narrow, creating an edge along walks. Others are more spacious, allowing generous green areas suitable for larger tree species. Planting zones are designed deliberately to help define and shade public sidewalks. At the rear of the site, a broad swath of mixed plantings will provide a buffer between this project and smaller scaled neighboring houses to its north.	Staff concurs.
3. Planted areas should also be located along the public boundaries of the site, within parking areas, along drainage or stormwater management areas, around buildings, and at building entries.	Plantings are proposed in all of these locations (with the exception of parking areas, because all parking is under the building).	Staff concurs.
4. The existing topography should be preserved intact as much as possible to minimize disruptions in drainage.	Outside the building perimeter, significant regrading is not proposed	Staff concurs.
5. Different scales of plantings (trees, shrubs, flowers) should be incorporated into site design to the extent possible and such features as mature woods and riparian areas should be retained.	A variety of plantings of different sizes and colors are proposed	Staff concurs.
6. Use species appropriate for site conditions including available sunlight, water and root and canopy space.	Selected species are appropriate for site conditions.	Selected trees are on the City tree list
7. Use trees, shrubs and other landscaping features to provide screens for service areas, parking and utilities.	Plantings will be used to screen utilities where necessary	Staff concurs. Will confirm via site plan review.
8. Use large specimen street trees along pedestrian routes to provide shade and to define edges.	Large trees, selected from Charlottesville's Tree Packet of recommended species, are proposed along all sidewalks.	Staff concurs.
9. In the core of larger commercial and office centers, street trees and more formal urban plantings organized around public open spaces are recommended.		n/a
10. Consider using landscaping areas that also provide storm water treatment, such as rain gardens.	Planted Bioretention is planned along parts of Observatory and Jefferson Park Avenues.	Staff concurs.
11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual	Acknowledged	

12. Encourage day lighting of streams where appropriate.		n/a
Chapter III: Sites, G. Lighting	**Applicant's Comment**	**Staff Comment**
1. Use full cutoff luminaires in accordance with City lighting requirements to provide better lighting and prevent unwanted glare. Lighting should at all times be designed to prevent light pollution in the form of light transmission laterally beyond site boundaries or upward to the sky.	All relevant lighting will follow the city's cutoff luminary requirements	See recommended conditions in the staff report.
2. Coordinate the lighting plan with the landscape plan to ensure pedestrian areas are well-lit and that any conflict between trees and light fixtures is avoided.	Lighting is being coordinated with the landscape design	
3. Lighting should provide for appropriate and desirable nighttime illumination for all uses on and related to the site to promote a safe environment.	LED lighting at levels and temperatures recommended by BAR guidelines will be specified. Most exterior lighting will be motion-activated	
4. Light pedestrian areas with appropriately scaled poles and luminaires. Their heights are typically ten to fourteen feet.	Most lighting of pedestrian areas will not be mounted on poles. Those lights that are will not be mounted above appropriate heights	
5. Avoid using building accent lighting that is too bright and draws too much attention to the building. Reasonable levels of accent lighting to accentuate architectural character may be appropriate in individual instances when it is shielded and is not aimed towards neighboring properties, sidewalks, pathways, driveways, or public right-of-ways in such a manner as to distract travel.	Accent lighting will be subtle and used only around building signs	
6. Gasoline station/convenience store aprons and canopies should utilize fully shielded lighting fixtures. 7. Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.		n/a
Chapter III: Sites, H. Walls & Fences	**Applicant's Comment**	**Staff Comment**

1. Choose high-quality materials and designs using materials such as brick, stone, metal, and wood. Avoid untreated wood, vinyl, chain-link, or wire fences or concrete block walls. Consider selecting materials used elsewhere on the property or the structures within the site.	Site walls will be built out of quality, durable materials.	Staff concurs.
2. Use a scale and level of ornateness of the design of any new walls and fences that relate to the scale and ornateness of the building within the site. Use simpler designs on small lots.	In detailing and scale, the site walls will be compatible with the building.	Staff concurs.
3. Avoid exceeding the average height of other fences and walls of surrounding properties.	Site walls will typically be low-- in many cases, seat wall height--especially along the JPA corridor.	Staff concurs.
4. Fences should be set back from the street right-of-way to allow a clear area for utilities and landscaping.		n/a
5. When walls or fences stretch longer than 50 feet, use designs with texture and modulation to provide a regular rhythm without being monotonous. For example, use vertical piers (generally spaced no more than 25 feet apart) of a different material or width or height. Plantings and street trees should be used in conjunction with a wall or fence to break up a long expanse.	The brick wall around the upper terrace at Jefferson Park and Observatory Avenues is punctuated by recesses that keep the wall face from being too monotonous. Where other site walls stretch more than fifty feet without interruption, these are typically low, seat-height walls where modulation is of negligible value.	Staff concurs.
6. Use paint or opaque stains on pressure treated or unpainted wooden fences.		n/a
7. Fence stringers (the structural framing of the fence) should be located facing the interior of the subject lot, with the finished side facing out away from the subject property.		n/a
8. Fences at intersections and driveways should comply with City requirements for site distance. (See Article IX, Division 7 of the Zoning Ordinance for detailed site triangle requirements.)		n/a
9. Transitional screening should consist of a densely planted buffer strip to provide an adequate visual screen. The screen should be of appropriate plant materials to form an effective buffer for all seasons. Mature vegetation should be retained in		

such areas and supplemented as necessary by new vegetation to screen sight lines.		
Chapter III: Sites, I. Signs	**Applicant's Comment**	**Staff Comment**
1. Place signs so that they do not obstruct architectural elements and details that define the design of the building.	Signs will not obscure architecture. They will be well integrated.	Signage is not being reviewed under this CoA. All signage will require a separate sign permit and must comply with EC design guidelines.
2. Respect the design and visibility of signs for adjacent businesses.	Signs on the subject property will not obscure or clash with signs on properties elsewhere.	
3. Use colors and appropriate materials that complement the materials and color scheme of the building, including accent and trim colors.	Sign materials and design will enhance building materials and design.	
4. Use a minimal number of colors per sign where possible. Avoid jarring overly bright color schemes.	Signs will not have a busy color palette. Bold colors may be selected in special cases, but we believe these are potentially interesting choices.	
5. Exterior illumination of signs shall comply with the City's outdoor lighting requirements. Exterior neon is discouraged.	Sign lighting will adopt the city's BAR's recommendations for exterior lighting.	
6. Illumination of any sign shall not be directed toward any residential area or adjacent street.	Sign lighting will be discreet and indirect, not shining outward toward the property edges	
7. Consider using a comprehensive signage plan for larger developments.	Signs will be compatible with one another.	
8. Encourage the use of monument signs with accent landscaping at the base along corridors.	Large signs may be used along the corridor with or without associated landscaping.	
9. Internally lit signs should use an opaque background so only letters are lit.	Sign lighting will be indirect, illuminating only the text/numbers.	
10. Flashing lights are prohibited.	None proposed.	

Chapter III: Sites, J. Utilities, Communication Equipment & Service Areas	**Applicant's Comment**	**Staff Comment**
1. Locate utilities to minimize their visual impact from the street and adjoining developments.	Utilities will be away from or screened from the JPA Corridor	Staff concurs.
2. Screen and landscape dumpsters with wood board or solid barrier wall when multiple sides of a building are highly visible.	Trash dumpsters/bins will be stored in the building, out of sight.	Clarify location
3. Place utilities underground if at all possible or locate behind buildings.		See comments in staff report.
4. Screen service areas and loading docks that are visible from streets or adjoining development with berms, landscaping, structures or fences.		To be located near garage entrance.
5. Site noise-generating features away from neighboring properties especially residences, or use noise barriers or other means of reducing the impact.	The pool deck-- the only potential generator of noise-- is located at the already busy and active JPA thoroughfare rather than facing the houses on the quieter side avenues.	
6. Screen roof-top communications and mechanical equipment.	Rooftop equipment will typically be screened behind parapet walls.	See comments in staff report.
Chapter IV: Buildings, B. Architectural Compatibility	**Applicant's Comment**	**Staff Comment**
1. Charlottesville seeks new construction that reflects the unique character, history, and cultural diversity of this place. Architectural transplants from other locales or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable.	The building's architecture does not rely on historic references deployed superficially or romantically. It does not indulge vernacular details associated with places outside Charlottesville.	Does not replicate *historic Charlottesville*, but that is not the goal. Does it reflect "anywhere" architecture or architecture not consistent with Cville? Staff suggests it dos not.

2. A distinctive identity for each corridor should be created through a combination of materials, forms and features that create a coordinated and inviting mix of buildings and spaces.	Exterior material selections are predominantly brick and stucco, consistent with other buildings along the JPA corridor. The color palette falls in a compatible range. Building massing is varied, not monolithic. The scale evident in fenestration, entrances, site stairs, canopies and porches is appropriate for this district. The landscape design along JPA-- consisting of multiple terraces and plantings-- has the potential to enhance the corridor's character, creating opportunities for pedestrian comfort and interaction in a shaded environment that is a marked improvement over other student housing that fronts this corridor.	Look at precedents and photos. Not unlike other contemporary buildings in City and at UVA. Proposal is consistent with Com Plan goals to transform this corridor.
3. Encourage a diversity of architectural materials, forms and styles that respect the traditions of architecture in the Charlottesville area including gable or hipped roof forms, standing seam metal roofing, brick, and wood siding.	Exterior material selections are predominantly brick and stucco, consistent with area traditions. The flat roof with parapets is common among the city's larger apartment buildings, including older ones (see 300 Fourth St SE, the Altamont Circle Apts, 39 University Circle, the Preston Court Apts, etc...)	Contemporary design featuring brick and stucco, which are typical for Charlottesville.
4. **New development should strive to implement the intended visio**n rather than repeat existing inappropriate development patterns.	Multiple examples of buildings along JPA that do not present engaging facades along the corridor (ex. 1909, 1905, 1801, 1721, 1719, 1715, 1713, 1709 and 1712 JPA). On these properties, surface parking is prominent and visible in the front yards. Pedestrian walks are negligible and typically connect front doors not to public sidewalks but to asphalt parking. Street trees are uncommon, in many cases nonexistent. Trash cans are visible throughout the week. These properties do little to contribute to a sense of a street edge. Architectural character is often indistinct. The proposed project will not perpetuate any of these patterns. It represents a design that aspires to a better vision for this Corridor.	Consistent with revised Comp Plan re: density
5. New development should respect existing historic buildings and excellent examples from the recent past.	No buildings on the property are historically designated.	PC established that historic context was compromised. Property is not locally designated

6. Existing development should be upgraded as opportunities arise.		n/a
Chapter IV: Buildings, C. Building Mass, Scale & Height	**Applicant's Comment**	**Staff Comment**
1. Break up the front of a large building by dividing it into individual bays of 25 to 40 feet wide.	Along the side avenues, brick facades at three stories above the base stories are less than 30 feet wide and are intended to create the impression of individual dwellings attached to one another, not unlike townhouses.	Staff concurs
2. Use variation in materials, textures, patterns, colors and details to break down the mass and scale of the building.	Material, textures and colors are varied. Brick veneer is used both to establish a building base and to emphasize smaller scale building faces within the longer facades, an effort to differentiate volumes within the mass.	Staff concurs
Avoid an unmodulated mass	Perspective views reveal modulated massing.	Staff concurs
Use stepped-back height	Stepbacks occur frequently at upper stories.	Staff concurs
Use varied wall surfaces	Wall surfaces do not extend for long stretches in the same plane. Facades are distinguished by projections and interrupted by recesses at regular intervals	Staff concurs
Use varied heights with regular width	Parapet walls are taller over some locations, creating both variation in wall heights and places to screen mechanical equipment.	Staff concurs
3. Use building mass appropriate to the site. Place buildings of the greatest footprint, massing, and height in the core of commercial or office developments where the impact on adjacent uses is the least. Follow setback requirements for upper story according to zoning classification of the corridor.	not an office or commercial development	n/a

4. When making transitions to lower density areas, modulate the mass of the building to relate to smaller buildings. Heights can be greater if the mass is modulated and other scale techniques are adopted. Reduce height near lower density uses.	Because the grade rises from JPA to the rear of the site, the lower parking levels of the building can be submerged. This results in fewer stories above grade at the rear half of the site, where the proposed building is closer to the smaller scale houses along Observatory Avenue. The foremost brick faces here are limited to three stories. The two stories above are faced in darker, desaturated, muted colors, ones intended to help these upper levels withdraw into the background	Guidance of Comp Plan conflicts with 2011 Corridor Plan. (See May 10, 2022 staff memo re: SUP request.)
5. Use massing reduction techniques of articulated base, watertables, string courses, cornices, material changes and patterns, and fenestration to reduce the apparent height of a large building. Fake windows and similar details are not appropriate articulation. Floor-to-floor heights of a building can have an impact on the mass of a building. For instance, typical ceiling heights in a residence are 8-9 feet. First floors of office buildings or retail shops can range from 10-15 feet. Upper floors that include residential or office are generally 8-12 feet in height. When actual or implied floor-to-floor heights exceed 15-20 feet on the exterior, then a building may begin to read as more massive than human-scaled. When articulating large buildings, keep these dimensions in mind.	Multiple massing reduction techniques are employed. Floor-to-floor heights are typically 11', appropriate for a multi-family building	Staff concurs
Space: Creating human-scaled spaces that are defined by either buildings or landscape features provide more friendly, inviting places.	Spaces along the streets, those pedestrians are most likely to encounter, benefit from plantings, site walls, terraces and porches that support human scaled environments. On the building, windows, doors and canopies will further enhance this sense of scale.	Staff concurs. Project features terraces, bench's, walls, landscaping.
Chapter IV: Buildings, E. Facade Organization & Storefronts	**Applicant's Comment**	**Staff Comment**
1. Orient primary entrances on a building facade to the street or corridor.	The primary entrance faces on the corridor, close to the corner of JPA and Washington Ave	Staff concurs

2. Use a hierarchy of entry design on any complex, if the building has more than one orientation, and focus main entry on street/corridor facade.	The inclusion of an entry plaza + site stair aligned with the main entrance creates a visible arrival sequence, complimented by beautiful native plantings.	Staff concurs
3. Secondary entries may be created to allow convenient access from adjacent buildings, sidewalks, parking, bicycle paths and transit stops.	Secondary entrances are located at both side avenues, close to their intersections with JPA, promoting convenience and helpful redundancy	Staff concurs
4. Orient at least part of public elevations of shopping complexes to any adjoining neighborhoods.		Project incorporates existing grade
5. Provide attractive facade treatments on any elevation that is visible from streets/corridors or from any primary elevations of adjoining developments and avoid use of unadorned blank walls.	Primary elevation facades utilize materials, fenestration and masonry detailing that create a robust level of relief and adornment.	Staff concurs. Project has no blanks walls
6. Consider using the traditional three-part facade of cornice, pattern of upper story windows and a storefront with articulated base when designing a new building or when renovating an existing structure.	While it has a masonry base, the proposed building does not present a three-part hierarchy in the most obvious, traditional form. This building does not prioritize the historical horizontal subdivisions that were more common in previous eras. Instead, we intend the use of material and facade transitions to create a richer juxtaposition, emphasizing both vertical and horizontal proportions, often overlapping the two.	Staff concurs. Achieved through contemporary design. (NYT Feb 2014: *Like coats and ties at a ballgame, cornices have pretty much disappeared from contemporary architecture*. https://www.nytimes.com/2014/03/02/realestate/the-crowning-glory.html)
7. Use a regular pattern of solids and voids for openings that relate to more traditional building design in the corridor.		Staff concurs.
8. Use a proportion of openings (vertical or horizontal) that generally is consistent with the context of the building. More traditional designed openings are typically vertically proportioned.	The windows, doors and storefront typically adopt vertical proportions in keeping with traditional buildings	Staff concurs.
9. Strive for designs and materials that reflect the architectural traditions of the region.	Typically, material choices are appropriate for the region	Staff concurs.

10. Storefronts or large display windows should be used at the street level.	Storefronts are used at the two main street-level entries at the corner of Washington Ave and JPA. At the corner of Observatory Ave. and JPA, we also call for storefronts that offer visibility into amenity space (that may be converted to commercial space at a future time).	Staff concurs.
Chapter IV: Buildings, F. Materials & Textures	**Applicant's Comment**	**Staff Comment**
1. Use material changes to help reduce mass and provide visual interest.	Materials changes are used deliberately to reduce the impression of massiveness.	Staff concurs.
2. Choose materials that offer texture and avoid monotonous surfaces. For example, use wood or brick or stone, or new synthetic materials that approximate the look and dimension of these materials.	The proposed brick and synthetic stucco will provide a range of textures and avoid monotony.	Staff concurs.
3. Use quality materials consistently on all visible sides of commercial, office and multi-family residential buildings.	Materials will be durable	Staff concurs.
4. In Charlottesville, common building materials are brick, wood or stucco siding, and standing-seam metal roofs. Stone is more commonly used for site walls than building walls.	Building walls will be faced in stucco or brick. Some stone is proposed on site walls only.	Staff concurs.
5. Avoid the use of building materials with long-term maintenance problems, such as EIFS (exterior insulation and finishing systems), or vinyl siding. Sustainable, utilitarian building materials such as concrete block, metal siding or cementitious panels may be appropriately used for a contemporary design.	Synthetic stucco is proposed as an exterior finish on some walls. Synthetic stucco problems on past projects typically resulted from poor application practices that allowed moisture to get trapped in the wall envelope. Modern application standards using a proven drainage system, such as the inclusion of a full mesh layer-- one that does not have to be conscientiously oriented to be functional-- under the insulated stucco panels, will be adopted for this project.	Staff concurs.
6. Clear glass windows are preferred.		See staff report for recommendations re: clear glass.

Chapter IV: Buildings, G. Color	**Applicant's Comment**	**Staff Comment**
1. A coordinated palette of colors should be created for each development. This palette should be compatible with adjacent developments.	The colors will be complimentary. Red brick is common along the Corridor. Dark stucco colors are intended to make upper story walls visually recede into the background, leaving the brick facades more prominent. Other than the brick color, the palette is muted and modern. White windows, storefront and trim is proposed only in the brick facade along the JPA base and at the corner entry, setting these locations apart. Dark windows are used elsewhere. We think the dark window and stucco colors will also create a nice backdrop to the brighter color range seasonally present on the perimeter site plantings. On the courtyard at the third level, vivid color is proposed on courtyard facing pavilions. These are remote enough, they are only partially visible from the Corridor and only from certain angles. They add an unexpected lining-- only occasionally glimpsed-- to an otherwise staid exterior.	Done
2. Set the color theme by choosing the color for the material with the most area. If there is more roof than wall area in a development, roof color will be the most important color choice and will set the tone for the rest of the colors.	The brick facades cover the most exterior area. The stucco colors are coordinated to look good with the brick.	Done
3. Limit the number of color choices. Generally there is a wall color, trim color, accent color, and roof color.	While there are several wall colors, the proposed massing warrants it. The variation in colors and materials are intended to mitigate the building massing.	brick, to wall, accent colors
4. Use natural tints of materials such as reds, browns, tans, grays, and greens as primary colors. Save bright accent colors for awnings and signs on commercial buildings.	Primary colors will have natural tints. Vivid color is proposed only on facades within the courtyard, turned inward. Rarely visible from the street, they will create a distinctive and vibrant interior environment	Staff concurs.
5. Use color variation to break up the mass of a building and provide visual interest.	See perspective drawings	Yes
6. Do not use strong color that has the effect of turning the entire building into a sign.	We do not	Staff concurs.

Chapter IV: Buildings, H. Details	**Applicant's Comment**	**Staff Comment**
1. Use articulated elements such as cornices, belt courses, water tables, bay divisions, variations in wall plane and roof features to create designs of interest.	A building base, bay divisions, variations in wall plane, masonry detailing and coping projections at tops of walls are among the elements used to create architectural articulation	Staff concurs.
2. Include human-scaled elements such as columns, pilasters and cornices, particularly at street level and on facades with a pedestrian focus.	Canopies and fenestration contribute to human scale	Simple, minimal. Walls and terraces. Entry features
3. Avoid large expanses of blank walls that are visible from the public right of way or neighboring developments.	Typically vertical planes, materials and colors vary often enough that large blank expanses do not result	Avoided
4. Avoid oversized decorative elements.	No big decorative elements are proposed.	Achieved
5. Avoid decorative elements that do not relate to the architecture but serve to turn the whole building into a sign.	No such elements are proposed	Achieved
Chapter IV: Buildings, I. Roof Form & Materials	**Applicant's Comment**	**Staff Comment**
1. Use roof forms that complement the building design and contribute to a human scale. Avoid tall roof areas that overwhelm the height of the building's wall. Common Charlottesville roof forms include hipped, gable, flat and gambrel.	Roofs and their materials are not visible from the ground. They are flat roofs, common for and appropriate to multi-family buildings in Charlottesville.	Flat roof
2. If a shed roof or flat roof design is used, add a parapet wall to screen the roof.	Some roofs have parapets.	
3. Avoid a visible monolithic expanse of roof on large-scale buildings. Break the roof mass with elements such as gables, dormers, or parapets. Scale these features to the scale of the building.	Roof surfaces are not visible from the Corridor	variation in the wall planes and in heights of vertical elements
4. Consider using a special roof feature on buildings located at a gateway, a prominent corner or highlight entry bays on larger structures.	Canopies are used to help distinguish prominent corners and their entries	Staff concurs.

5. Steeper forms are associated with more traditional design and can be appropriate when the development adjoins nearby neighborhoods.		n/a
6. On roofs that are visible such as gable, hipped or shed designs, use quality materials such as metal or textured asphalt shingles.		n/a
7. Any equipment located on a roof should be screened from public view.	It will be	See comments in staff report.
Chapter IV: Buildings, J. Awnings.	**Applicant's Comment**	**Staff Comment**
1. Encourage the use of awnings at the storefront level to shield displays and entry and to add visual interest.	Canopies are proposed for these purposes	
2. Coordinate the choice of colors, as part of an overall color scheme. Solid colors, wide stripes and narrow stripes should be considered as appropriate.	Canopy colors are coordinated with associated storefronts	
3. Awning forms may be angled or curved.		n/a
4. Use of a canopy as an illuminated sign is not appropriate.		n/a
5. Awning materials should be appropriate to the overall design of the building. Traditional cloth fabric, as well as standing-seam metal or newer rigid materials may be considered.	Canopies are painted or powder coated metal	
Chapter IV: Buildings, I. Appurtenances	**Applicant's Comment**	**Staff Comment**
1. Building service, loading, and utility areas should not be visible from public streets, adjacent developments or from access drives within large developments. Such service areas should be located behind the main structure in the least visible location possible.	Service, loading and utility areas will be located our of sight in the parking deck or screened by a wall near the entry drive into the parking level.	See comments in staff report.
2. Mechanical equipment on roofs or sides of buildings should not be visible from streets.	Rooftop equipment will be screened behind parapet walls	

3. When the mechanical equipment vents, meters, satellite dishes and similar equipment is ground mounted, screening should include either an opaque fence or wall made of the same material as the building or an evergreen hedge that screens objectionable views.	n/a	
4. Items such as roof ladders, railings, roll-up doors and service doors should be located on building elevations that are the least visible from public streets/corridors, adjacent developments or from access drives within large developments. Their colors should be coordinated among all these elements and with the rest of the building.	None of these are located in visible locations	
5. In some cases, appurtenances may be integrated into the building design if such integration enhances the compatibility of the overall design with the corridor vision.	n/a	
Chapter IV: Buildings, J. Additions & Corridor Conversions	**n/a**	
Chapter IV: Buildings, K. Franchise Design	**n/a**	
Chapter IV: Buildings, L. Gas Station Canopies	**n/a**	
Chapter IV: Buildings, M. Civic & Institutional Buildings	**n/a**	
Chapter IV: Buildings, N. Multi-Family Buildings	**Applicant's Comment**	**Staff Comment**
1. Follow the other guidelines within this chapter as applicable for the overall design of such buildings in such issues as massing and building footprint, scale, complexity of form, height and width, materials, textures and colors, roof forms and materials, etc.	Other applicable chapter guidelines are addressed in previous pages	See above
2. Give consideration to placing first floor retail storefronts in multi-family buildings if they face along a commercial corridor or face a pedestrian-oriented street within the downtown.		See above

3. Avoid creating street front facades that are dominated by garage doors.	No garage doors are proposed on the front facade	Garage entrance not visible from JPA
4. Ensure that the designs of such buildings are consistent with any adjoining neighborhoods and the zoning ordinance.	They are consistent	See precedents. Comp Plan goals intend for this corridor to change/be developed
Sub-Area C: Maury Avenue to Emmet Street		
Recommended General Guidelines	**Staff Comment**	
Put utilities underground that are now located within median	N/A. Project area does not include the median.	
Ensure that off street parking areas are well defined and screened as needed	Parking is within the building and not visible from the EC	
Design new apartment buildings to break up their large scale and use traditional materials	Design is contemporary. Typical building materials: Brick, stucco, metal, stone.	
Vision statement for Fontaine Avenue/Jefferson Park Avenue Entrance Corridor:		
Transitions quickly from accommodating highway speed autos to more congested auto, transit, pedestrian and bicycle traffic.		
Foremost considerations are traffic calming, provisions for pedestrian safety, and pedestrian amenities such as sidewalks, landscaping and transit stops		
The neighborhood center, Maury Avenue intersection, is currently a bustling, mixed use pedestrian activity area that newer developments strive to emulate.		
Pedestrian and mixed use characteristics of this neighborhood intersection should not be lost as redevelopment occurs		
New mixed use and apartment project design should reflect the character and importance of this major entrance to the City and the University		
Historic assets to be protected include the JPA median that formerly accommodated a trolley line, the Fry Spring's Service Station, and the Oakhurst-Gildersleeve Neighborhood.		
This corridor is a potential location for public way-finding signage.		

CITY OF CHARLOTTESVILLE
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES
STAFF REPORT

ERB Review of Special Use Permit Request within the Fontaine Avenue / Jefferson Park Avenue Entrance Corridor
2005 Jefferson Park Avenue

PLANNING COMMISSION REGULAR MEETING
DATE OF PLANNING COMMISSION MEETING: May 10, 2022

Project Planner: Matt Alfele
Date of Hearing: May 10, 2022
Application Number: SP-15-00001
Zoning: R-3 Residential with Entrance Corridor Overlay (Fontaine Ave/JPA; Sub-area C.)
Tax Parcels: 17-104, 17-103, 17-103.1 (Note: 17-104 is not within the EC Overlay.)
Site Acreage: 1.7 acres (74,531 sq ft)
ERB Staff report prepared by: Jeff Werner, AICP, Preservation and Design Planner

---

Relevant Code Section

Section 34-157 (a)(7). When a property that is the subject of the application for a SUP is within an Entrance Corridor (EC), City Council shall refer the application to the Entrance Corridor Review Board (ERB) for recommendations as to *whether the proposed use will have an adverse impact on the district, and for recommendations as to reasonable conditions which, if imposed, that would mitigate any such impacts*. The ERB shall return a written report of its recommendations to the City Council.

Note: Regardless of the approval or denial of the requested SUP, per Section 34-309, any subsequent development of this site will require design review by the ERB [applying the City's Entrance Corridor Design Guidelines (design guidelines)] and approval of a Certificate of Appropriateness (CoA).

Background

The 1.7-acre project site is comprised of three parcels; two (1.5 acres) are within the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor, Sub-area C (Maury Avenue to Emmet Street). The site is the location currently of six (6) residential structures: a c1899, two-story house (converted to apartments), a 1948 single-story house; a 1957 two-story apartment building, a c2000, four-story apartment building, and two c2000, three-story apartment buildings.

SUP request[1] to increase residential density from 21 DUA to 70 DUA. (87 DUA is the max allowed by SUP), will require the following:

- Increase building height from 45-ft to 75-ft (101-ft is the max allowed by SUP).
- Reduce the rear yard setback from 75-ft (w/25-ft S-3 buffer) to 40-ft (w/25-ft S-3 buffer).
- Reduce off-street parking requirements from 200 spaces to 125.

Discussion

		Zoning	Requested	SUP	Comp Plan	2013 EC Vision
Setback (min.)	**Rear**	75-ft	36-ft		n/a	n/a
	Front	25-ft	26-ft		n/a	15-ft
	Side	20-ft	20-ft		n/a	15-ft
Height (max.)		45-ft	75-ft	101-ft *	5-stories, up to 8 at key intersections	60-ft
Density (max)		21 DUA	70 DUA	87 DUA	*Higher intensity mixed use*	*High density residential*
On-site parking (min)		200	125		n/a	n/a

* w/44 DUA and up

Approx. equivalents: 5-stories = 60-ft. 8-stories = 90-ft.

Increased residential density
Staff comment: ***No adverse impact on EC***.

The design guidelines do not address how density, in and of itself, visually impacts an EC. (Whether a building contains 100 small apartments or a single large one, the design review applies the same guidelines relative to scale and design.)

Increased height (including massing and scale)
Staff comment: ***No adverse impact on EC; impact(s) of increased height can be mitigated.***

Note: Following the April 12 deferral, design staff revaluated this request and suggests the increased height will not adversely impact this EC. Importantly, staff's broader conclusion remains unchanged: *The impacts of increased height can be adequately mitigated by application of the design guidelines and addressed during the required ERB design review*.

EC Guidelines and Comp Plan:

- EC design guidelines (adopted 2011). Corridor-specific recommendations for this EC--and sub-area—suggest a 60-feet height maximum for structures on parcels zoned *University High Density*.
- 2013 revisions to the Land Use Map designated the parcels *University High Density*.

[1] Mitchell Matthews SUP Application for 2005 Jefferson Park Avenue, dated January 11, 2022: Cover, pages 2 through 37.

- Comprehensive Plan and Land Use Map (adopted 2021): Recommends development as an *Urban Mixed-Use Corridor,* with a maximum height of five stories, up to eight stories for properties at key intersections. [Note: JPA is not designated a key intersection.]

The requested height increase differs from what is recommended for by-right development; however, it is allowed by Special Use Permit and is generally consistent with the Comprehensive Plan, which envisions this corridor becoming an area of higher residential density and mixed-use, facilitated by allowing taller and larger structures than the current built form.

As presented conceptually, this project is generally consistent with the design guidelines relative to streetscape, site design, and architectural design. This evaluation reflects the City's vision for this corridor, which is to transform it, not replicate the existing built form. Additionally, during the later design review, application of the design guidelines will further mitigate the impacts of the building's height, massing, and scale.

Perception of a building's height is a response to its massing and scale--more so than to its vertical or planar dimensions--and is experienced primarily at the pedestrian level. *Massing* refers to how one perceives a building's shape and size, its three-dimensional form. *Scale* refers to the dimensional perception of building within the context of its setting. This perception is further affected by architectural elements, materials, colors, setbacks, and even landscaping.

Staff suggests envisioning this project as experienced at the pedestrian level and viewing the site as an *urban block* bounded by Jefferson Park Avenue Washington Avenue, Observatory Avenue, and the rear setback. The approximately 196-ft by 380-ft block is comparable to other blocks in the City, providing context. (Dimensions are approximate. Illustrations in Appendix.)

Location typical block; curb-to-curb	Front	Side	Total Length	Area (SF)
Downtown Charlottesville	210	256	466	53,760
2005 Jefferson Park Ave	196	380	576	74,480
Rose Hill Neighborhood	350	295	645	103,250
Venable Neighborhood	360	320	680	115,200
Martha Jeff Neighborhood	350	350	700	122,500
Belmont Neighborhood	500	290	790	145,000
Fifeville Neighborhood	800	200	1,000	160,000
10th and Page Neighborhood	800	275	1,075	220,000
Woolen Mills Neighborhood	680	400	1,080	272,000

Facing JPA, the building façade spans approximately 150-feet of the approximately 196-foot wide block. (On Main Street, at the Downtown Mall, buildings generally span approximately 196-feet of the 210-foot wide blocks.) Viewed from JPA, the two, five-story, apartment buildings are separated by a courtyard and sit atop and back from the façade of a two-story,

masonry foundation. The height, scale, and massing are mitigated by the variation of materials, door and window openings, articulated facades, and street level landscaping, walls and terraces.*

Facing Washington Avenue and Observatory Avenue, the building elevations span approximately 310-feet of the approximately 380-foot long block. (The 310-foot elevation is comparable to Memorial Gym (320-ft) and the Culbreth Parking Garage (285-ft). Less than the Water Street Parking Garage (400-ft) and the West Main facades of The Standard (380-ft), The Lark (380-ft), and The Flats (370-ft).) *

From the front, NE corner to the back, SW corner the site rises 37-feet. On Observatory Avenue, this allows the masonry foundation to recede into the topography, transitioning the seven-story building to five. On Washington Avenue, the masonry foundation remains visible; however, the wall is articulated, features windows and entrances, and walls and terraces at street level. The building transitions from seven-stories to six; however, at the street level, the elevation of the masonry foundation reads as a two-story building, mitigating the perceived height, scale, and massing of the apartments above.*

(* See Appendix for examples of building lengths.)

Reduced rear setback
Staff comment: ***No adverse impact on EC***.

The rear setback is not visible from JPA; reduction will not visually impact the corridor.

On-site Parking
Staff comment: ***No adverse impact on EC***.

The design guidelines address the visual impacts of on-site parking. (Screening, etc.) The on-site parking here will be concealed below-grade and accessed via a single entrance at the NW corner of the site, providing a solution consistent with the design guidelines.

Recommendation

As demonstrated, the impacts of the increased height are mitigated by design elements [as presented conceptually] and can be further addressed during the ERB's design review process. The increased height is not prohibited (allowed by SUP) and anticipated by the Comprehensive Plan. Staff recommends the increased height and related massing and scale will not adversely impact Sub-Area C of the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor.

During that later design review and approval of a Certificate of Appropriateness, the ERB will consider all design elements; however, staff suggests for the SUP three conditions that will help mitigate the increased height and memorialize desirable elements of the conceptual design.

- To establish the block-level scale of this project, consideration should be given to dedicating and constructing within the rear setback a multipurpose (bike/ped) path linking Washington Avenue and Observatory Avenue.
- Building's façade and elevations, relative to form, massing, step backs, variation in materiality, and landscaping, shall be generally consistent with the conceptual design presented for the SUP request,
- Organization and arrangement of the buildings shall be generally consistent with the conceptual design presented for the SUP request.

Public Comments Received

See special use permit staff report for comments received.

Suggested Motion

Finding of no adverse impact: I move to find the impacts of increased building height and related massing and scale can be mitigated during the required design review process and, therefore, will not adversely impact the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor[.]

> [and, relative to mitigating those impacts, recommend the following conditions for the SUP: …]. (See staff's recommendations above.)

Alternate Motions

Finding of adverse impact, mitigation available: I move to find the impacts of increased height and related massing and scale will adversely impact the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor; however, these impacts can be mitigated during the required design review process[.]

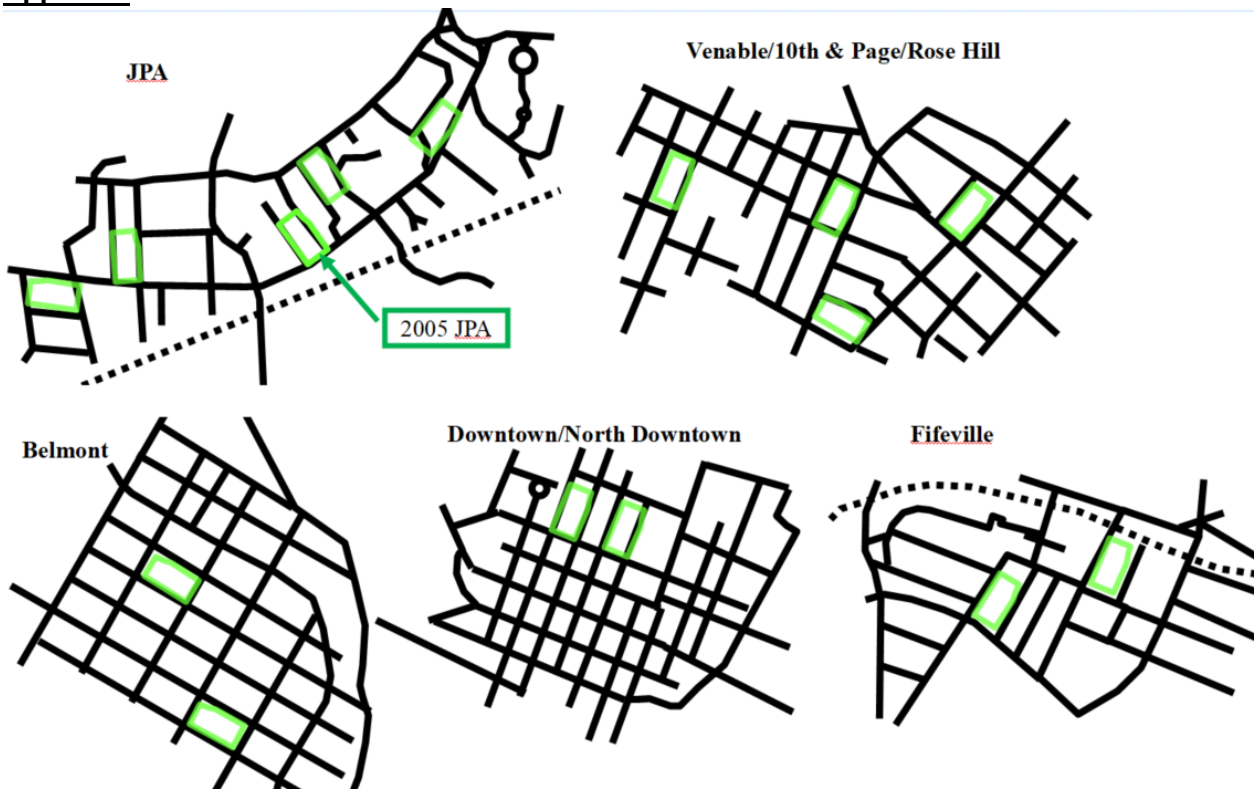
> [and, relative to mitigating those impacts, recommend the following conditions for the SUP: …]. (See staff's recommendations above.)

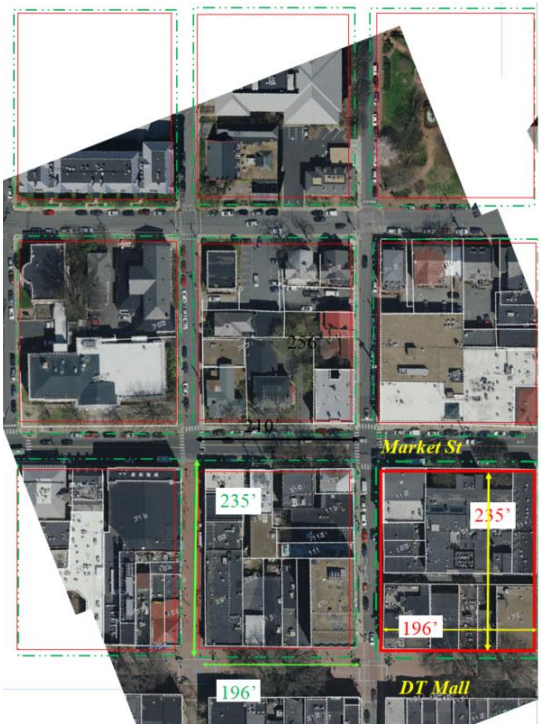
Finding of adverse impact, no mitigation available: I move to find the impacts of increased height and related massing and scale will--and in a manner that cannot be mitigated during the required design review process--adversely impact the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor.

Attachments

- Attachment 1: Charlottesville Entrance Corridor Design Guidelines Chapter V: Fontaine Avenue/Jefferson Park Avenue Entrance Corridor (pages 17-19)
- Attachment 2: Relevant Entrance Corridor Design Guidelines

Appendix


JPA
2005 JPA
Venable/10th & Page/Rose Hill
Belmont
Downtown/North Downtown
Fifeville


Market St
235'
235'
196'
196'
DT Mall


235'
320'
156'
196'
JPA

Building façade lengths, for context:

- 15th Street NW façade *Grand Marc Apartments* (5 stories) approx. 450-feet.
- Water Street façade *Water Street Parking Garage* (4 stories) approx. 400-feet.
- West Main façade *The Standard* (5 stories) approx. 380-feet.
- 10th Street elevation *The Lark* (6 stories) approx. 380-feet.
- West Main façade *The Flats* (6 stories) approx. 370-feet.
- Water Street facade *City Walk Apartments* (4 stories) approx. 360-feet

- Memorial Gym: (4 stories) approx. 320-ft
- ***2005 JPA (conceptual): Side elevations*** **(6 stories, mid-block) approx. 310-feet**.
- *Culbreth Parking Garage* (3 stories) approx. 285-feet.
- Side streets, Downtown Mall: Building wall approx. 235-feet.
- West Main facade *The Omni* (6 stories) approx. 232-feet.
- Maywood Lane façade of 1800 JPA (3 stories) approx. 221-feet
- Water Street façade *CODE Building* (8 stories) approx. 215-feet.
- 2111 JPA (apartments) front façade (3 stories) approx. 210-feet.
- East High Street façade *Queen Charlotte* condos (4 stories) approx. 200-feet.

- Main Street (facing Downtown Mall). Building wall approx. 196-feet.
- 1600 JPA west façade *South Range Apartments* (4 stories) approx. 188-feet
- Grady Avenue façade *Preston Court Apartments* (4 stories) approx. 160-feet
- 1815 JPA apartments façade (5 stories) approx. 160-feet
- ***2005 JPA (conceptual):*** **JPA façade (seven stories) approx. 150-feet**
- 1600 Monticello Avenue (apartments) (5 stories) approx. 150-feet.
- Stadium Road facade *Woodrow Apartments* (2 stories) approx. 145-feet.
- 1830 JPA (apartments) Shamrock Road facade (3 stories) approx. 124-feet.
- 1725 JPA (apartments) front façade (6 stories) approx. 100-feet.

V Corridors

F. Corridor 5: Fontaine Avenue/Jefferson Park Avenue from the corporate limits to Emmet Street

Sub-Area A: Corporate limits to Lewis Street

Sub-Area B: Lewis Street to Maury Avenue

Sub-Area C: Maury Avenue to Emmet Street

Overall Description

Fontaine Avenue is known locally and historically as the Fry's Spring area of Charlottesville. Fontaine continues west as an extension of the road named Jefferson Park Avenue (JPA), while JPA turns south toward Fry's Spring Beach Club. The Fontaine section of the corridor is one of the gateways to the City and University, and its commercial sections serve as a neighborhood village center. The JPA section serves as a concentration of multi-unit apartment buildings for University students.

Positive Aspects

- Largely intact residential corridor serving as gateway
- Core of commercial uses to serve the area
- Mature street trees and planted median along much of corridor
- Well-defined and landscaped gateway at Fontaine research park entry
- Comprehensive transportation network with divided corridor, bus routes, bike paths, and sidewalks

Vision

This corridor transitions quickly from accommodating highway speed autos to more congested auto, transit, pedestrian and bicycle traffic. Foremost considerations are traffic calming, provisions for pedestrian safety, and pedestrian amenities such as sidewalks, landscaping and transit stops. The neighborhood center, Maury Avenue intersection, is currently a bustling, mixed use pedestrian activity area that newer developments strive to emulate. The pedestrian and mixed use characteristics of this neighborhood intersection should not be lost as redevelopment occurs. New mixed use and apartment project design should reflect the character and importance of this major entrance to the City and the University. Historic assets to be protected include the JPA median that formerly accommodated a trolley line, the Fry Spring's Service Station, and the Oakhurst-Gildersleeve Neighborhood. This corridor is a potential location for public way-finding signage.

Sub-Area A: Corporate Limits to Lewis Street

Description

Streetscape: canopied effect, planted slopes, overhead utilities, cobra-head lights, intermittent sidewalks, some on-street parking.

Site: Wooded edges, pole-mounted signs, mature landscaping, large trees, low stone walls, chain link fences.

Buildings: Post-war, small-scale residences with deep setbacks - colonial revival, bungalows, English cottages, Cape Cod.

Recommended General Guidelines

- Retain tree canopy at gateway
- Maintain residential uses and character
- Add sidewalks on Fontaine Avenue per the Fontaine Avenue Plan
- Upgrade older retail parcels as opportunity arises

Guidelines Specific to the Zoning

B-2: The B-2 business district is established to provide for commercial uses of limited size, primarily serving neighborhood needs for convenience goods. The intent of the B-2 regulations is to encourage clustering of these neighborhood-serving commercial uses. The uses permitted

within this district are those which will generate minimal traffic originating outside the neighborhood areas served and that will generate minimal noise, odors and fumes, smoke, fire or explosion hazards, lighting glare, heat or vibration.

- Height regulation:
  Maximum height: 45 feet.
- Setback:
  20 feet, minimum.

R-2U ("university"): Consisting of quiet, lowdensity residential areas in the vicinity of the University of Virginia campus, in which single family attached and two-family dwellings are encouraged.

- Height regulation:
  Maximum height: 35 feet.
- Setback:
  25 feet, minimum.

SUB-AREA B: LEWIS STREET TO MAURY AVENUE

Description

Streetscape: Mixed-use, auto-oriented on three corners, curb cuts, overhead utilities, cobra-head lights, road widens, no crosswalks, no streetscape amenities.

Site: Pole-mounted signs, front yards used for parking.

Buildings: 1-2 story houses converted to commercial uses, restaurants, 3-story new infill.

Recommended General Guidelines

- Develop commercial sites into higher density mixed-use projects
- Upgrade streetscape amenities with underground utilities, streetlights and plantings

Guidelines Specific to the Zoning

(NCC) Neighborhood Commercial Corridor district: The intent of the Neighborhood Commercial Corridor district is to establish a zoning classification for the Fontaine and Belmont commercial areas that recognize their compact nature, their pedestrian orientation, and the small neighborhood nature of the businesses. This zoning district recognizes the areas as small town center type commercial areas, and provides for the ability to develop on small lots with minimal parking dependent upon pedestrian access. The regulations recognize the character of the existing area and respect that they are neighborhood commercial districts located within established residential neighborhoods.

- Height regulation:
  Maximum height: 1 to 3 stories; however, up to 5 stories may be allowed by special permii, subject to streetwall regulations; recommend 2 to 4 stories.
- Stepback:
  The maximum height of the street wall of any building or structure shall be 3 stories. After 3 stories, there shall be a minimum stepback of 15 feet along at least 50% of the length of the streetwall.
- Setback:
  Primary street frontage: no minimum required; 10 feet, maximum.
  Linking street frontage: none required.
  Side and Rear, adjacent to low-density residential district: 10 feet, minimum.
  Side and Rear, adjacent to any other zoning districts: none required.
- Buffer regulations: Adjacent to any low-density residential district, side and rear buffers (S-1 type) shall be required, 5 feet, minimum.

SUB-AREA C: MAURY AVENUE TO EMMET STREET

Description

Streetscape: Overhead utilities, cobra-head lights, planted median, on-street parking, bike lanes, concrete sidewalks, canopy of trees.

Site: Large mature site trees, some front site parking, sloped, block and wood retaining walls, split rail and chain link fences.

Buildings:Student housing, residential large scale, multi-family, materials include wood, stone, brick and stucco, majority of structures are of traditional designs, some smaller dwellings remain among the large scale infill buildings. Recent Past/Historic: Fry Spring Service Station

Recommended General Guidelines

- Put utilities underground that are now located within median
- Ensure that off street parking areas are well defined and screened as needed
- Design new apartment buildings to break up their large scale and use traditional materials

Guidelines Specific to the Zoning

R-UHD ("university high density"): Consisting of areas in the vicinity of the University of Virginia campus, in which high-density residential developments, including multi-family uses, are encouraged.

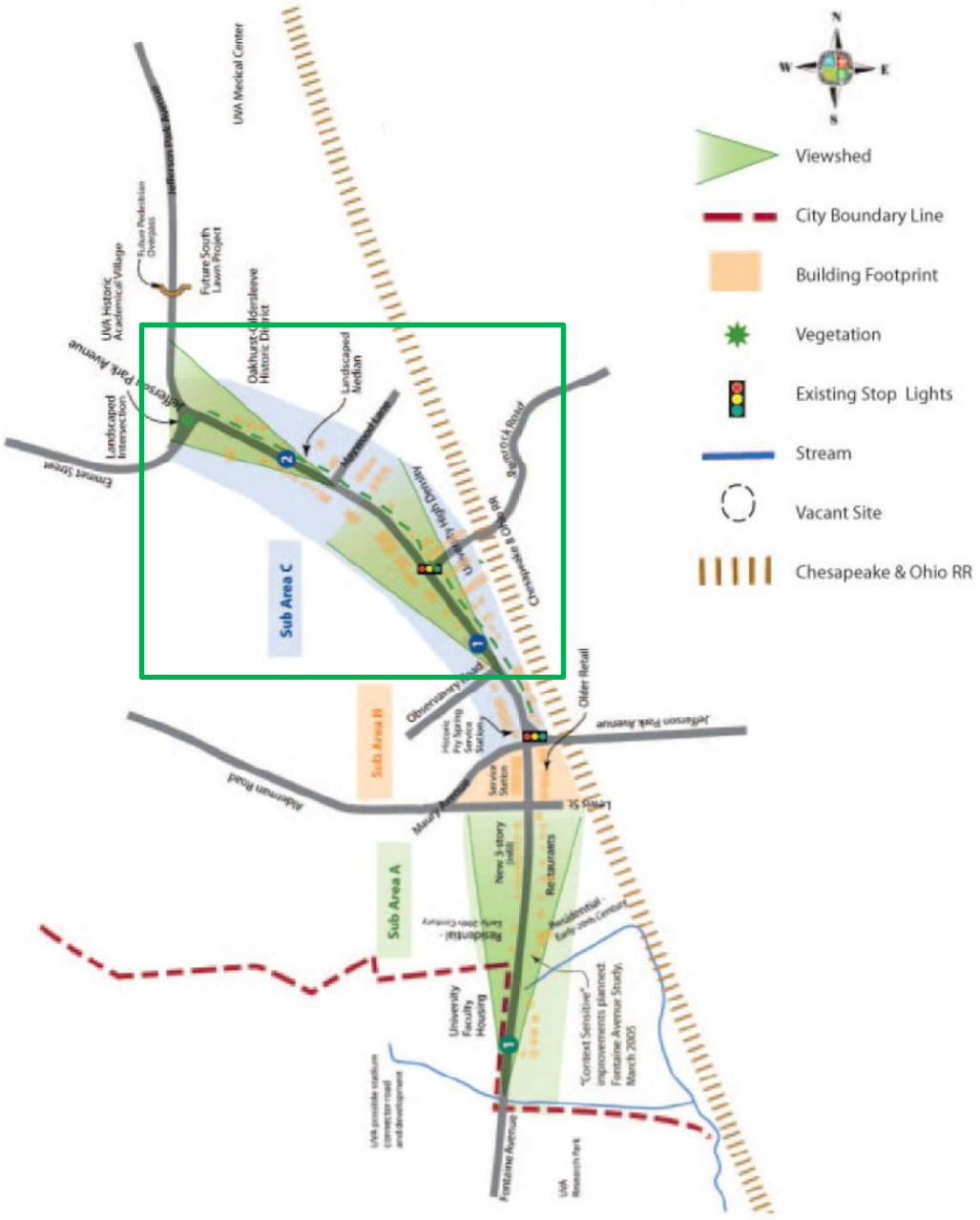
- Height regulation:
  Maximum height: 60 feet
- Setback:
  15 feet, minimum.

R-2U ("university"): Consisting of quiet, lowdensity residential areas in the vicinity of the University of Virginia campus, in which single family attached and two-family dwellings are encouraged.

- Height regulation:
  Maximum height: 35 feet
- Setback:
  25 feet, minimum.

V CORRIDORS

F. CORRIDOR 5: FONTAINE AVENUE/JEFFERSON PARK AVENUE FROM THE CORPORATE LIMITS TO EMMET STREET



Attachment 2. Entrance Corridor Design Guidelines

- Chapter I: Introduction
  - http://weblink.charlottesville.org/public/0/edoc/793359/1_Introduction_ERB.pdf
- Chapter II: Streetscape
  - http://weblink.charlottesville.org/public/0/edoc/793360/2_Chapter%20II%20Streetscape_ERB.pdf
- Chapter III: Site
  - http://weblink.charlottesville.org/public/0/edoc/793361/3_Chapter%20III%20Site_ERB.pdf
- Chapter IV: Buildings
  - http://weblink.charlottesville.org/public/0/edoc/793362/4_Chapter%20IV%20Buildings_ERB.pdf
- Chapter V: Entrance Corridors
  - http://weblink.charlottesville.org/public/0/edoc/793363/5_Chapter%20V%20Maps%20of%20Corridors_ERB.pdf

Design Guidelines relevant to Density

n/a

Design Guidelines relevant to Height (including massing and scale)

Chapter I:
Maintain Human Scale in Buildings and Spaces: Consider the impact of building design, especially height, mass, complexity of form, and architectural details, and the impact of spaces created, on the people who will pass by, live, work, or shop there. The size, placement and number of doors, windows, portals and openings define human scale.

Chapter IV: Guidelines for Buildings
C. Building Mass, Scale & Height

1. Break up the front of a large building by dividing it into individual bays of 25 to 40 feet wide.
2. Use variation in materials, textures, patterns, colors and details to break down the mass and scale of the building.
   a. Avoid an unmodulated mass
   b. Use stepped-back height
   c. Use varied wall surfaces
   d. Use varied heights with regular width
3. Use building mass appropriate to the site. Place buildings of the greatest footprint, massing, and height in the core of commercial or office developments where the impact on adjacent uses is the least. Follow setback requirements for upper story according to zoning classification of the corridor.
4. When making transitions to lower density areas, modulate the mass of the building to relate to smaller buildings. Heights can be greater if the mass is modulated and other scale techniques are adopted. Reduce height near lower density uses.

5. Use massing reduction techniques of articulated base, watertables, string courses, cornices, material changes and patterns, and fenestration to reduce the apparent height of a large building. Fake windows and similar details are not appropriate articulation. Floor-to-floor heights of a building can have an impact on the mass of a building. For instance, typical ceiling heights in a residence are 8-9 feet. First floors of office buildings or retail shops can range from 10-15 feet. Upper floors that include residential or office are generally 8-12 feet in height. When actual or implied floor-to-floor heights exceed 15-20 feet on the exterior, then a building may begin to read as more massive than human-scaled. When articulating large buildings, keep these dimensions in mind.

Design Guidelines relevant to Setbacks.

Chapter III: Guidelines for Sites, D. Building Placement

1. Orient the facade of new buildings to front on the corridor.
2. Limit setback of new buildings according to the zoning of the particular corridor.
3. Limit setbacks at major intersections so that the architecture can help define the area.
4. Use compact building arrangements to reduce the feeling of seas of parking, encourage pedestrian activity and define space.
5. Strive for contiguous building arrangement along the street face, and avoid large breaks between buildings in identified development sites.
6. Ensure that larger developments orient their design to any adjoining neighborhoods and to side streets.
7. Provide breaks in large developments and building masses to allow pedestrian connections between developments.
8. Orient service areas to limit their impact on the development and any neighboring areas.
9. Each side of a corner building that faces a street should be considered a facade of the building for design purposes.

Design Guidelines relevant to Parking.

Chapter I. Design Principles

Mask the Utilitarian: Provide screening from adjacent properties and public view of parking lots, outdoor storage and loading areas, refuse areas, mechanical and communication equipment, and other uses that have adverse impacts. Where feasible, relegate parking behind buildings.

Chapter III: Guidelines for Sites,

E. Parking

3. Reduce the visibility of residential garages by:
    a. Not allowing a garage to become the primary architectural feature when a development is viewed from the street, especially for attached housing.
    b. Placing garages behind the building setback, preferably facing to the side or rear of attached housing.
    c. Placing garages and parking in the rear with alley access

Chapter IV: Guidelines for Buildings,
E. Facade Organization & Storefronts

3. Secondary entries may be created to allow convenient access from adjacent buildings, sidewalks, parking, bicycle paths and transit stops.

Design Guidelines specific to Fontaine Avenue/Jefferson Park Avenue Entrance Corridor
(Ref. Entrance Corridor Design Guidelines, Chapter V: Corridors, pages 17-19.)

Vision statement for Fontaine Avenue/Jefferson Park Avenue Entrance Corridor:
This corridor transitions quickly from accommodating highway speed autos to more congested auto, transit, pedestrian and bicycle traffic. Foremost considerations are traffic calming, provisions for pedestrian safety, and pedestrian amenities such as sidewalks, landscaping and transit stops. The neighborhood center, Maury Avenue intersection, is currently a bustling, mixed use pedestrian activity area that newer developments strive to emulate. The pedestrian and mixed use characteristics of this neighborhood intersection should not be lost as redevelopment occurs. New mixed use and apartment project design should reflect the character and importance of this major entrance to the City and the University. Historic assets to be protected include the JPA median that formerly accommodated a trolley line, the Fry Spring's Service Station, and the Oakhurst-Gildersleeve Neighborhood. This corridor is a potential location for public way-finding signage.

Recommended General Guidelines for Sub-area: Maury Avenue to Emmet Street:

- Put utilities underground that are now located within median
- Ensure that off street parking areas are well defined and screened as needed
- Design new apartment buildings to break up their large scale and use traditional materials

CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
Summary of BAR Discussion on July 17, 2018 re: *Clear Glass*

On July 17, 2018, at the request of the ERB, the BAR regarding the definition of clear glass and the corresponding 70 VLT that has become the city's standard.

Background:
While one of several factors used in specifying glass, *Visible Light Transmission* (VLT) is generally accepted as the measure of the clearness and reflectivity of glass. High VLT indicates the glass is clearer and less reflective; low VLT indicate less clear, more reflective glass.

The city's Design Guidelines for Architectural Design Control Districts and Entrance Corridors (EC projects are reviewed by the Entrance Corridor Review Board, or ERB) both recommend "clear glass." However neither guidelines refers to a specific VLT—see citations below. Several years ago, after evaluating the criteria used to specify glass, the BAR (and the ERB) began using 70 VLT as the threshold for clear glass; tacitly establishing it as *the standard*.

Summary of BAR Discussion:
BAR concluded that VLT 70 should remain the preference relative to *clear glass*. However, they acknowledged the case-by-case flexibility offered in the Design Guidelines; specifically, though not exclusively, that this allows for the consideration of alternatives—e.g. VLTs below 70--and that subsequent BAR decisions regarding glass should be guided by the project's location (e.g. on the Downtown Mall versus a side street), the type of windows and location on the building (e.g. a street level storefront versus the upper floors of an office building), the fenestration design (e.g. continuous glass walls versus punched windows), energy conservation goals, the intent of the architectural design, matching historical glass, and so on.

Additionally, the BAR recommends that the ERB consider a similar approach in its evaluation of the glass proposed for EC projects.

References to Glass in Resign Guidelines
ADC Design Guidelines
Chapter 3. New construction; I. Windows & Doors
(5) Darkly tinted mirrored glass is not an appropriate material for windows in new buildings within the historic districts.
(9) Glass shall be clear. Opaque spandrel glass or translucent glass may be approved by the BAR for specific applications.

Chapter 4. Rehabilitations; C. Windows
(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.

Entrance Corridor Design Guidelines
IV. Guidelines for Buildings; E. Materials and Textures
(6) Clear glass windows are preferred.

Note: The Historic Conservation District guidelines state: *Clear glass windows (VLT of 70% or more) are preferred.* These were adopted after the 70 VLT became the tacit standard for ADC and EC projects.

Planning Commission and Council Comprehensive Plan Discussion

October 11, 2021 12:00 PM to 2:00 PM

Virtual Meeting

Members Present: Chairman Solla-Yates, Commissioner Mitchell, Commissioner Russell, Commissioner Stolzenberg, Commissioner Stolzenberg, Commissioner Lahendro, Commissioner Habbab

Councilors Present: Vice-Mayor Magill, Councilor Hill, Councilor Snook, Councilor Payne, Mayor Walker

Members Absent: Commissioner Dowell

Staff Present: Patrick Cory, Brian Wheeler, Alex Ikefuna, Missy Creasy, Matt Alfele, Lisa Robertson, Carrie Rainey, James Freas, Chris Engel, Sam Sanders

The Chairman called the work session to order at 12:00 PM.

Vice-Mayor Magill called Council to order.

1. **Comprehensive Plan Discussion**

Chairman Solla-Yates – There was a quite bit of interest in Council getting up to speed on the Comprehensive Plan and discussing in depth (in a less structured way) the details of the plan so that we're all familiar with what we're talking about. Today, I would like to focus on concise statements and questions on the big concepts of the Comprehensive Plan. Councilors and Planning Commissioners are more than welcome to weigh in. Please be respectful and conscious of Council's time.

Councilor Snook – There's a common criticism, which I believe to be based on ignorance, that the Future Land Use Map and the suggestions of likely higher density have not taken into account the effect of the University of Virginia, the effect of the student population, the distorting effect on the poverty data of the student population, and the expected effect from whatever the University might end up doing. The criticism is being given to us that we should reject what the consultants have done because they have screwed it up with respect to the University population. I wonder if the consultants might be able to tell us something more about what they have done to compensate for potential distortions that are caused by the fact that the students are not typical residents. They do distort some of the statistics and do distort some of the needs. As I look at it, I can see places where there have been accommodations made. I would like to hear the consultants directly answer that question.

Jennifer Koch, Cville Plans Together – We came into this working with the assessments that have been previously completed. Building on those assessments, a housing needs assessment was completed in 2018. There was a fairly robust discussion about that document and about how students may or may not play into various impacts on affordability in the city. There was discussion during the Affordable Housing Plan about whether there was additional considerations needed. I would like HR&A to speak to this. The way we are considering this is that we have not pulled out the sensitive community areas that we have looked at. We have not pulled out census data we think are student populations. Using census data, we have looked at income data. It's not always straight forward to do that. We have not pulled out that analysis and potential student data. We know that the region is growing. At the same time, we know UVA is planning to get more students on Grounds. They're likely planning for additional students. One of the other ways we are looking to include considerations for students in this plan is looking at potential intensity of development near UVA. For example, with the Jefferson Park Avenue and Fontaine Avenue areas, we have included additional intensity in those areas. We have included a discussion of potential additional intensity in those areas as we move through the zoning. There are areas near the University

where students are living right now. Those areas might be ideal areas to allow even more students to live, to have areas designated for additional student housing in the city to rein in impacts on other areas of the city. We know that students need housing. We know there will always be students that aren't living on Grounds and they are part of the Charlottesville community. We're not looking to completely cut students out of the conversation.

Ron Sessoms, Cville Plans Together – We understand that the University is a major institution within the city of Charlottesville. It has major land use impacts. We have to think about how those impacts effect the way we look at, not only the Future Land Use Map, but the way we look at housing, transportation, and all of those different elements that would help support the growth of the University in the long term sustainability of that institution. As we looked at the Future Land Use Map, we did plan for intensity of residential uses around the University. Intensity could be supported in helping support housing for students as well as understanding how those areas begin to effect other residential neighborhoods immediately around the University for non-student uses as well. We do understand that the University is a very important component of the city. We have thought about it and planned for it through this planning process.

Mayor Walker – I hope that the conversation doesn't become how we ensure that the University and their growth is considered in every aspect. Part of why we're doing this in the first place is because of the impact their growth has had on the community in a negative way. The conversations that I have had with the University is them acknowledging that. Part of their mission to be great and good is to ensure that they are building on Grounds. Based on the community needs, they're supposed to develop these relationships with the community and that they're more strategic about where they build, where their students go, and where they recommend for them to go. Those partnerships with them and even these new developments that they're supposed to be doing has moved from helping with the current housing needs to we're now having more of a conversation around workforce housing. I have shared my concerns with them about that. We have to make sure the reason we're in this situation today is because nobody kept the pressure on them to be great and good community members. That has to be a major part of the conversation. Based on what I just heard, I will be concerned about us making these changes. I understand that UVA students will live throughout the community. There needs to be a conversation with the University to ensure that goes very differently than it has in previous decades.

Ms. Koch – The question from Councilor Snook was (at a high level) centered on criticisms that this plan hasn't considered enough of the impact of UVA students or it has considered it too much in terms of the housing needs. You're right, Mayor Walker. This is about making sure the community, as a whole, that we're not discussing any specific changes based on the student need. One thing I failed to mention was that beyond the Future Land Use Map, within the Affordable Housing Plan, and within the Comprehensive Plan document, it talks several times about the need to coordinate with UVA, Albemarle County, and regional planning groups to make sure that everyone is playing a role in this conversation. I want to make sure that is clear as well.

Mayor Walker – What we also have to move towards is not just the partnerships with county. The city, in some way, would be a landowner. That partnership looks very differently than what it looks now: buying land versus partnering with the county. I understand the regionalism and those conversations. What we have heard from the county is that they have a housing crisis too that they have been trying to figure out. I know that Councilor Payne is on the regional housing partnership. I don't know where that's going. I think we may need to ensure in some way that we have more control over what happens on those properties than we do at this time.

Councilor Snook – The other question I have wanted to ask deals with the overall issue of whether there is an assumption that the consultants have made about population growth. I have suggested that we consider that the population will continue to grow in Charlottesville as it has largely grown over the last 20/30 years. I don't exactly know what the numbers are. It has been annualized at about 1 percent a year. That essentially tracks the growth of the University, which has basically grown at an annualized rate of 1 percent a year since 1980. I see no reason to think that the University is not going to continue to grow at 1 percent a year. As a general average, that's a pretty good number. As long as that is likely to be the case, the city should figure that in addition to the University growing at 1 percent a year, the city should expect its population to grow at 1 percent a year. Therefore, new housing availabilities should start growing at roughly 1 percent a year. This is an argument overall for more density and for not just 'pulling up the drawbridge' and saying nobody else is allowed to come live in the city of Charlottesville. Only by embracing the notion that there will continue to be growth pressures, that we will have to do something to ameliorate. Only by embracing that and planning for it will we be able to hold the line on housing prices for not only the very poor and the 30 percent AMI. Right now the problem that people are having is that there's just not enough of the missing middle housing options that would embrace significantly more income. There's just not enough inventory out there. Have you (consultants) given any thought to whether (in the Comp Plan) we should embrace a particular population projection as something that we should be planning for?

Ms. Koch – There's a discussion of that in the beginning portion of the Comprehensive Plan right before the Guiding Principles where we pull in discussions we have been having throughout this process; including these regional projections for growth at around 15,000 households by 2040. We have a graph that shows the projected rate of growth in Albemarle County and the projected rate of growth in Charlottesville. Charlottesville's growth rate is much lower. That's because there is no additional housing. There's not additional growth happening. We haven't done additional analysis. That wasn't built into this process to do additional projection for population. We know that there is growth happening. We know the University is growing, not only in students, but also obviously in employees. We know the city is growing because of UVA, economic development that is happening, people want to live in Charlottesville, and people want to live in the region. We are looking to provide more opportunities for that. We have not put out a specific percentage per year.

Councilor Snook – Do you think that the one percent average is a reasonable first step/approximation? What can we work towards?

Ms. Koch – That is something I would like to discuss more with the team.

Mayor Walker – We also have to think about what the census is telling us to date about who is leaving the city. We have to be well intentioned about how to keep those individuals in the city or we're going to be looking at a completely different community in the next few decades that is predominantly white and upper middle class.

Ms. Koch – There are tracking metrics built into the implementation chapter to make sure that tracking does happen. We have heard anecdotally that this is happening. There are a lot of pressures. We certainly can see trends in data that this needs to be continued moving forward.

Commissioner Stolzenberg – I draw your attention to strategy 2.4 within the housing chapter, which aims to target a 5 percent rental vacancy rate in order to ensure a better functioning rental market ideally. With prices rising as fast, that is an indicator by proxy of the pressure for the population to grow. We know that outlying counties are growing much faster than we are. Some might say that people prefer to live in Greene or Fluvanna. Others might say that is because there's no housing available in the

city. That low vacancy rate that we currently have is well below 5 percent. It is an indicator that the natural rate of population growth, if we didn't have all of these restrictions on housing, would be faster than what it is now.

Commissioner Mitchell – I want to talk about the overlay. To do that, I am going to be redundant. There's nobody that wants density for the sake of density. We want density with a purpose. I think everyone at this meeting wants to increase the equitable housing stock. The density should allow us to do that. The overlay would allow us to do that. The consultants continue to recommend something else. What I would like the consultants to do so I can get comfortable with moving away from the overlay, is 'walk me through' what we're going to do to increase the density with the purpose of privileging. I am asking them to do that. I am asking them to do this for the audience as well. How does what they're proposing to do allow us to increase density with the focus on privileging affordability in Charlottesville?

Ms. Koch – At a high level, we have proposed that the zoning ordinance (when we get there) instill affordability requirements in various ways directly into the zoning district language. The reason we have done that is to more directly tie affordability to the land use categories rather than having it in a separate overlay. The way that works out is different depending on each category. We have included a table in the Comprehensive Plan as well as the materials for tomorrow to 'walk through' the housing affordability framework. In General Residential, we've talked about allowing a base up to 4 (market rate) units if the existing structure is maintained plus an additional bonus to be determined in the zoning ordinance. In the sensitive community areas within the General Residential, those would require that the first new unit be affordable and allow additional units beyond that. The reason we have shown these two separate is that we are looking to incentivize potential housing opportunities or capitalize those potential housing opportunities outside of those sensitive community areas, which many have a lot of pressures because they are close to UVA/Downtown. They have communities that are sensitive to displacement pressures. We are looking to allow additional development outside of those areas at that market rate level in the General Residential category. In the Medium Intensity category (the next step up), we are currently proposing using either a bonus program or another inclusionary zoning mechanism for affordability. There would be a base amount of residential units allowed; then additional units depending on the affordability level. We've not identified the specific levels because they require additional analysis, which is forthcoming. We don't want to get ahead of that. Higher Intensity Residential, Mixed Use (corridors or nodes) will all have affordability requirements built in and an inclusionary zoning mechanism that would likely say something about a certain percentage of units that would need to be affordable. Each category has requirements and incentives for affordability built into it that way.

Lee Einsweiler, Cville Plans Together – The only thing I wanted to add was that there's been a lot of talk about this mechanism being an overlay. The only reason that we have softened up the language surrounding an overlay is that we intend to put it in all of the underlying districts. It would have the exact same impact as an overlay. The regulations would be with each district itself instead of being in a separate part of the ordinance. In the interest of truly embedding these affordability ideas into each district, we would like to combine those ideas together as part of a base district rather than a standalone overlay. Both would have the same fundamental rules; whatever we decide those rules would be. This is something we can continue to talk about during the zoning process. We are encouraging the city and we are talking to the City Attorney about the use of the base districts themselves across the city in place of an overlay. It is fine to keep using that rhetoric because I know it has been used so far.

Commissioner Mitchell – There seems to have been a retreat in the non-sensitive General Residential and the affordability component. At the last meeting in many of the documents that we saw, we want to treat the non-sensitive General Residential and the affordability components associated with that like we

want to treat the sensitive General Residential. We've moved away from that. I am wondering what the thinking was as it relates to moving away.

Ms. Koch – That was not something we proposed.

Commissioner Mitchell – I think there was strong consensus from the Commission to do that. If you guys rejected that, why did you reject that?

Ms. Koch – We heard comments on both sides of that. From our perspective, we didn't see it as a strong consensus. That's why we didn't make that adjustment. I am happy to hear more comments about that. From my point of view, we heard quite a few comments on both sides of that.

Commissioner Mitchell – My recollection was that the Commission was pretty unanimous. I didn't hear any commissioner objecting to that.

Commissioner Stolzenberg – As I recall, the original overlay proposal was for the low intensity areas (sensitive areas) to have that second unit be affordable and have a base General Residential category elsewhere where there were a few by right. It was affordable requirements with the bonus program in that overlay up to 12 beyond that. Am I wrong in saying that what is currently being proposed is consistent with the overlay proposal from June except for that one thing in the sensitive areas about bonuses beyond four?

Commissioner Habbab – I have more of a clarification of these sensitive residential areas. It is a question to the consultants and the rest of the Planning Commission. For the sensitive residential area, the first unit would be affordable. If a development happens, we would be replacing the already affordable unit in the sensitive community with another affordable unit/mandating it. Would we want to increase that affordability in those sensitive areas instead of replacing a one-for-one unit? On the General Residential, it is just a question of if we're giving up our (single-family home) to 4 units without any affordability to that 4 number. Do we want to have any units there that are affordable to increase that? Are the consultants looking at whether that will generate enough housing that is going to be 80 percent AMI? Is there a specific number where a single family owner build ADUs that it are more affordable?

Ms. Koch – We want to make sure that in these areas that have traditionally not had a lot of housing except for single family housing. we want to incentivize those opportunities by making sure they are competitive with the market rate for those areas right now. By allowing additional market rate units in those areas, we can incentivize units that will (even if not affordable to a deeply affordable level) will likely be smaller units. They will be more naturally affordable. With the additional bonus, there could be a lot above that. We believe having those as market rate could support additional, affordable units that could be deeply affordable or affordable at a deeper level with that market rate base. You did mention one thing we do think is an important consideration. Those housing property owners that don't want to build up to 4; they maybe want to build 1 or 2 ADUs on their property. That is one thing we have taken into consideration with this thought around keeping the first units market rate. We want to make sure that it is feasible and makes sense from an economic perspective for even smaller property owners to put that type of development on their property. If we were to require a deeply affordable ADU, that might be less accessible for a lot of people to finance without subsidy.

Commissioner Habbab – The first question was about the number of affordable units we're proposing in the sensitive areas. If you want to tear down this building or develop this house, you have to provide one unit. You can provide up to four units total with one being affordable. These sensitive areas are

sensitive because we want to protect the people that live there. They have affordable units there now. Instead of replacing one-for-one unit, I guess that's what we're doing. We're not really adding any more affordability in the new built units that are going to happen there.

Ms. Koch – That's right. We're saying the first new unit should be the affordable unit or it can be the existing housing unit that's affordable. If they want to add additional units, the existing building can be the affordable unit. We are saying: one unit affordable to the level specified in the zoning. The reason for that is we want to balance this desire to protect vulnerable communities that would be sensitive to displacement pressures while also still allowing for wealth building in these neighborhoods. There are homeowners who have owned these properties for a long time. We want to make sure that we're not making it more difficult for them to build wealth with those properties. We look to balance that with the numbers of units we have noted.

Commissioner Habbab – That makes sense the way you have it. My only concern with that is that would fundamentally shift the demographic. It can push people out if we have all of these market rate units in these neighborhoods.

Commissioner Russell – That spoke to my first question. My concern is that we may not be going far enough if we don't require more than that 4th unit to be affordable in the General Residential. I wonder if it would even happen. Would we even start to see anyone going to that? What would be the downside in perhaps requiring the second unit be affordable and the flexibility of relaxing that rather than trying to dial it back at a later time?

Ms. Koch – The question is the potential harm in saying up to 2 units would be affordable?

Commissioner Russell – Requiring that the second unit as opposed to the third or fourth? We're going from a primarily R-1 and going all the way up to 3 units, no affordability. The fourth unit would require affordability. What is your assessment of what would happen if the second, third, or fourth unit was required to have affordability after that?

Ms. Koch – What we're proposing is that any new unit would need to be affordable. The first new unit would need to be affordable.

Councilor Hill – The fourth unit isn't affordable in General Residential. You can maintain the existing structure.

Ms. Koch – That's right. We had proposed a couple iterations back of having up to four units with the fourth unit being affordable. We heard that was not going far enough.

Commissioner Russell – Then affordability isn't baked into all of the zones? You're not requiring affordability in General Residential.

Ms. Koch – There will be a bonus program established that we have not put a specific number of units on but we have built into this to establish that in the zoning process.

Councilor Hill – The bonus program is assuming that we can do more than 4 units in these R-1 sites. I do have a lot of pause about that. I think there's going to be capacity issues for even up to 4 units on many of these sites. I share the concerns that are being raised. We should be assuring more affordability throughout more of the neighborhoods in this community. I am not sure if it is the first unit. I am not sure what the city can do to incentivize that but we're not looking at an AirBnb, which is one of my

biggest concerns with some of this. I am just echoing the concern. We need to be looking at the General Residential similarly as the sensitive if we really want to achieve affordability throughout this community.

The last time we met, I raised some very specific examples around Medium Intensity and where it might not be appropriate. Those were really to be examples. Has the team gone through and looked at every place that they put that Medium Intensity and take that same scrutiny that I have taken on a few areas that I picked out? My intention wasn't for you to take certain things and change them. My intention was to understand holistically how we looked at where Medium Intensity is. I would take the position that we should keep that category. I believe there are places for it. Until we go through the rezoning, I don't think, at this point, it is appropriate to be specifically identifying locations for Medium Intensity until it's been really looked at on a street by street basis.

Ms. Koch – In terms of the Medium Intensity (where it is located), we did hear comments the last time we met from you (Councilor Hill) and others about specific locations. We made sure that we looked more holistically at intensity. Throughout this process, we've focused on having that near parks and schools (community hubs). We've focused on having it along corridors that we believe should be prioritized for improved multimodal transportation. We do recognize there are some areas that are more constrained. In the refining for this map, we have pulled back on a few areas that we believe that were PUDs or small lots and were part of a PUD. We have pulled back in some of those areas because we recognized that even though they're developed to a level that feels Medium Intensity if we're looking at a lot by lot basis. General Residential is more relevant for those locations. We've looked throughout the map at those adjustments to make them. I would be interested to hear from others about how people feel about having this category on the land use map. We do feel it is important from a planning perspective. It makes sense to identify locations for greater intensity.

Going back to the first part of your question which was around the General Residential and why not have that affordability baked in at a lower level. We've talked about why we have not shown that; wanting to incentivize development in these areas that traditionally have not had this level of development.

Councilor Hill – I am just trying to understand. The desire is that we have options for affordability and more places than sensitive areas. I certainly see the benefit of wealth building in those sensitive areas. What I am seeing here concerns me that there is going to be a target on these sensitive areas. That's where some of the most affordable ways to do some of these things are. It is not going to be incentivizing beyond that. We're going to be concentrating on that activity and not actually finding the affordability growth outside of those areas. This is up to 4 units if you maintain the existing structure and none of that is affordable. With the Medium Intensity, I feel the same way. If you want a bonus, I understand that's where the affordability really comes in. My first statement was recognizing that it is going to be hard for many of these parcels in R-1 zoning to actually go beyond that fourth unit. What do we accomplish here? I don't want density for the sake of density.

Ms. Koch – In these categories that we have been discussing throughout this process, we have said up to a certain number of units: up to 4 in General Residential and up to 12 in Medium Intensity. I believe what we've proposed allows flexibility to provide a lower number. We have said that some areas might not allow up to four based on constraints in the General Residential. We have noted that not all areas will be appropriate up to 12 in Medium Intensity. I believe this would leave us flexibility to say in the zoning ordinance some areas up to two base units in General Residential with a bonus on top of that.

Councilor Hill – Are you assuming that you know the maximum capacity is more than two? That's where I am really having trouble piecing this together. If we're saying that it is up to four and that property can't have up to four because it won't accommodate it, we're going to give them two. What makes us think that we can have a third if we can't accommodate more than two?

Ms. Koch – We would look at what the capacity would be on these sites, which would be within these form constraints. We have talked about and looked at environmental constraints. We could stay within that. The base and the bonus would be within that level of development.

Councilor Hill – We wouldn't give them a base to maximize the property. We would give them something less than that. If you want to maximize this, you have to do affordability?

Ms. Koch – I believe yes. (Lee) Can you confirm that would be something that you would support? As we have been noting throughout, zoning districts will not be one-to-one with each of these land use categories. We will be breaking them down. There will be transitions between heights and other intensity levels. In Medium Intensity, we say up to 12 units within these areas. The zoning would allow some potential breakdown for that. Not all areas would be up to 12. Some for example would be up to six. It is the same for General Residential. Not all areas would have the same capacity. If we want to ensure that there is a bonus for affordability in all areas and if some areas are not appropriate or not able to handle more than 4 units of intensity, would we be comfortable saying that one unit would be allowed a base level with additional/two units based on affordability requirements? Would we be bringing down that base level with a bonus on top of that in the General Residential and Medium Intensity?

Mr. Einsweiler – The challenge with General Residential outside of the sensitive areas is that we understand from research around the country that it takes about ten units before you can generate one market, affordable unit; for the market to actually be able to afford to build it themselves. We are not likely on a single lot in many of the neighborhoods in the city going to achieve that level. Right now, we have not been asking for the affordability, except in ways that we would actually incentivize that go beyond what the market might produce. There's a portion of this that is focused on the market producing some more housing opportunities for people in these areas. The units we're talking about are typically going to be smaller. Therefore, as a new unit goes, it is less expensive than a large new unit that might take up a whole lot. While there is some natural affordability, it is hard to determine how to generate that other level of affordability. We have it in a bonus system or an inclusionary system (right now) to be determined as we go through the zoning. Yes, some lots have more capacity than other lots. We will be able to offer the option for more units. We may not be asking for four everywhere.

Councilor Hill – My question is around the capacity of any parcel. If we're saying that the capacity is going to be met with a market rate that affordability overlay doesn't even have any place in this because we have already met the capacity. That's the fundamental question that I am trying to have answered. With Medium Intensity, they could have up to 12. If they can only have eight (for example) in their capacity, would we be saying that those eight are market rate? And the only way to get more than eight is if they are affordable but then you're beyond the capacity of the lot? I am just trying to understand the lot capacity versus how we're applying this overlay.

Mr. Einsweiler – Right now, we are hoping to improve on the affordability. There is nothing about what we're talking about so far that does not suggest that we're going to need additional funds/supplemental funds to support affordable units at these lower densities. When you get to that Medium Intensity (at the top end of that), we could potentially produce some more affordable housing but not at the four or six units level. It is unlikely to be produced without subsidy.

Vice-Mayor Magill – How are we defining affordable?

Ms. Koch – We have included a discussion about that in the document. There has been a lot of questions about that. We have, throughout this process and the Affordable Housing Plan, been really clear that affordable is generally thought of as something that a household doesn't pay more than 30 percent of their income on housing including utilities and other housing costs. What is affordable is dependent on what the household makes. If the household makes 80 percent of the Area Median Income, what is affordable for them is different than a household that makes much less or much more than that. In the Affordable Housing Plan when we're talking about funding targets established to provide half of the city's funding for affordable housing towards housing that will be affordable to those that make 30 percent of Area Median Income. We have this general definition of affordability. We have shown how we're targeting funding in that plan. We have not established what affordability means in terms of the bonus programs and what levels of affordability we're talking about. That's because there are additional market analysis that is happening with the zoning process. We don't want to jump ahead of that.

Vice-Mayor Magill – What I am understanding is that we haven't defined in this conversation what we're requiring in the Comp Plan and what this overlay means. The definition of affordable has not been set yet.

Ms. Koch – That's right for these land use categories. We have ran the plan to include both affordable that is possible to actually happen. That's the directive we've given ourselves and the city for that next piece of the process.

Vice-Mayor Magill – My next question is about the mixed use nodes. I was noticing that quite a few have disappeared entirely from previous renditions. I was curious as to why.

Ms. Koch – In the May version of the map, there were two neighborhood mixed use nodes. One was at Barracks Road and Rugby Road and one at Meadowbrook Heights and 250. There was a mixed use corridor at Calhoun and Locust. You're right. Those were removed from the August version of the map. We have retained them off the map since then. The reason for that is that we heard concerns about levels of intensity in those areas. Primarily, we believe that the commercial use that we were envisioning on those sites aligned with what would be allowed within the residential districts. Those were removed from the original version of the map.

Vice-Mayor Magill – My concern is that we have a food desert problem. We also have a walkability problem in a lot of places. Even if we could identify where in a general area recommendations would be for small local grocery stores that would really be beneficial. It concerns me that we are now back to some very wide swaths of area that don't appear to have the ability to grow to help support food deserts.

Ms. Koch – The General Residential, Medium Intensity, and Higher Intensity all support neighborhood scale commercial uses, which we will be looking at through the zoning process. It might be intersections for example. We want to make sure that it is included as a possible use throughout these districts, not only because of the food desert issue, but also other neighborhood scale commercial uses and small business uses.

Commissioner Stolzenberg – How does the current draft differ/compare to the proposal that we received from the Housing Advisory Committee in June? If we were to apply the same rules as for sensitive General Residential to non-sensitive General Residential as we heard in the proposal from yesterday, what would be the effects on sensitive areas from that? How would it change the incentives or protections that we're offering up for those areas?

Ms. Koch – In terms of how this compares to the Housing Advisory Committee proposal, that proposal looked at areas similar to those areas that are sensitive community areas. They identified specific neighborhoods, recognizing further analysis was needed. They identified a proposal to keep neighborhoods (Fifeville, Tenth & Page) at the current level of intensity and allow a bonus on top of that for affordability up to a higher intensity level depending on how affordable it was. The proposal outside of those few neighborhoods of concern was to allow General Residential everywhere in the residential areas and allow Medium Intensity anywhere if half the units were affordable. With higher intensity, I believe it called for allowing that in more locations if affordability requirements were met. This differs in that we have applied a similar concept to those sensitive neighborhood areas/sensitive community areas; keeping General Residential, base residential level lower than in other areas to help reduce some pressure and displacement there. We have our base level General Residential that is similar. We've established that there will be a bonus program allowed. We're establishing a number of units. We're allowing for something similar to what was called for in the HAC proposal. We're not saying that all General Residential areas should allow up to Medium Intensity if half are affordable. We are leaving flexibility to look at what level would it be appropriate in the zoning.

Commissioner Stolzenberg – If we were to make this new change to put the same rules we have in sensitive areas to the rest of General Residential, how would that change the pressures and results in what happens in the sensitive areas?

Ms. Koch – There would be continued pressure in those sensitive areas. There is a lot of people at risk of displacement in these areas. They are prime areas of focus for development because of their location in the city. We would reasonably expect that we would see less development happening in those areas in the General Residential areas outside the core of the city. We would expect to see continued pressure within those sensitive community areas. We could set targeted funding for rehab and other strategies we have identified to help protect those communities. From the land use perspective, there would be less relative protection for those areas.

James Freas, Director of NDS – If the whole city is treated the same, then the relative cost of development, as we have noted with the incentive to develop in the sensitive areas, particularly those close to the University Grounds, is very strong and the cost of land is low. The incentive is very strong to develop there. The proposal we have put together essentially creates an incentive for existing property owners to be able to do something with their property. Outside investors are less incentivized to do so. If we have the same body of rules citywide, all of the other factors that make those sensitive areas attractive for development are going to make those areas more attractive than the rest of the city.

Mayor Walker – I wanted to follow up Councilor Hill's comment. That's a focus we should really try to get in order. I know we were hoping that we wouldn't have individual developers or property owners come in before us as they do now with a special use permit. It doesn't seem like that is going to be possible. If developers or private landowners are able to build four units before they are even considering an affordable one, then we are back to the comments regarding the density for density sake. We have to decide where we are in that process. Projects like Friendship Court and the CRHA redevelopment/rehab took a lot of partnerships and people thinking outside of what has been normal to date. Even though we don't know what the process will be and what the mechanisms are in place to serve that process well, we have to think along those lines. If there is an affordability requirement, it either won't happen or we will figure out how to subsidize it by the time it is presented. Planning commissioners and councilors know that it will take some type of investments to make these units happen. I heard two things. I heard that we are allowing up to the four units. The example was that it takes ten units before you can build an affordable one. If we base what we're attempting to create on

what is currently/what has been done historically in Charlottesville and around the country, we're never going to get to where we're desiring. We have to think about it in terms of: This is our goal. We know that it is going to take some partnerships to get there. Financing that is not stipulated in the way that previous or current financing streams are stipulated. The question becomes: We're going to allow these units and it becomes a density for density's sake or will we allow these units only if they're subsidized in a way that will ensure affordability.

Ms. Koch – One thing I want to note with density for density's sake argument (which I appreciate) is that in all of this, we are looking at not just building new housing units under current guidelines. We're looking at changing the type of units that can be built; smaller units, smaller lot sizes, and things that can support units that are more likely to be built under current regulations. The city has committed to finding funding/subsidy for incentivizing or supporting affordable units. We certainly recognize there is subsidy involved and there is subsidy planned. We want to make sure there is housing being built that supports all of those affordable units. By allowing that basic market rate, we can better support affordable units as well.

Mr. Einsweiler – One of the keys here is that in the sensitive areas, it is presumed that the existing house is most likely to be used as the affordable house. It is easier to rehab and less expensive to rehab than to build new. That is an unlikely scenario in any of the remaining neighborhoods in the city. That main house, unless we are splitting the main house which is a possibility under these kinds of rules, the affordability won't come from the main building. It will come from the slightly less expensive new small units that would likely be built in response to the kind of regulations we're talking about. That equity lens of who can live in which neighborhoods begins to change even if units are closer to market rate or at market rate in these areas as long as they are smaller. It is providing more opportunity for some to live in those areas. It will still require subsidy for certain people to join in and live in those areas. We need to be looking at all of that. There is a reason to produce more housing in the city. That reason is most of your housing has been going out to the county. When Councilor Snook was talking about this earlier, my initial thought was 1 percent may not be right because your housing market has been so tight for so long. It may not represent what the housing market is actually willing to do under the kinds of rules that gives you the kind of housing that you would like to see. That's what some of these ideas surround is making it more possible to build a closer to affordable unit in these areas in addition to the unit that is already there.

Mayor Walker – I have been saying this the whole time since I have been Council. When you have single family homes in Belmont going for almost a half million dollars, you just have to be realistic about building closer to affordable, who will be able to afford that. This is back to Councilor Magill's question about determining affordability. A lot of citizens throughout my time have talked about 'if you build more housing that will free up the housing for lower income people.' I still don't believe that is the case. Nothing about the trends in Charlottesville is showing us that is the case.

Commissioner Russell – I agree wholeheartedly. We should think about what the housing plan says, which is to lay out a path to increase the number of subsidized affordable homes. If we aren't purposeful where we direct this, will we continue to concentrate poverty rather than what we intend to do, which is make our neighborhoods more equitable. I am really concerned about the General Residential not requiring the affordability that we want. Strategy 2.1 of the Housing Chapter of the draft Comp Plan says that the zoning changes will allow mixed-income neighborhoods by right. How are we really doing that if we're just hoping for it?

Ms. Koch – I would go back to what we previously discussed. Perhaps we can look within the base General Residential up to four. The plan does actually state this in the chapter. We will explore whether

that is a feasible way to require the first or second new unit be affordable at a certain level in the General Residential areas outside of the sensitive areas. At this point without having that analysis, that would be 'under our belt' in the zoning process we're hesitant to put in at this point.

Commissioner Russell – I am hesitant to get behind something that doesn't have those assurances at this point. It feels like we keep 'kicking the can down the road.' This is really important.

Councilor Payne – When it comes to the discussion of General Residential, is the tradeoff basically if we expand the sensitive area approach citywide to all General Residential that the market won't build any of those affordable units. What it would be doing is saying, 'if additional units are built in General Residential, it will only occur if it is being combined with subsidy either from the city, state, or federal government to produce those additional affordable units citywide?'

Ms. Koch – When we're talking about inclusionary mechanisms, we're trying to incentivize inclusion of affordable units in these smaller scale developments in General Residential by allowing these base market rate units that can help support additional affordable units.

Councilor Payne – If the approach in the sensitive areas requiring the base of one and the rest being affordable and if that was expanded citywide, basically what is being done is in order to get the increase in any General Residential throughout the city, the market will not produce those affordable units. Any additional units citywide in General Residential will have to come through a subsidy from the state, local, or federal government to actually achieve that affordability if market won't. Is that accurate?

Ms. Koch – Most likely, yes. If we're requiring affordable units first in those areas, that's why we're looking to not include that. We want to make it more realistic. We don't necessarily need subsidy for all of that.

Mr. Sessoms – There are ways to make units affordable in these General Residential areas by perhaps limiting the lot size of those subdivided lots and perhaps limiting the unit size so we can ensure those units are more naturally affordable and lend themselves more towards the affordable spectrum. Those are tools we can use that are disposable as well to encourage the development of more affordable units.

Councilor Payne – Another question is trying to get to more affordability through the building footprint, lot size, setbacks, parking requirements. I am guessing that is something that is going to be addressed in the zoning rewrite part of this.

Ms. Koch – In goal 1 of the land use, urban form, and historic, cultural, and preservation chapter, the zoning goal does list what we're looking at including those things that you just mentioned.

Councilor Payne – An idea that I have heard floated about is allowing 2 over 2 townhomes up to four stories citywide or apartments up to 4 stories citywide if they are 100 percent affordable. Is that something that has been contemplated? Is that something the market would not likely be able to respond to? Would we get those if we're combining it with some kind of subsidy?

Mr. Einsweiler – We have continued the conversation about those possibilities. There is a hint that maybe we would be willing to allow a fourth floor. It produces a very different form of development than what is on those sites today. It would not be soft density. It might be more affordable. It invokes that four stories of height versus 2.5 stories that might be there on adjacent sites today. We have struggled with that issue. For now, we have suggested that's why Medium Intensity exists, to allow those forms, whether they are built in Medium Intensity with or without subsidy. They will be an

excellent source of more slightly less expensive units if we can produce those. At present, we're talking about those mostly in the Medium Intensity areas. We think there might be occasions. The two over two is an interesting question. If you put a two over two on a hillside that slopes away from the street, you can disguise some of its bulk and mass. There are maybe some tools and techniques like that we can use. We can bring that back into play in some of those areas. We will certainly be looking at that in the zoning. We have heard loud and clear that those housing types are the most affordable to construct. We're hoping to find ways to incorporate them.

Councilor Payne – Especially if it is being conditioned on being allowed if it is 100 percent affordability. I know there are a lot of different perspectives on it. You're definitely not just getting density for density's sake.

In the definition of Medium and High Intensity, it makes reference to either bonuses or inclusionary zoning affordability requirements. Is that something that is completely not set at this moment and will it be developed in the zoning rewrite process in terms of determining what the base rate is throughout the city? The height and number of units that will be allowed conditioned on affordability?

Ms. Koch – We have maintained what is 'flexible' as we go into the zoning ordinance, recognizing that we have a lot of analysis happening. Our goal is to incentivize or require as deep affordability as possible in as many places as we can. We don't want to propose something in the Comprehensive Plan, get through the zoning analysis, and say that this is not actually feasible. Those are drastic comments. I am just trying to get at the reason why we haven't included that explicitly at levels of affordability and numbers in this proposal.

Councilor Payne – I have heard a lot of concern around particularly High Intensity but to a lesser extent Medium Intensity. For me, the biggest concern is development patterns; thinking about something like The Standard that overshadows some of our public housing sites as well as Friendship Court, where we have a major risk of development towering over and crowding out the design that residents have said they wanted. There has been a resident vision statement in terms of the kind of development pattern and height that they want to see; particularly in those cases is it anticipated in the zoning rewrite that there's going to be plenty of time and the ability to have a very careful approach in terms of looking at the impact that greater intensity can cause. My concern is particularly for these neighborhoods that are facing gentrification, displacement pressure and seeing these luxury units towering over their neighborhood.

Mr. Einsweiler – The key here is to think about the zoning exercise in two halves. One half is the map. That's what you're talking about right now. We can agree that we could write a good district that in the appropriate place, has the right impact. If we apply it in the wrong place on the map, we get a bad outcome. The text and the map are two different things. What we're really looking for is the general guidance of the Future Land Use Map and the opportunity to build the text for the various districts. Once we have agreement, we will move on and get the mapping work done. How much time we have for that will have everything to do with the Council at the time. We are beyond our original timeline. There's not a lot of time shown. We show ourselves building out the text and getting the map on the table before the end of next year. That would mean adoption right before the end of the year/spring. How long that conversation has to last is a tough question. Not every site has to be zoned to its maximum intensity immediately. It could be that if you're comfortable applying a certain level and that you want to study more some of the places and apply a higher level at some point in time. There will be options within the existing Future Land Use Map. There will be options available to increase or decrease the intensity when looking at the zoning map.

Councilor Payne – That is one of the things that I have struggled with. This is one very small step of this process that is not even getting into the most important changes. I am thinking about our housing needs assessment. I think the number was 1200 new affordable units by 2040. It definitely seems pretty clear that the only way to get there is through subsidy and how we can combine our zoning with those opportunities with that $10 million a year in the housing plan; hopefully state and federal money that could be available. That's the only way we're going to get the affordable units. The market is just not going to produce them, no matter what zoning changes we make. Given that, there is a lot of room to condition some of it on 100 percent affordability or greater affordability levels. The tradeoff that is a question to me is: in a lot of the city that clearly makes sense. The only question is whether very wealthy neighborhoods without no displacement and gentrification pressures, there are homes well over 1 million dollars. If you're losing opportunities potentially for more affordable duplex/triples to get built, those housing types could still be $400,000 to $500,000 and are not going to be affordable at an 80 percent AMI. It seems to me like it is two completely different tools: the subsidy and how we combine our zoning with that and what if any role we want for the market rate. The market rate is just not going to produce the deeper affordability.

Commissioner Stolzenberg – If you require affordable units for that base, soft density in historically exclusionary areas, you have single family zoning by right and potentially more with affordability. Didn't you say that nothing beyond single family houses would pencil unless it was nonprofit affordable? We would effectively be enshrining single family zoning in our exclusionary areas? Is that what I just heard?

Ms. Koch – This is the reason we're showing market rate up to four in these areas that are historically exclusionary. The concern is that if we say anything above single family it would need to be affordable for at least the first few. If we say that right now without looking at deeper, our concern is that we want to make sure there are incentives to develop something beyond single family housing. If those first few units need to be affordable and would require subsidy, we would expect to see much less if that happened. We want to incentivize other housing opportunities in those neighborhoods beyond the single family residential that is typically built today.

Commissioner Stolzenberg – We would see a lot less in those areas earlier that we would see a lot more pressure on sensitive areas. That's what would happen there.

Ms. Koch – That's right. We can certainly (CAHF Committee, the city, etc.) still target funding in those other areas for other initiatives to help homeowners maintain their homes. We would expect that there would be more pressure in those areas.

Vice-Mayor Magill – What has been considered about recommending no new gas hookups to new builds? I didn't see that in there. I was wondering why it wouldn't have been.

Mr. Freas – A number of us staff had conversations about this topic. We had staff from the utilities division, DPW sustainability division, and from NDS. At this point, what we're asking is that we be given the opportunity to study this issue more closely. What we know is that there is a great deal of complexity. We have technology complexity and financial complexity (in terms of city finances and the financial state of our residents). We need to be able to look at all of those issues together and bring recommendations back to City Council on this issue. We're asking for a little more flexibility here at the Comprehensive Plan level. As we go forward and do our climate action planning and the implementation of this work, we have time and the space to come up with solutions we can present to City Council.

Vice-Mayor Magill – I know there are a lot of restrictions on the state level of what we can ask with Air BNB and short term stays. We have some things in place. However, enforcement is very difficult. I am not seeing anything in the Comprehensive Plan that is addressing that. Some of that might have been addressed a little bit in the affordable housing piece. I am looking at an apartment building on VRBO that has been turned into a short term stay. It is one of the few small apartment buildings in Belmont. It is now all Air BNB. I am very worried that is going to be a continuation. This is just going to keep getting worse because it is much more economically viable in a lot of ways for people; recommendations that we continue to fight this as a state. Is there anything that has been found in other cities that they have actually been able to maintain the enforcement? It is so difficult with Air BNB and VRBO not giving us the information we need to proceed with enforcement or partnering with us in enforcement.

Ms. Koch – We do have a discussion looking at short term rentals, ways to mitigate the impacts of short term rentals. I believe we added text about enforcement and making sure there are resources for enforcement. That certainly can be a piece that does need to be happening. As you noted, there are enforcement mechanisms in place and maybe the resources are not there.

Mr. Freas – This is ultimately a land use issue. We have an existing set of rules. The key issue is enforcement. We're looking at what creative solutions we might be able to come up with to better do enforcement. It doesn't make sense from a time perspective for us to continually scan VRBO and Air BNB websites. They aren't necessarily going to cooperate with us on the enforcement side. We are looking at tools. Ultimately, worst case scenario, there are services out there that will essentially scrape those website for a fee and provide the reporting back to you. That's an option if we have to go there. We're trying to figure out what we can do in house using our own tools.

Vice-Mayor Magill – I was more concerned about from the legislative side. I have gone and looked. Unless you have lived here for a long time, it is sometimes hard to identify what building that is. It is not identified. It is more about what other places have been able to do statewide to get the information from those companies or to enlist their aid in making sure that they're checking to make sure that people are in qualification with local ordinances.

Alex Ikefuna, Director of Community Solutions – Berkeley, California has a pretty good Air BNB regulation. The legislation in California might be different from Virginia in terms of the enforcement process. However, if we have similar legislation, they will be in control. We can probably have the same regulations that they have in Berkeley. They do charge a considerable amount of money. They put it on the Air BNB. The important requirement is different. The enforcement mechanism is really robust and elaborate. We have to transfer that expense to the Air BNB.

Commissioner Mitchell – The objective of my email regarding natural gas was not to immediately decrease our footprint. The objective was to get us thinking about stopping the growth of our footprint.

Mr. Freas – I appreciated the email and I appreciate the comment. In the conversation we are having at the staff level, we're looking at this as a phased approach. That first phase is to figure out how we manage the growth now towards whatever eventual goal makes sense for the city. We are looking at it as a phased approach.

Commissioner Russell – I want to talk about Medium Intensity residential. What I am hearing is that it doesn't seem like there is a clear articulation of the consultant's methodology for assigning certain areas as Medium Intensity residential. I know that some of the considerations be near parks and schools and around areas where there is multimodal opportunities. It seems that they are overlaid in places where

there is an existing built out neighborhood and maybe lacking opportunities for infill if not multiunit developments. Can we talk about that more and why those areas have been chosen?

Ms. Koch – We did include the land use planning objectives, which don't speak directly to Medium Intensity. They do give some description such as parks and schools. We also looked at employment centers. Speaking directly to your concern, these areas don't have potential to immediately incorporate additional housing. They're built out. Some of these areas have potential to incorporate greater intensity by splitting existing homes; having an ADU for example, splitting existing structures or having additional structures. There are places that have vacant lots in these areas that could allow more than that. Overall, we're trying to give this future land use vision. We're not saying that this is something that needs to happen immediately in all of these areas. We're trying to put out, informed by logical planning methodology/objectives, how we have laid this out. Not all of these areas would have immediate potential to change. We're trying to give the overall framework for development in the city in the longer term to better support access to amenities.

Councilor Hill – I know that you went through PUDs. Cherry Hill is off of Cherry Avenue. That's a PUD full of very tight row houses. I am not seeing the link between how some of these areas were selected for Medium Intensity. I am not seeing how we're going to get more than what we have there.

Ms. Koch – With the PUDs, we went through and looked for a couple of things. One was if they had an existing development that was the Medium Intensity. We also looked at where it sits in the overall framework outside those PUDs. If there was a PUD that was directly adjacent to a school, a park, or another corridor of Medium Intensity, we looked to show those as Medium Intensity with that overall planning framework.

Mr. Sessoms – We went back through and where we have Medium Intensity styled development on the map and made sure those are Medium Intensity. We pulled back in some areas. They are already built out. They might be off corridor or near where amenities are located. We went back and evaluated that. We need to keep in mind (with the Medium Intensity), when we say up to 12 units per lot, we recognize that not every lot will have 12 units given that maximum. All of these land use categories can be broken down to specific zoning districts. We can look to the existing Future Land Use Map with 9 key land use categories. There are 30 zoning districts. We will see the same evolution as we move into the zoning phase with how we begin to further evaluate on a neighborhood by neighborhood, corridor by corridor basis and what this Medium Intensity will look like. We expect that a lot of these areas are going to break down further. We do want to keep in mind that this Future Land Use Map is meant to be general so we can have more flexibility to break these areas down to sub-districts moving into the zoning phase.

Commissioner Russell – It seems that this Medium Intensity is up to 12 units and in some places it won't be that. It has caused a lot of residents to be upset and upset with the ambiguity and lack of clarity around the methodology. It leaves a lot to be desired in the future phases.

Commissioner Stolzenberg – Sunshine Mathon sent three other comments different from the sensitive thing. One was to allow for units in General Residential outside of sensitive without the existing structure. Two was to allow in sensitive areas more than four if they are affordable. That is consistent with what we heard from CLIHC, heard in the Cherry Avenue plan outreach. People are OK with density as long as there is affordability. The final point was if you're doing that, you don't necessarily need to keep the existing house.

In the responses to comments about townhouses in General Residential, you wrote "we support adding an allowance for townhouses." I don't see that allowance in the text. When you say that you support adding it, were you expecting us to come up with an amendment to add?

Ms. Koch – To the second point, no. I thought we had included that in here. It would be under the zoning ordinance text.

You mentioned a couple of things from the HAC. Was there a specific item you would like for us to respond to from what they recommended?

Commissioner Stolzenberg – Those two things. I think the major one was in sensitive areas for affordable housing, allowing more density.

Ms. Koch – You're right. We have not included that bonus idea that we have in other locations. That is perhaps something we can include as a possibility in the next phase. We recognize that many of these areas are highly desirable for development. We're trying to reduce any displacement risk as much as possible. That makes sense to say: If it meets affordability criteria, perhaps additional units could be allowed.

Commissioner Stolzenberg – I understood it to be different than the regular bonus where you would have some affordable and some at market rate. If it is all affordable, there are very strict affordability requirements.

Ms. Koch – In that case, that would be something if you would like to propose that, it could be proposed as a change.

Councilor Snook – I want to comment on a couple of things. One was the suggestion that had been floated about basically finessing the issue of the Medium Intensity zone. It is fair to say that we have gotten more complaints about that than any other issue. They are complaints that are visceral. They are not complaints that we can simply dismiss by saying "you don't know what you're talking about, there is more to come, there is a zoning ordinance that will solve all of these problems." That has not been a very persuasive argument to people. That is already a contentious issue. When it gets down to voting, that feels to me like an issue that isn't ready to be discussed. More than any other issue, that is an issue that needs the zoning ordinance before we can decide how to deal with it. I have tried to make the argument to people. We had to start with the Comp Plan and Future Land Use Map because our zoning ordinance was so defective. It could not serve as the basis for moving forward. We had to start someplace. Let's start with the Future Land Use Map and Comp Plan then go to the zoning ordinance. That makes sense to me. It doesn't sell. We have to recognize that it is a political reality.

We also have to acknowledge that any rezoning we're going to be doing pursuant to this, is going to be a very slow moving tool. It is not going to create an automatic "shazam-houses torn down, apartment buildings go up." It is a 5-10-20 year kind of change. We should probably take the time to get that piece right. The way forward on that is to leave the Medium Intensity zone/land use category there but not assign anything to it at this point or not assign anything new to it at this point. At some point once we have the zoning ordinance in hand, we can look at lot by lot at how the zoning ordinance will effect that particular lot. We can do that in a way that is going to be scaring people.

Mr. Freas – This is something I have heard you say is the idea of revisiting the Future Land Use Map at the time of the zoning adoption. As we get into the zoning process rewrite, we're going to be doing a lot more ground-truthing, a lot more in depth discussion in each of these areas. If we go into that process

recognizing that as we do this, we will plan to come back to the Land Use Map. We maybe say that up front here in the Comprehensive Plan. Do you think that starts to address the concern?

Councilor Snook – Intellectually, it should. It won't.

Mr. Freas – It won't?

Councilor Snook – It won't. Not from what I am hearing from people.

Mr. Freas – Are there others that have a comment? This is one of these critical issues particularly since we're looking at the possibility of a Planning Commission vote as early as tomorrow.

Councilor Snook – There has to be a time when we talk about increasing the density to include the Medium Intensity use. My fear is that right now, you have 70 percent of the city in R-1 zones who are convinced that there is going to be a 12 unit apartment building in their backyard. I don't care about the electoral consequences. I am not up for re-election for another couple of years. I am concerned that when people are upset at this visceral, emotional level, that is not something that we can push aside. That is not a good response.

Councilor Payne – The goal is affordable housing with the housing needs assessment of 1200 units by 2040 in addition to preserving the existing affordable units. With that goal in mind, my concern is we get an outcome where we use the zoning tool (on its own) is not helpful for that 1200 new affordable units and is using market rate tools, which are limited and are not going to get that 1200. We end up in a situation where we have done that zoning and market rate piece and we don't have any guarantee of affordability. We have our Affordable Housing Plan. It is not funded yet. We don't even have a clear strategy of how we're going to fund it. I am certainly going to continue advocating that we do fund it. We haven't done that yet. There is no guarantee that piece is locked in. My concern is that if we get the zoning piece but haven't done that $10 million and haven't figured out not only how we're going to fund it but how we're going to target it. We will end up repeating the development pattern of density pushed into low income housing neighborhoods. Wealthy neighborhoods staying largely as is. That same development pattern could get repeated. That's my major concern. From a policy standpoint, it would seem wise to me that we will revisit the land use map either during or after the zoning rewrite process because there are so many unknowns in that zoning rewrite process. If we are going through that and we're seeing that this is not meeting the affordability goals we wanted to see in terms of inclusionary zoning bonuses, there is some opportunity to revisit it. I don't want to 'kick the can down the road.' That's my concern. We get the zoning but we don't get the other pieces of affordability. It is extremely important to keep the focus on how we're going to fund the $10 million and think about things like community land trusts, who owns land, and how we get more land under the ownership of either community land trusts, CRHA, Habitat, other housing nonprofits and get more people who are renters to figure out how they can own their land, which is going to create less displacement pressures in these areas.

Mayor Walker – There is concern about the intensity, the density in these areas. If we don't make the changes, it may not happen. If the voices that have been the loudest about a 12 unit apartment building when it is not even possible at this point based on their surrounding area for that to occur. A lot of things would happen for that to occur. Those aren't the voices that we should feed into. What does this look like? If we do delay until the zoning rewrite, we know the point of the zoning rewrite if there are amendments that need to be made to this document, we will make them or they will be made. They will have to be considered. A lot of the fears that we have heard over the past few months are in response to change. We know that we have to make those changes and for people to understand that we're taking it

into consideration during the next part of the process, which we have always said is the most instrumental part of this process over what has been presented is actually possible and under what circumstances.

Commissioner Habbab – I agree with Mayor Walker. For the Medium Intensity, I get that in some specific spots that it might not be applicable. I would be afraid of taking it out and not getting back to it. That's a real possibility. It is something we said that we would analyze in the zoning. The affordability bonus is something that can still be tweaked throughout the zoning process. It is not tied to the Future Land Use Map.

Councilor Hill – I certainly recognize that people are reacting to change. We have acknowledged for many years we're going to be at a point finally where we're getting rid of R-1 zoning in the entire city of Charlottesville. We're going more than just two units in many of these cases. I think that this is a tremendous amount of change for any homeowner or anyone living in this city to digest. I understand the concern of someone who sees that their neighborhood might be going to Medium Intensity. I am mostly concerned about those neighborhoods where their housing values are more in that middle income workforce levels. It is just not going to happen in their neighborhoods. The finances are not going to work that way. For anyone who purchased their home, having the expectation that they were moving into an R-1 neighborhood, we're already taking leaps and bounds away from what that expectation was. We have to recognize that this is really hard for people. I am really vocal about the Medium Intensity. I am not saying that it does not have a place in this map. It absolutely does. I wish we could be more holistic about how we're looking at it and let that happen through the zoning process.

2. Planning Commission Final Thoughts/Adjournment

The meeting was adjourned at 2:02 PM