

CITY OF CHARLOTTESVILLE
"A World Class City"

Department of Neighborhood Development Services

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Charlottesville, Virginia 22902
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Fax 434-970-3359
www.charlottesville.org



February 28, 2014

**TO: Charlottesville Planning Commission, Neighborhood Associations &
News Media**

Please Take Notice

A Work Session of the Charlottesville Planning Commission will be held on **Tuesday March 25, 2014 at 5:00 p.m. in the NDS Conference Room in City Hall (610 East Market Street).**

AGENDA

1. Water Resources Regulations Update
2. Visual Preference Survey
3. Code Audit Discussion – Review of Select Approved Projects
4. Public Comment – 15 minutes

cc: City Council
Maurice Jones
Aubrey Watts
Jim Tolbert
Neighborhood Planners
Melissa Thackston, Kathy McHugh
Mary Joy Scala
Craig Brown, Lisa Robertson

**CITY OF CHARLOTTESVILLE
NEIGHBORHOOD DEVELOPMENT SERVICES**



MEMORANDUM

To: Planning Commission
From: Missy Creasy AICP, Planning Manager
Date: March 7, 2014
Re: Code Audit Discussion – Review of Select Approved projects

Staff is beginning the code audit process and wanted to take this opportunity to gather feedback from the Commission.

Commissioners are asked to review the site plan and elevations for the attached projects and submit comments to staff by March 18, 2014 addressing the following questions:

- a. What works well with this development? How does it add to the urban environment? Why?
- b. What could have been done to improve this development and its impact on the urban environment? Why?

Make sure your answers take into account elements such as public space, massing/scale, density, height, building placement, windows/openings, landscaping, and interaction with the street as well as other elements you feel are important to consider.

Staff will compile all comments in preparation for the discussion at the March 25th Work Session.

Commissioners who do not provide comments by the deadline will be required to hold comments during the work session discussion until after those who did submit have had the opportunity to speak. The advance work will be of significant importance to the discussion and as such, we need you to make sure to address.

If you need additional information as you perform your review, please let us know.

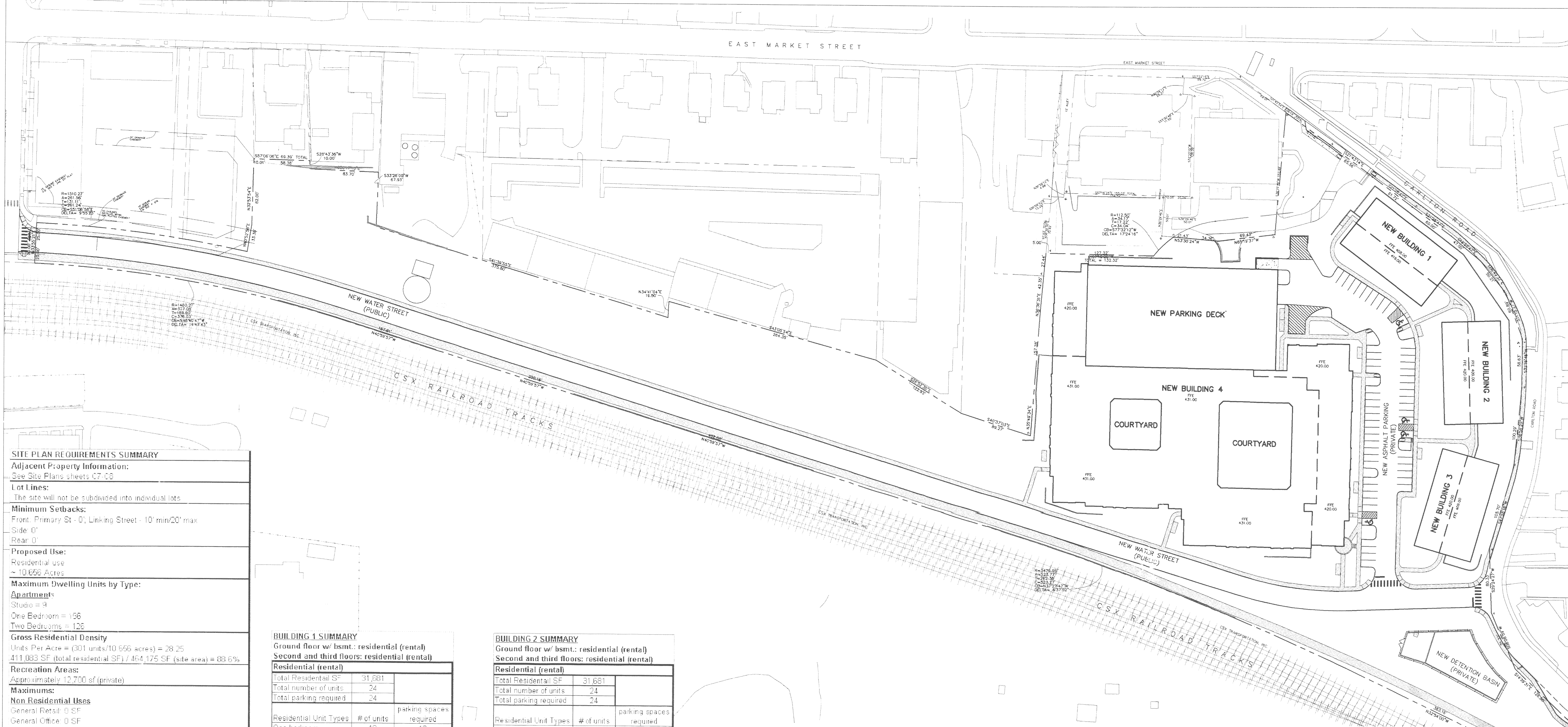
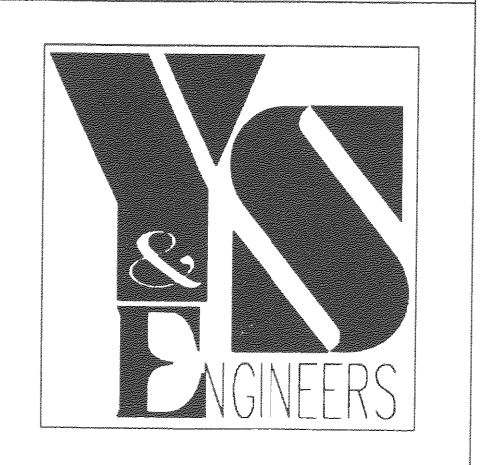
Attachments:

Site Plan and Elevations: City Walk, The Standard, Stonehenge PUD



YELLANSA & SUTHERLAND ENGINEERS, INC.
ENGINEERS • PLANNERS • CONSULTANTS

659 AUBURN AVENUE SUITE 158
ATLANTA, GEORGIA 30312
PHONE: (404) 522-9649 • FAX: (404) 381-0764
EMAIL: ADMIN@PSENGR.COM



SITE PLAN REQUIREMENTS SUMMARY

Adjacent Property Information:
See Site Plans sheets C7-C8

Lot Lines:
The site will not be subdivided into individual lots

Minimum Setbacks:
Front: Primary St - 0', Linking Street - 10' min/20' max
Side: 0'
Rear: 0'

Proposed Use:
Residential use
~ 10.656 Acres

Maximum Dwelling Units by Type:
Apartments
Studio = 9
One Bedroom = 196
Two Bedrooms = 126

Gross Residential Density
Units Per Acre = (301 units/10.656 acres) = 28.25
411,083 SF (total residential SF) / 464,175 SF (site area) = 88.6%

Recreation Areas:
Approximately 12,700 SF (private)

Maximums:
Non Residential Uses
General Office: 0 SF
General Retail: 0 SF
Restaurant: 0 SF

Lot Coverage:
Total Impervious area divided by site area
4.77 Acres/10.656 Acres x 100 = 44.8%

Impervious Cover:
Paved Parking and Vehicular Circulation Areas including streets and alleys:
1.4 Acres

Building Footprints
2.8 acres

Pedestrian Sidewalks and Bike Paths
0.57 Acres

Site Plan Phasing
All Site work will be completed in one phase. The building construction will be phased. The building phasing will be determined at a later date.

Existing Watercourses and Flood Plains
No Flood Plains exist on the site per FIRM Panel maps 51003C02890 and 51003C02880 for Albemarle County, Virginia dated February 5, 2005.
There were no visible watercourses on site.

Trash Collection
Buildings 1, 2, 3 and 4 will be serviced by a single compactor located adjacent to the parking structure.

Areas Dedicated to Public Use:
Multi-Use Trail

Existing Vegetation and Landscape Features:
See Boundary and Topographic Survey Prepared by Thomas B. Lincoln Land Surveyor Inc. Prepared January 12, 2001, Last Revised May 26, 2006. Sheets C2-C3

Estimated Traffic Generation
See Traffic Study prepared by Renaissance Planning Group

Signs
Traffic signs are shown on the Traffic Control Plan sheets C9-C10. All other signs will be designed and permitted through the City of Charlottesville in accordance with Article IX, Section 34-1020 City Code.

Public Streets
Water Street

BUILDING 1 SUMMARY

Ground floor w/ bsmt.: residential (rental)
Second and third floors: residential (rental)

Residential (rental)		
Total Residential SF	31,681	
Total number of units	24	
Total parking required	24	
Residential Unit Types		
One-bedroom	10	10
Two-bedrooms	14	14
Retail/Office/Consumer Service		
Total SF	0	
Total parking required	0	
Use		
General Office	0	0
Restaurants	0	0
General Retail Sales	0	0
Building Height		
Total Parking Required	24	
Total Building SF	31,681	

BUILDING 2 SUMMARY

Ground floor w/ bsmt.: residential (rental)
Second and third floors: residential (rental)

Residential (rental)		
Total Residential SF	31,661	
Total number of units	24	
Total parking required	24	
Residential Unit Types		
One-bedroom	10	10
Two-bedrooms	14	14
Retail/Office/Consumer Service		
Total SF	0	
Total parking required	0	
Use		
General Office	0	0
Restaurants	0	0
General Retail Sales	0	0
Building Height		
Total Parking Required	24	
Total Building SF	31,661	

BUILDING 3 SUMMARY

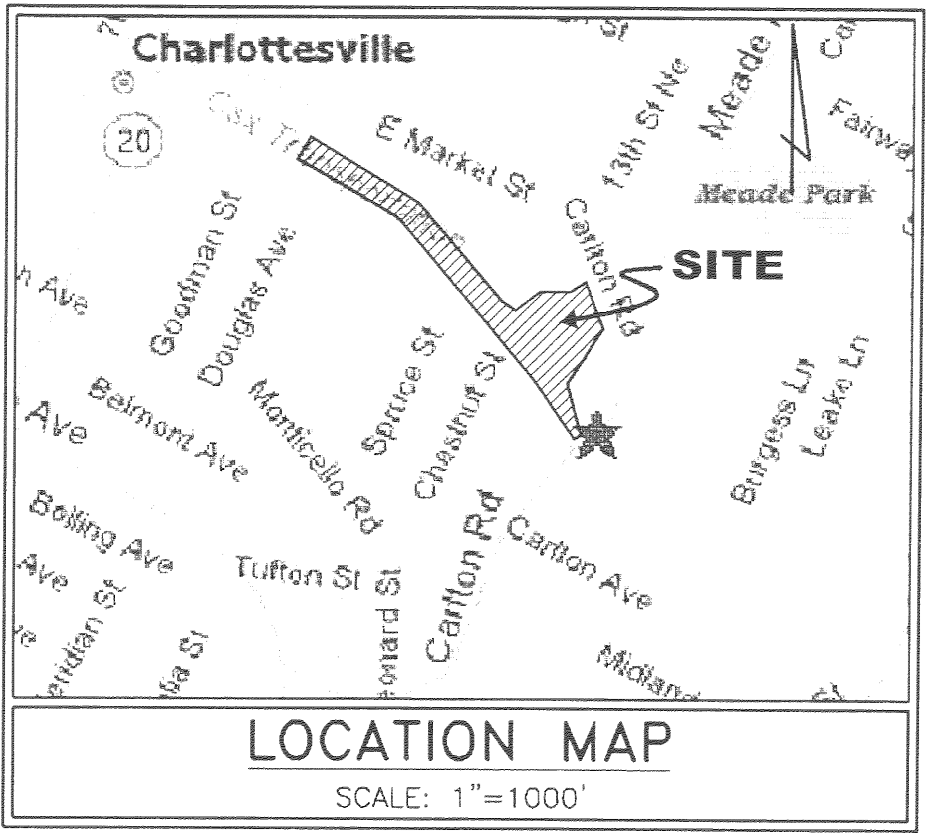
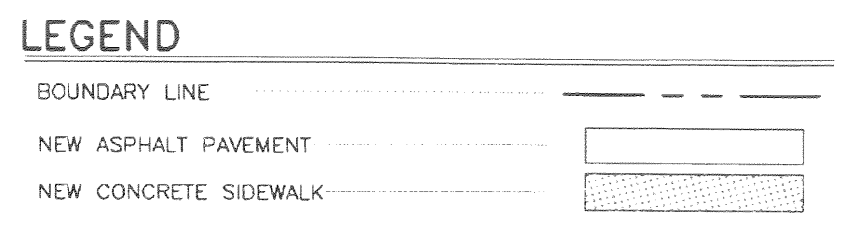
Ground floor w/ bsmt.: residential (rental)
Second and third floors: residential (rental)

Residential (rental)		
Total Residential SF	31,681	
Total number of units	24	
Total parking required	24	
Residential Unit Types		
One-bedroom	10	10
Two-bedrooms	14	14
Retail/Office/Consumer Service		
Total SF	0	
Total parking required	0	
Use		
General Office	0	0
Restaurants	0	0
General Retail Sales	0	0
Building Height		
Total Parking Required	24	
Total Building SF	31,681	

BUILDING 4 SUMMARY

Ground floor w/ bsmt.: residential (rental)
Second and third floors: residential (rental)

Residential (rental)		
Total Residential SF	332,728	
Total number of units	230	
Total parking required	230	
Residential Unit Types		
One-bedroom	142	142
Two-bedrooms	88	88
Retail/Office/Consumer Service		
Total SF	0	
Total parking required	0	
Use		
General Office	0	0
Restaurants	0	0
General Retail Sales	0	0
Building Height		
Total Parking Required	230	
Total Building SF	332,728	



OWNER/DEVELOPER
CHOCO CRUZ, LLC
2694 CHURCH STREET
ATLANTA, GEORGIA 30340
PH. (770) 457-1800

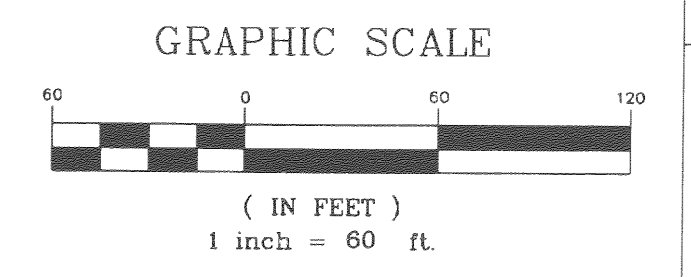
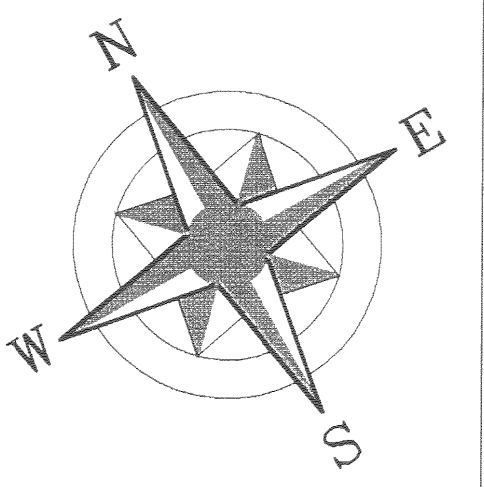
24 HOUR EMERGENCY CONTACT
MR. NATHAN METZGER (770) 457-1800

SITE PLAN PARKING SUMMARY

Parking Spaces Required	Parking Spaces Required		Total
	One Bed Room	2 Bed Rooms	
BLDG 1:	10	14	24
BLDG 2:	10	14	24
BLDG 3:	10	14	24
BLDG 4:	142	88	230
TOTALS	172	130	302

Parking Spaces Provided	Parking Spaces Provided		
	Regular Spaces	Handicap Spaces	Van Accessible Handicap Spaces
Parking Lot	52	0	4
Parking Deck	392	4	2
Total	444	4	6

Bicycle Spaces Provided	
BLDG 1:	12
BLDG 2:	12
BLDG 3:	12
BLDG 4:	115
Total	151



SITE ZONING:DE
DOWNTOWN EXTENDED
SITE AREA:10.656 ACRES
TAX MAP & PARCEL NUMBERS:
TMP 57-157

NO.	DATE	DESCRIPTION	BY
4	2-9-10	FINAL SITE PLAN COMMENTS	MRS
3	1-22-10	FINAL SITE PLAN COMMENTS	MRS
2	12-17-09	FINAL SITE PLAN SUBMITTAL	MRS
1	11-12-09	PRELIMINARY SITE PLAN COMMENTS	MRS

PLAN REVISIONS

An aerial photograph of a city grid, likely Charlottesville, Virginia, showing a dense pattern of streets and buildings. The image is in a sepia or brownish tone. Overlaid on the image is white and red text. The main title is 'THE STANDARD | CHARLOTTESVILLE' in white, with a white horizontal line underneath. Below that is 'LANDMARK PROPERTIES, INC.' in white. Further down is 'SPECIAL USE PERMIT SUBMISSION #2' in red. Below that is 'SEPTEMBER 17, 2013' and 'REVISED 09.23.2013' in red. At the bottom is 'MITCHELL/MATTHEWS ARCHITECTS' in yellow.

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LANDMARK PROPERTIES, INC.

SPECIAL USE PERMIT
SUBMISSION #2

SEPTEMBER 17, 2013
REVISED 09.23.2013

MITCHELL/MATTHEWS ARCHITECTS

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1

2

3

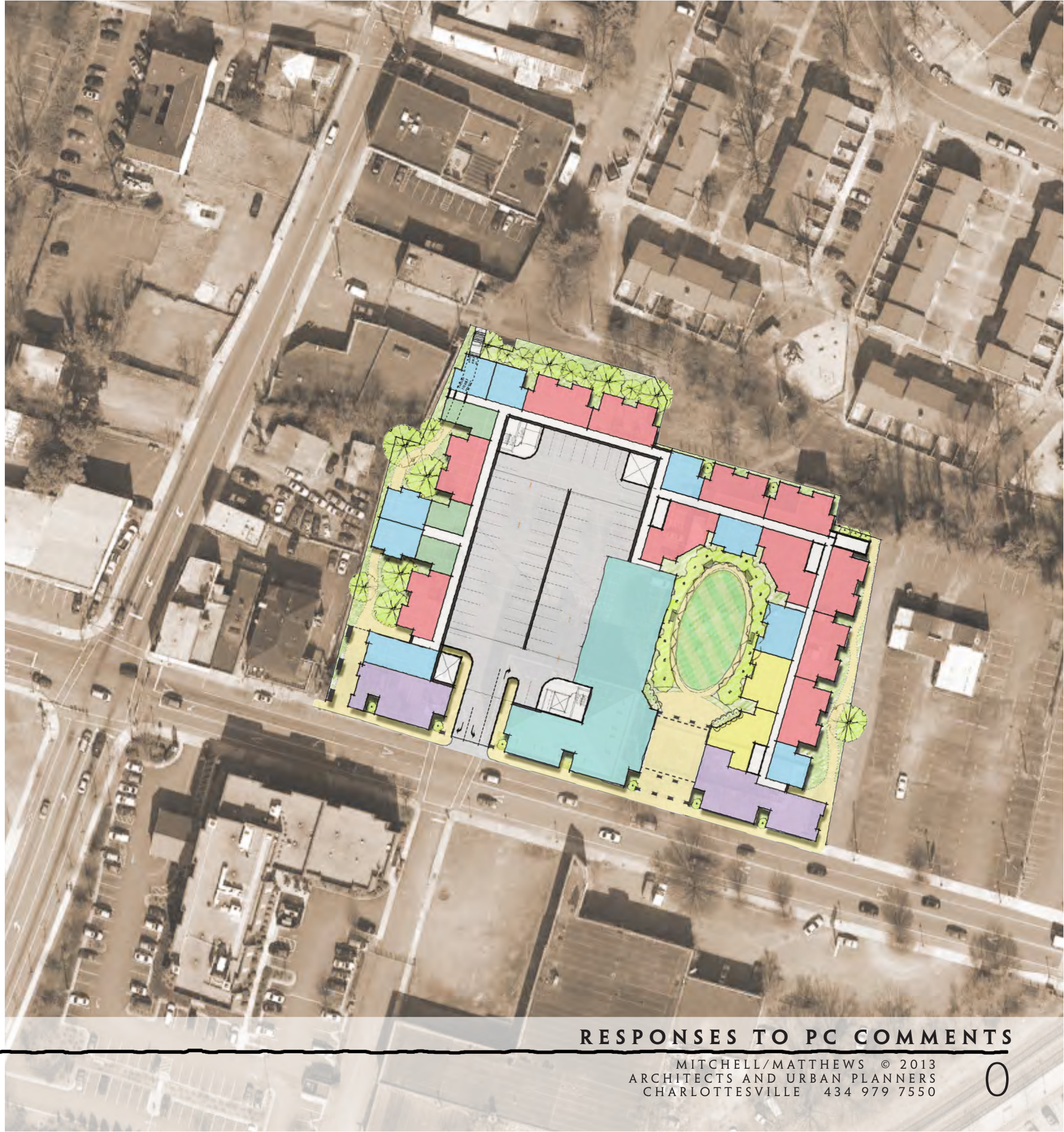
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RESPONSES TO PC COMMENTS

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 CHARLOTTESVILLE 434 979 7550

PROJECT NARRATIVE

Introduction: The Standard Charlottesville is a proposed mixed-use project at the combined properties of 853, 855 and 901 West Main Street. The project, consisting primarily of multi-family residential units and commercial/retail space, is within walking distance of the downtown mall and the University of Virginia. The properties lie within the city's West Main Street Architectural Design Control (ADC) District. It is our opinion that the project's design complies with the city's stated vision for the redevelopment of West Main Street, a designated urban development area within the city. Below you will find responses to each of the city's factors to be considered in review of Special Use Permit applications.

Location: The Standard Charlottesville is located at 853, 855 and 901 West Main Street.

Zoning: The sites comprising the project area are zoned West Main North Corridor (Mixed-Use).

Proposed Use: The Standard Charlottesville is a mixed-use project, consisting primarily of multi-family housing units with commercial/retail space along West Main Street.

Special Use Permit Request: A special use permit is being requested for additional height (from 60 ft. maximum to 70 ft. maximum) and density [from 43 Dwelling Units per Acre (DUA), by right, to approximately 89 DUA. Maximum density allowed with a special use permit is 200 DUA].

SUP Review Criteria:

- 1. Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood:** The proposed mixed-use project will be harmonious with the vision and goals for the West Main Street corridor, the current zoning ordinance and recently approved projects. The Standard will add one more stitch in the evolving fabric of a vital and energized West Main by replacing surface parking and obsolete structures with a mix of residential and street level retail/commercial. This project will increase pedestrian activity along one of the city's main commercial corridors by providing convenient residential and commercial uses within a gradually improving and walkable street.
- 2. Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan:** The Standard Charlottesville (TSC) will conform to the goals and visions of the city's comprehensive plan. Specifically, it will contribute to Land Use Goal one—enhance the sense of place throughout Charlottesville—by removing a large, vacant parking lot and replacing it with a lively, mixed-use building, adding to the enrichment of the street life on West Main Street. The West Main/Ridge McIntire corridor is a specific area mentioned within this goal. TSC will also contribute to the city's Economic Sustainability goal of “build(ing) partnerships with private sector groups in order to maximize strategic capital investment in targeted areas in the City.” As part of an identified Urban Development Area, this project is likely to play a significant role in “the development of the City's key commercial corridors and surrounding site (such as West Main Street, ...)—Economic Sustainability goal 4.3 in the city's revised comprehensive plan. TSC will help the city fulfill its sixth Economic Sustainability goal to “maintain the economic vitality of the Downtown Mall and surrounding areas”, whereby, in partnership with the city, it will help continue the implementation of the West Main Street Plan to the extent feasible (Economic Sustainability point 6.2). Finally, by permitting the increased density along West Main Street, a corridor identified by the city as an area appropriate for additional density, TSC will help provide adequate population in areas that support the city's vision of “shaping the community with transit.”
- 3. Whether proposed use or development of any buildings or structures will comply with all applicable building code regulations:** The structures and site will be designed to comply with all applicable building code regulations.

PROJECT NARRATIVE

4. **Whether the proposed use or development will have any potentially adverse impacts on the surrounding neighborhood, or the community in general; and if so, whether there are any reasonable conditions of approval that would satisfactorily mitigate such impacts. Potential adverse impacts to be considered include, but are not necessarily limited to, the following:**
- a. **Traffic or parking congestion:** The project is located midway between downtown and the University of Virginia and near to the UVa hospital. Given its proximity to these locations, it is anticipated that residents would primarily be commuting to these locations. Because of the restricted parking conditions at these destinations, it is anticipated that most commuters would opt to use alternative modes of transportation such as public transit, biking or walking.
 - b. **Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment:** No activities are anticipated that will adversely affect the natural environment. All exterior lighting will comply with the city's dark sky ordinance and will be an improvement over the site lighting that currently exists.
 - c. **Displacement of existing residents or businesses:** This project will not displace any existing residential units. The majority of the businesses currently located in these buildings are chiefly affiliated with the University of Virginia. While definitive plans have not been developed, it is expected that the existing businesses will remain in the area and relocate to the commercial space in or around TSC.
 - d. **Discouragement of economic development activities that may provide desirable employment or enlarge the tax base:** The Standard Charlottesville will not discourage economic development activities but rather will contribute to the revitalization of the West Main Street corridor. In addition to enlarging the tax base in this area with new residential and commercial facilities, it will provide new employment opportunities. Furthermore, it will help to spur new development and investment in this area by providing a residential population base for additional goods and services.
 - e. **Undue density of population or intensity of use in relation to the community facilities existing or available:** The proposed population and intensity of use are consistent with those provided for by the zoning allowance. No adverse effects to the existing or available community facilities are expected.
 - f. **Reduction in the availability of affordable housing in the neighborhood:** The site does not currently accommodate any housing; therefore no affordable housing units will be lost. The proposed development will comply with the affordable housing ordinance with a cash contribution to the city's affordable housing fund.
 - g. **Impact on school population and facilities:** While the units are planned to be market rate rental units and available to the general public, given its proximity to Downtown, the university and the hospital, it is anticipated that the units will be primarily occupied by students, young professionals and employees at the medical school and hospital. It is expected that TSC will have minimal impact on the school population and facilities.
 - h. **Destruction of or encroachment upon conservation or historic districts:** West Main Street is a locally designated historic district but it is not listed as a district on the State or National Register of Historical Places. The proposed new project will not destroy any historic buildings within this architectural design control district.
 - i. **Conformity with federal, state and local laws, as demonstrated and certified by the applicant:** The proposed project will conform to all applicable federal, state, and local laws.

PROJECT NARRATIVE

- j. **Massing and scale of project:** The proposed mixed-use building will provide a defined street wall at the property line, which steps back at the top floor. In addition to stepping back the upper level along West Main Street, variations in the surface planes of the building have been incorporated to break up the massing into smaller compositions and maintain a pedestrian scale. The scale of the proposed project is consistent with the city's stated vision for the West Main Street corridor and is consistent with a range of existing and recently approved projects on West Main Street. See accompanying sketches.
5. **Whether the proposed use or development will be in harmony with the purposes of the specific zoning district in which it will be placed:** The proposed building is located in close proximity to the front (primary) street, West Main Street, and helps to define a uniform street wall for pedestrian-oriented retail and commercial uses. It is an allowable use within the city's allowable height and density permitted for this specific zoning district. This project respects the City's desired pattern for commercial and residential development envisioned for West Main Street. The development intensity (approximately 89 DUA) is well below the maximum allowed in this area (200 DUA) and is consistent in scale and massing with the City's intent for West Main and with recently approved neighboring hotel, housing and medical projects.
6. **Whether the proposed use or development will be in harmony with the purposes of the specific standards set forth within the zoning ordinance, subdivision regulations, or other city ordinances or regulations:** The proposed new building and use will contribute to the mixed-use development and revitalization efforts along West Main Street. It is within the city's allowable uses, density and height provided for in the zoning designation.

For additional information on the project, see the Project Data sheet in this submittal.

PROJECT DATA

Location	853 & 901 West Main Street	
Site Area	109,640 Square Feet	2.517 Acres
Zoning	Existing: WMN (West Main Street North)	Proposed: WMN
Use	Existing: Office	Proposed: Mixed-use Residential/Commercial
Height	Allowable: 60 Feet + Appurtenance 70 Feet + Appurtenance with SUP (86' max)	Proposed: 70' +/- (Podium + 5 stories) + appurtenance
Density	Allowable: 43 DUA 200 DUA with SUP	Proposed: 89 DUA +/-
Tax Map	31-170 & 31-169	

Parking		Building						
		Floors	Building Area* (+/-)	1BR	2BR	3BR	4BR	TOTAL
Required Parking	189 (1 space/unit)	Parking I	9,188 GSF	--	--	--	--	--
Parking Provided		First	53,691 GSF	3	9	2	11	25
6.5 Tiers	499 +/-	Second	56,482 GSF	4	10	5	19	38
26,784 GSF/tier +/-	174,096 GSF +/-	Third	56,482 GSF	4	10	5	19	38
		Fourth	56,482 GSF	4	10	5	19	38
		Fifth	55,887 GSF	4	12	5	17	38
		Sixth	41,458 GSF	4	7	4	11	26
Parking Ratio	2.46 Spaces/Unit	Seventh (Appurtenance)	16,120 GSF	--	--	--	--	--
	0.83 Spaces/Bed		345,790 GSF +/-	23	58	26	96	203 +/- UNITS
			+ Parking	(11%)	(29%)	(13%)	(47%)	(100% UNIT MIX)
				23	116	78	384	601 +/- BEDS

All quantities, areas, and dimensions are approximate and subject to change as the project is refined and further input is received from city planning staff.



UNIVERSITY OF VIRGINIA
CENTRAL GROUNDS

15 MINUTE WALK

10 MINUTE WALK

5 MINUTE WALK

10TH AND PAGE
NEIGHBORHOOD

853/855 & 901 WEST MAIN

UVA HOSPITAL

DOWNTOWN
PEDESTRIAN MALL



WERTLAND STREET

STREET

NW

10TH STREET

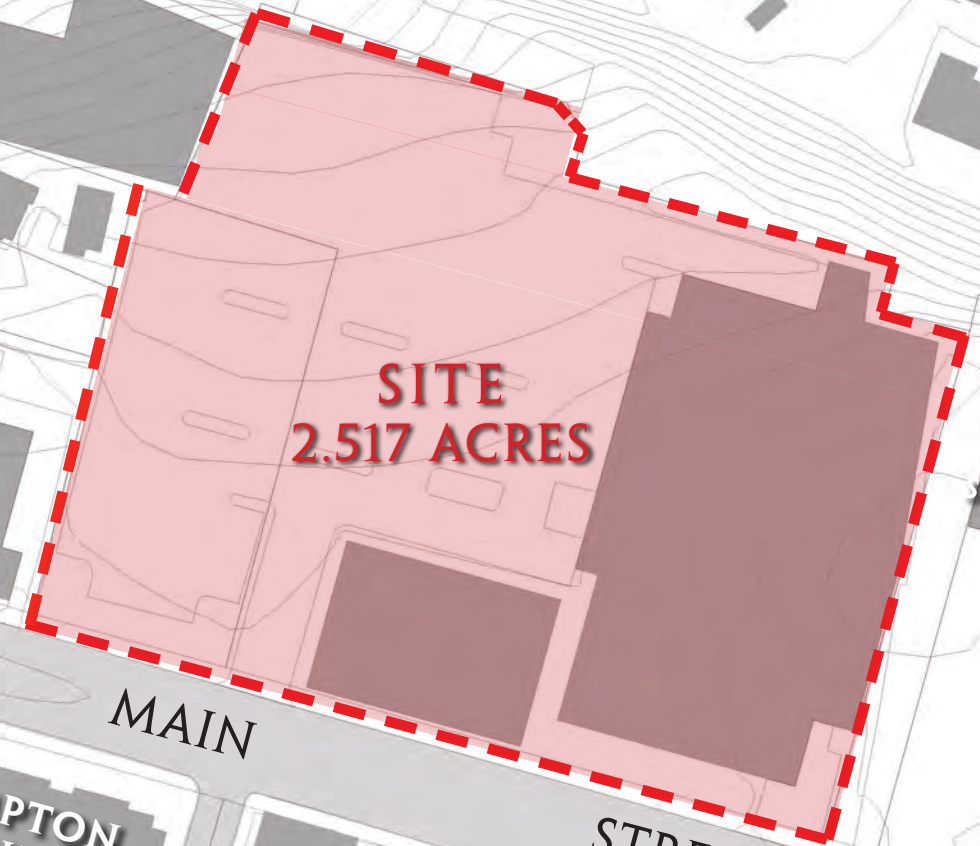
HARDY DRIVE

DRIVE

STACEY HALL

BALKAN BISTRO

TEAM TIRES



SITE 2.517 ACRES

SWEETHAUS

TO UVA CENTRAL GROUNDS
1/2 MILE

WEST

MAIN

STREET

UVA

HAMPTON INN

THE PLAZA

TO DOWNTOWN MALL
1/2 MILE

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VICINITY MAP

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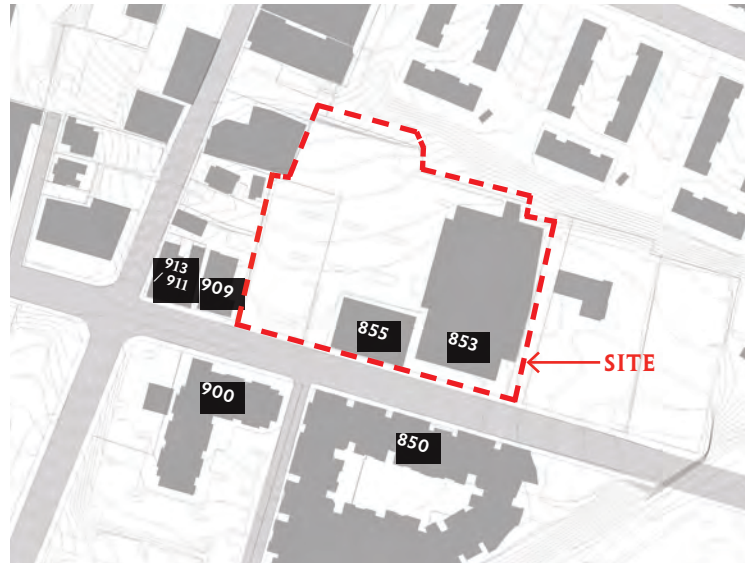
911



909



855



855



900



850 (UNDER CONSTRUCTION)



850 (UNDER CONSTRUCTION)

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CONTEXT PHOTOS

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C. THE FLATS ON W. MAIN



D. THE PAVILION



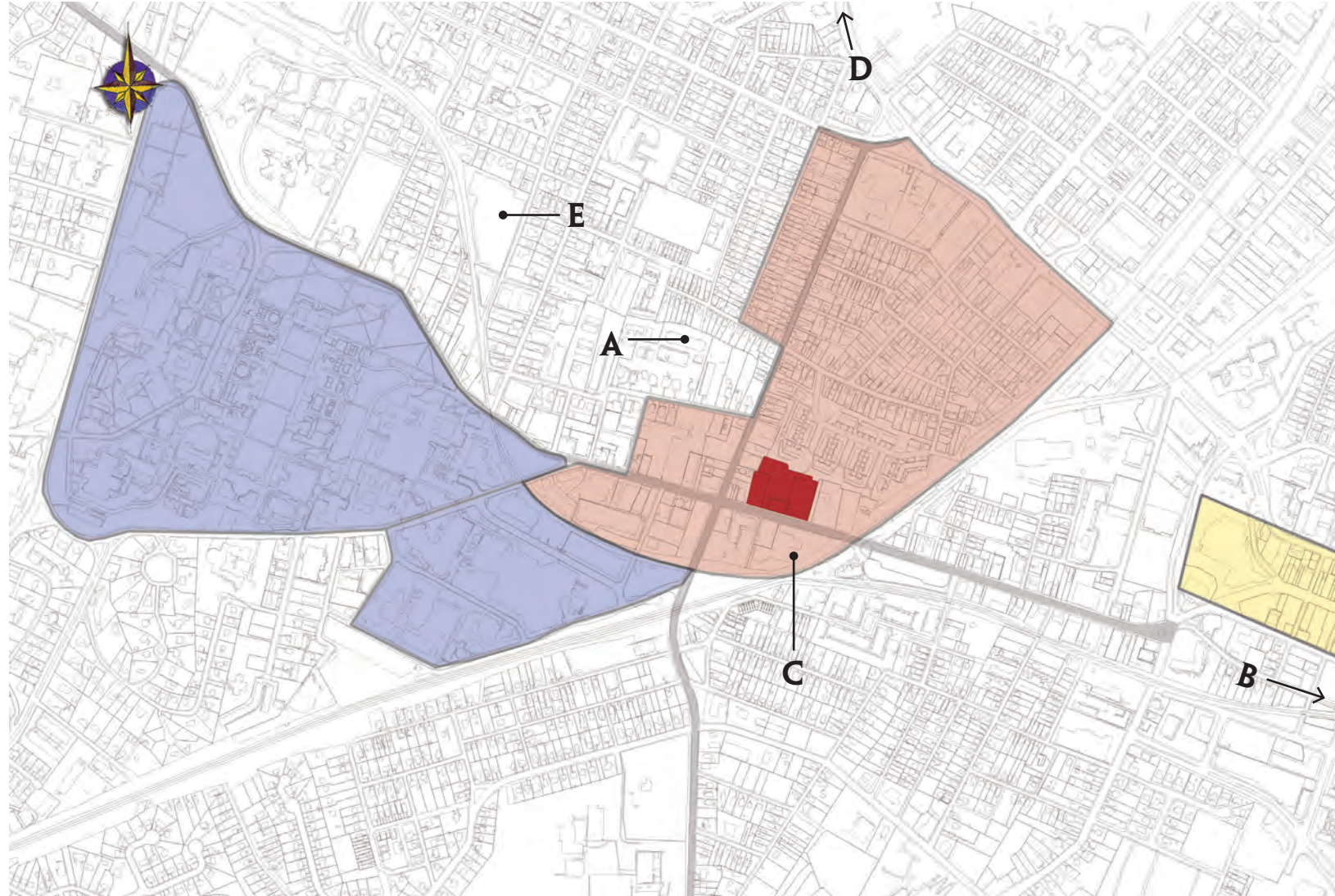
E. GRANDMARC



B. THE GLEASON



A. WERTLAND SQUARE



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COMPARABLE PROJECTS

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EXISTING SITE

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PERSPECTIVE 1

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PERSPECTIVE 2

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PERSPECTIVE 3

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MAIN STREET ELEVATION

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WEST ELEVATION

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NORTH ELEVATION

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EAST ELEVATION

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VIEW FROM HARDY DRIVE

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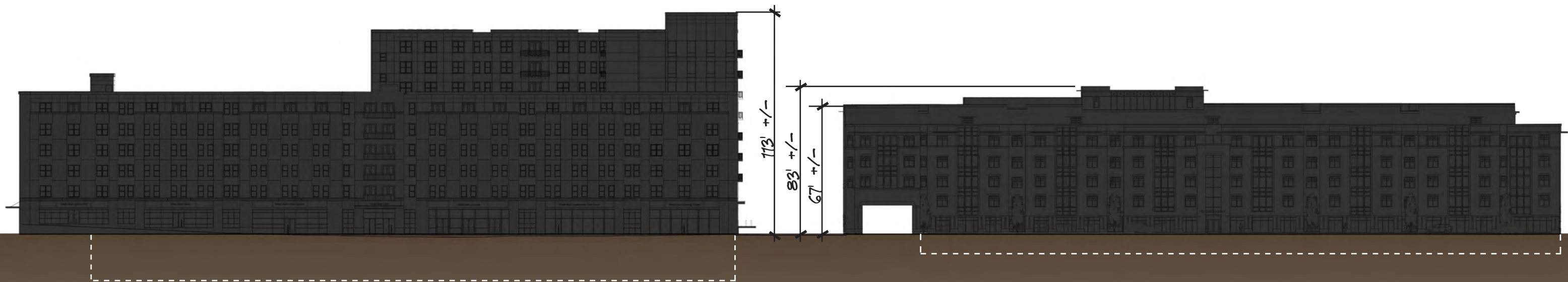
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THE STANDARD | CHARLOTTESVILLE

VIEW FROM HARDY DRIVE (BUILDING HIGHLIGHTED)

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THE PLAZA
 APPROVED DECEMBER 2012
 104.3 D.U.A.

THE STANDARD
 89 +/- PROPOSED D.U.A.
 (UP TO 200 DUA ALLOWED)

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WEST MAIN ST. NEW PROJECT COMPARISON

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BUILDING HEIGHT CALCULATIONS

West Main (South Elevation)

176 ft	at	55 ft	46%	9,680	wall area
60 ft.	at	56 ft	16%	3,360	wall area
149 ft.	at	55 ft	39%	8,195	wall area
385 ft			100%	21,235	wall area

Average height 55.16 ft.

East Elevation

25 ft	at	55 ft	10%	1,375	wall area
205 ft	at	66 ft	81%	13,530	wall area
24 ft	at	66 ft	9%	1,584	wall area
254 ft			100%	16,489	wall area

Average height 64.92 ft.

West Elevation

25 ft	at	55 ft	8%	1,375	wall area
40 ft	at	67 ft	13%	2,680	wall area
110 ft	at	74 ft	37%	8,140	wall area
63 ft	at	80 ft	21%	5,040	wall area
60 ft	at	77 ft	20%	4,620	wall area
298 ft			100%	21,855	wall area

Average height 73.34 ft.

Rear Elevation

35 ft	at	66 ft	10%	2,310	wall area
150 ft	at	71 ft	45%	10,650	wall area
150 ft	at	78 ft	45%	11,700	wall area
335 ft			100%	24,660	wall area

Average height 73.61 ft.

AVERAGE BUILDING HEIGHT (unweighted)*: 66.76 ft.

* Sum of the average height of each side divided by 4

AVERAGE BUILDING HEIGHT (weighted): 66.23 ft.**

** Sum of the total wall area divided by the total length of the building perimeter.

LOW IMPACT DEVELOPMENT WORKSHEET

Project Name: THE STANDARD-CHARLOTTESVILLE

LID Checklist Points	LID Measure	Total Points
5 points or 1 point for each 18% of the total acreage	Compensatory Plantings (see city buffer mitigation manual). 90% of restorable stream buffers restored.	
7 points or 1 point for each 7% of parking and driveway surface area	Pervious pavers for parking and driveways with stone reservoir for storage of 0.5 inches of rainfall per impervious drainage area. Surface area must be >1,000 ft. ² or ≥ 50% of the total parking and driveway surface area.	
5 points or 1 point for each 6% of parking surface area eliminated.	Shared parking (must have legally binding agreement) that eliminates > 30% of on-site parking required.	5
8 points	Impervious Disconnection. Follow design manual specifications to ensure adequate capture of roof runoff. (e.g. cisterns, dry wells, rain gardens).	
8 points or 1 point for each 10% of site treated.	Bioretention. Percent of site treated must exceed 80%. Biofilter surface area must be ≥ 5% of impervious drainage area.	
8 points or 1 point for each 10% of lots treated	Rain gardens. All lots, rain garden surface area for each lot ≥ 200 ft. ² .	
8 points or 1 point for each 10% of site treated	Designed/constructed swales. Percent of site treated must exceed 80%, achieve non-erosive velocities, and able to convey peak discharge from 10-year storm.	
8 points or 1 point for each 10% of site treated	Manufactured sand filters, filter vaults (must provide filtering rather than just hydrodynamic). Percent of site treated must exceed 80%. Sizing and volume for water quality treatment based on manufacturer's criteria.	8
8 points	Green rooftop to treat ≥ 50% of roof area.	
TBD, not to exceed 8 points	Other LID practices as approved by NDS engineer.	
5 points	Off-site contribution to project in city's water quality management plan. This measure to be considered when on site constraints (space, environmentally sensitive areas, hazards) limit application of LID measures. Requires preapproval by NDS director.	
TOTAL POINTS (must equal 10 or more)		13

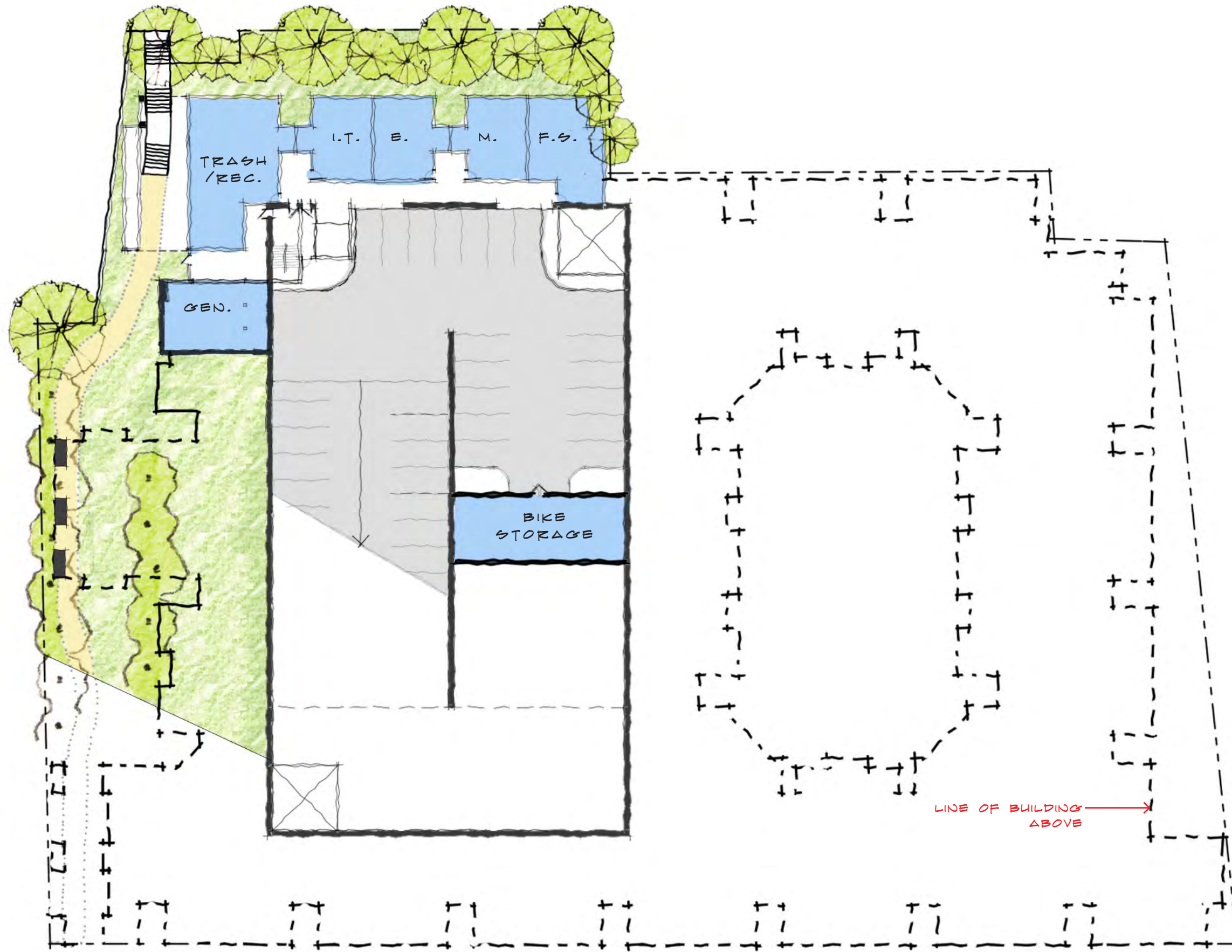
PARKING SPACES
REQ'D = 192
PARKING GARAGE
FOOTPRINT USED:
70 SPACES

ENTIRE SITE
IS TREATED

Submitted by: CRAIG KOTARSKI
(Name of applicant)

Approved by: _____ (date) _____
(City Engineer)

SUPPLEMENTAL INFORMATION



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P1 LEVEL

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A1



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STREET LEVEL

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TYPICAL LEVEL (2F-4F)

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A3



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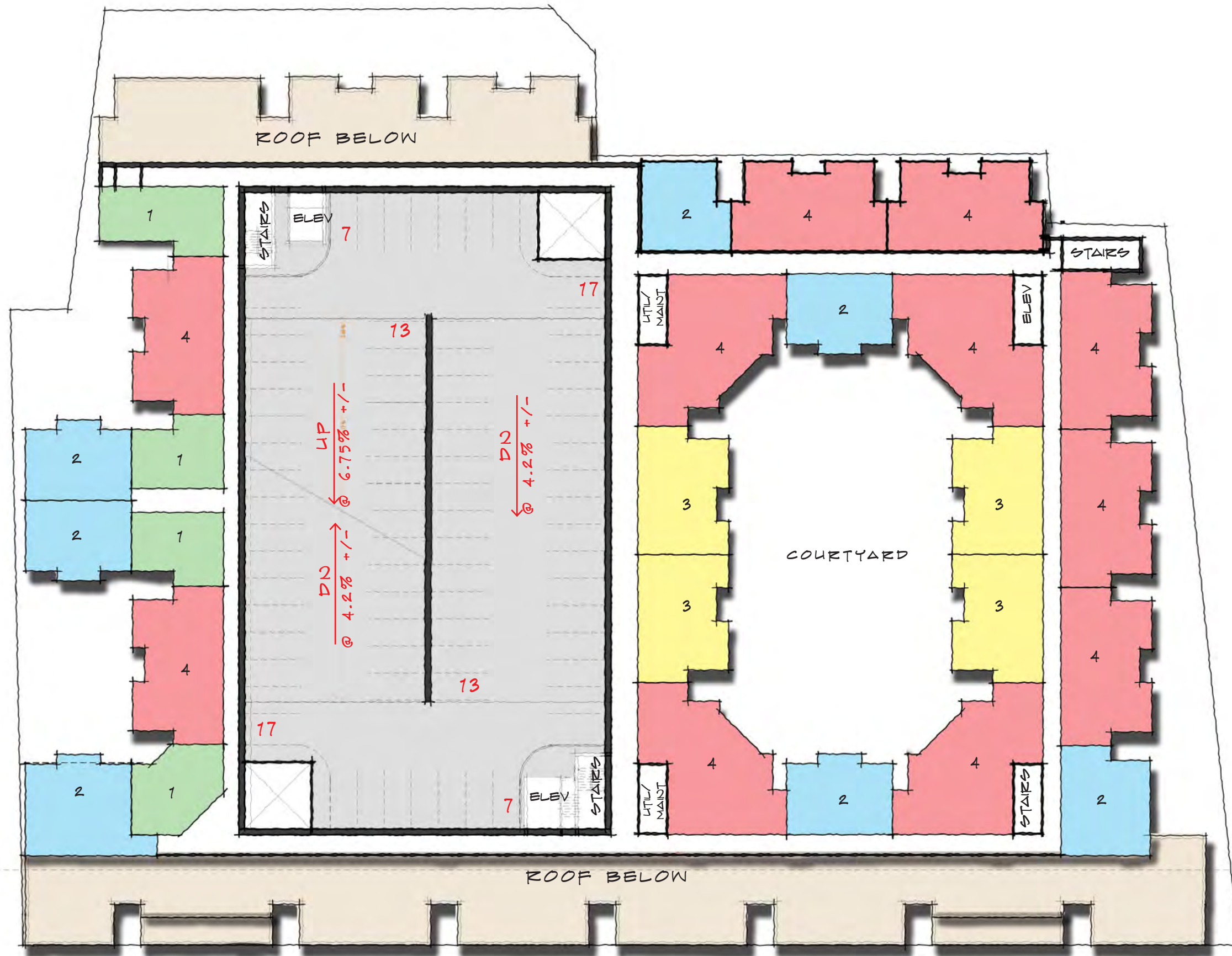
THE STANDARD | CHARLOTTESVILLE

FIFTH LEVEL

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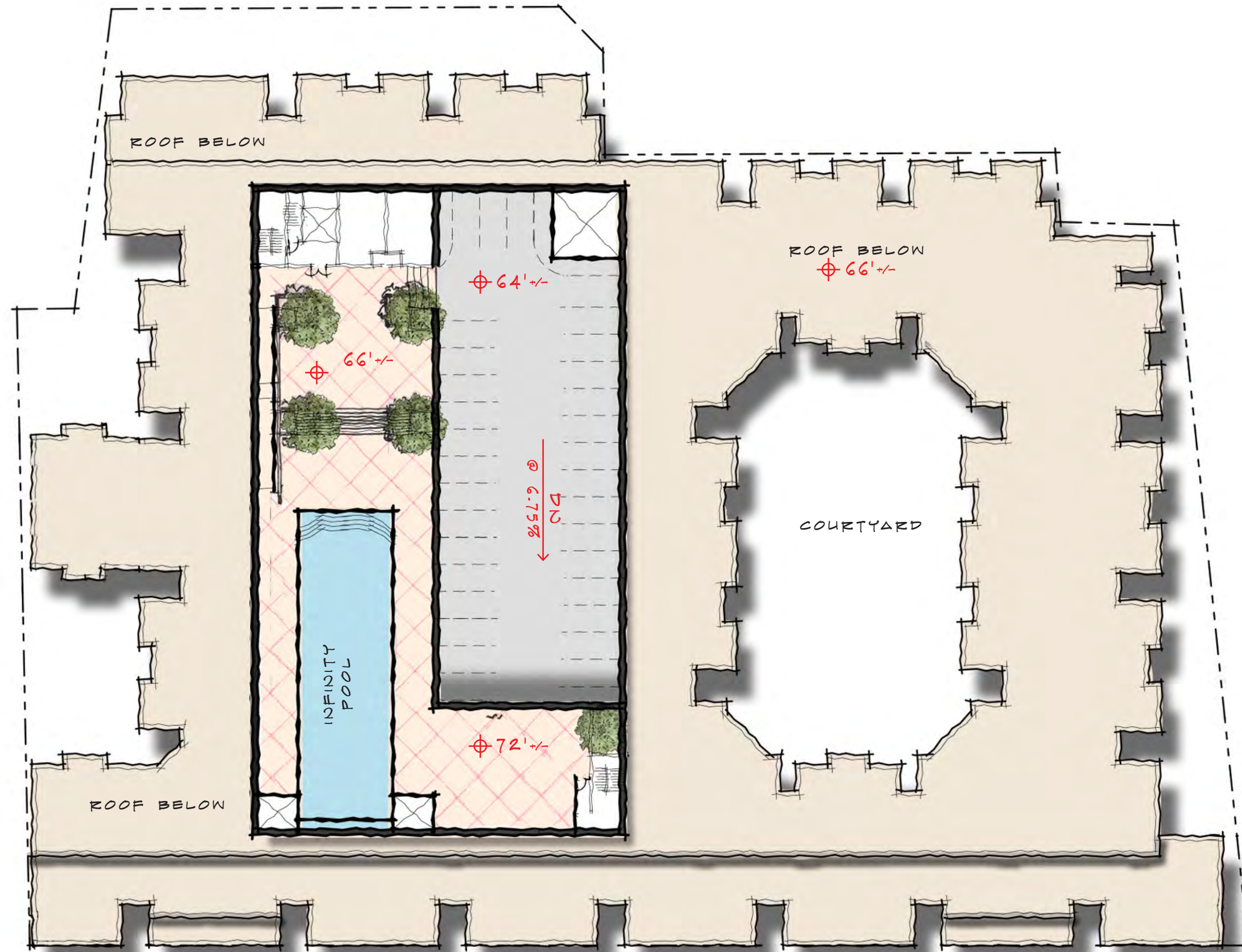
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SIXTH LEVEL

LANDMARK PROPERTIES, INC.
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A5



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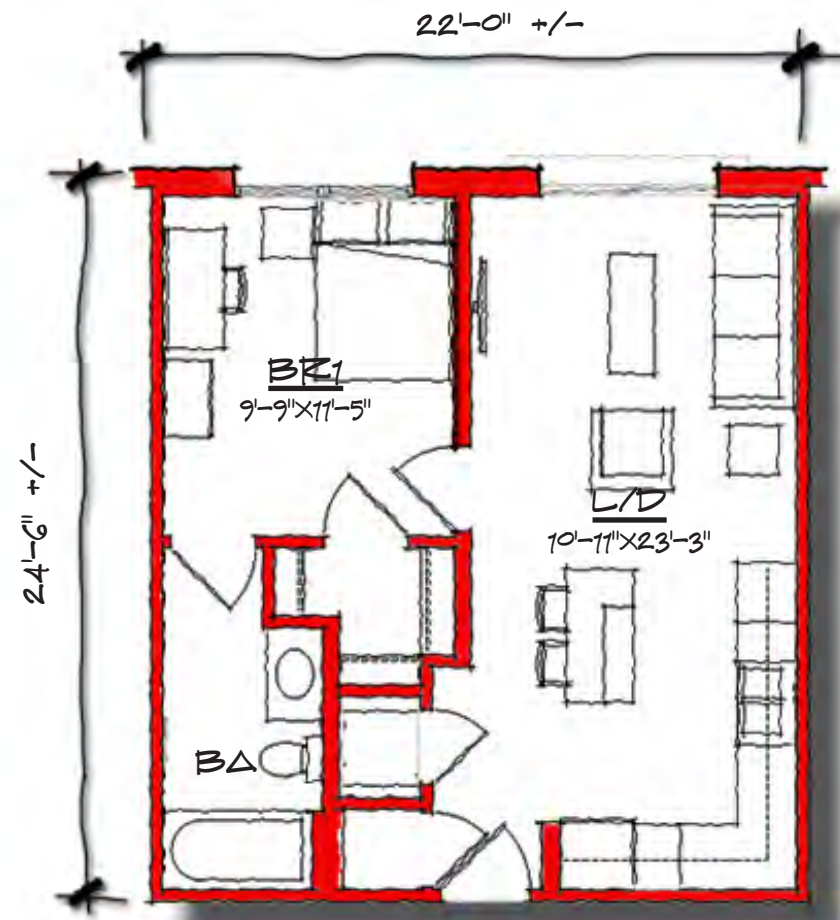
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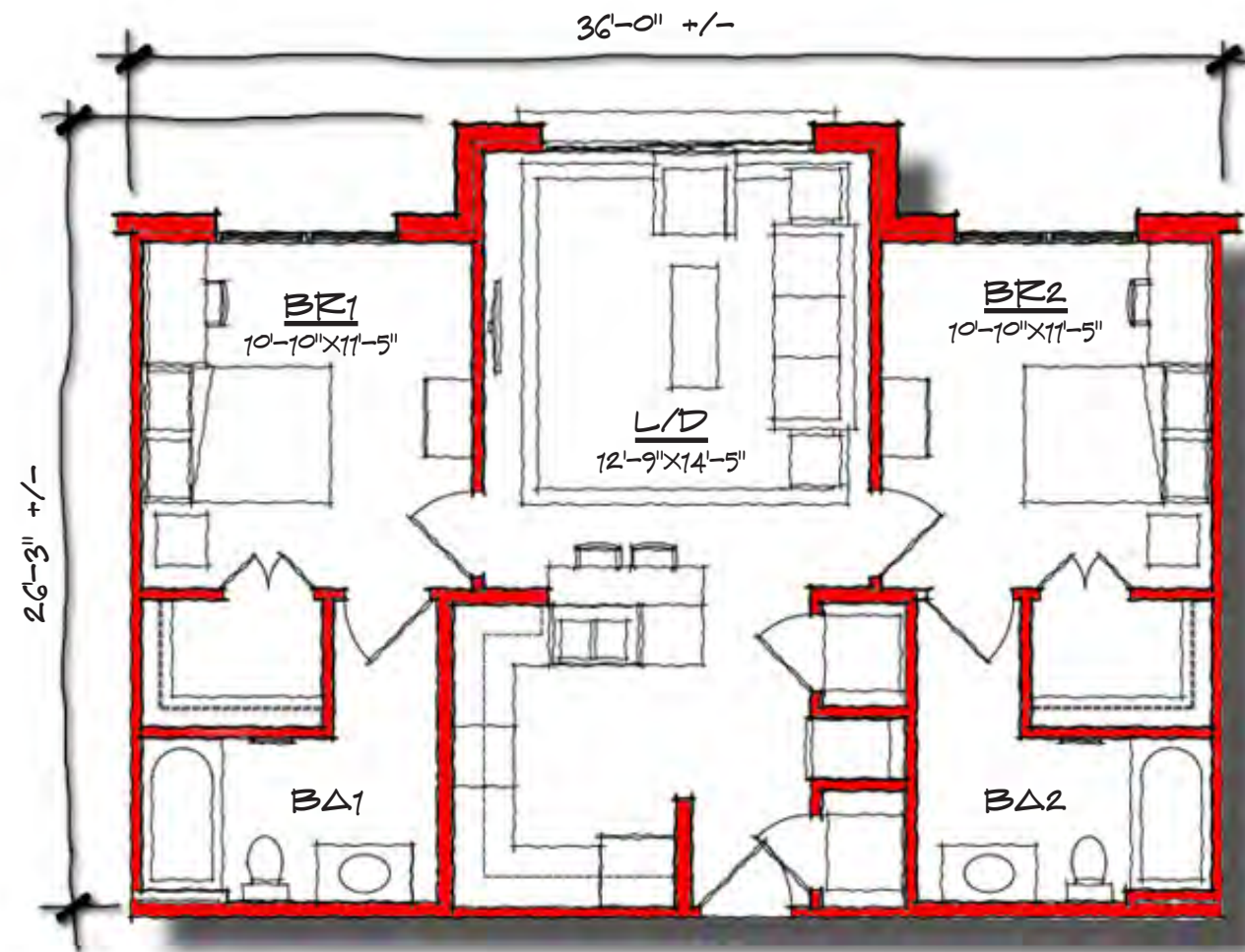
APPURTENANCE LEVEL

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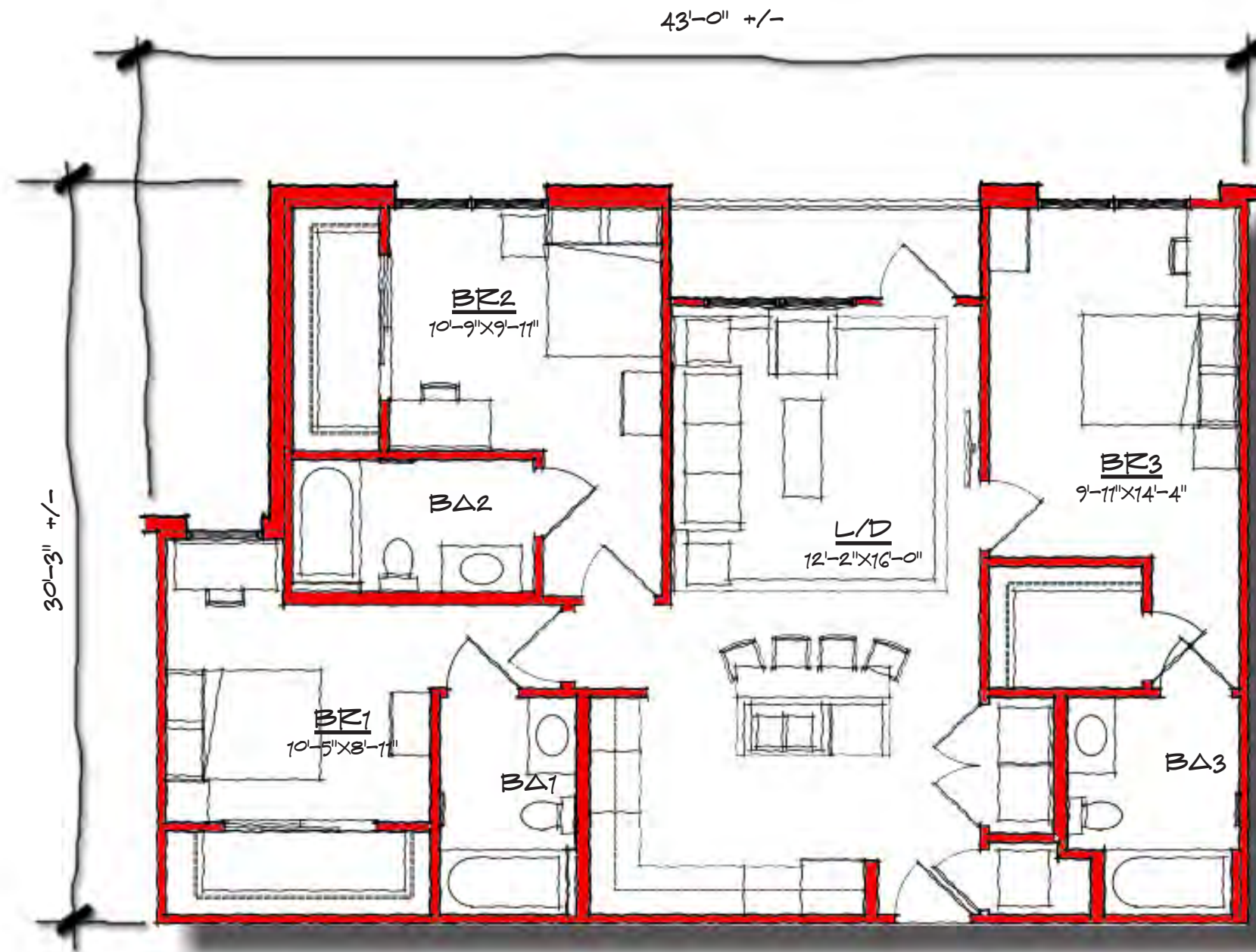
A6



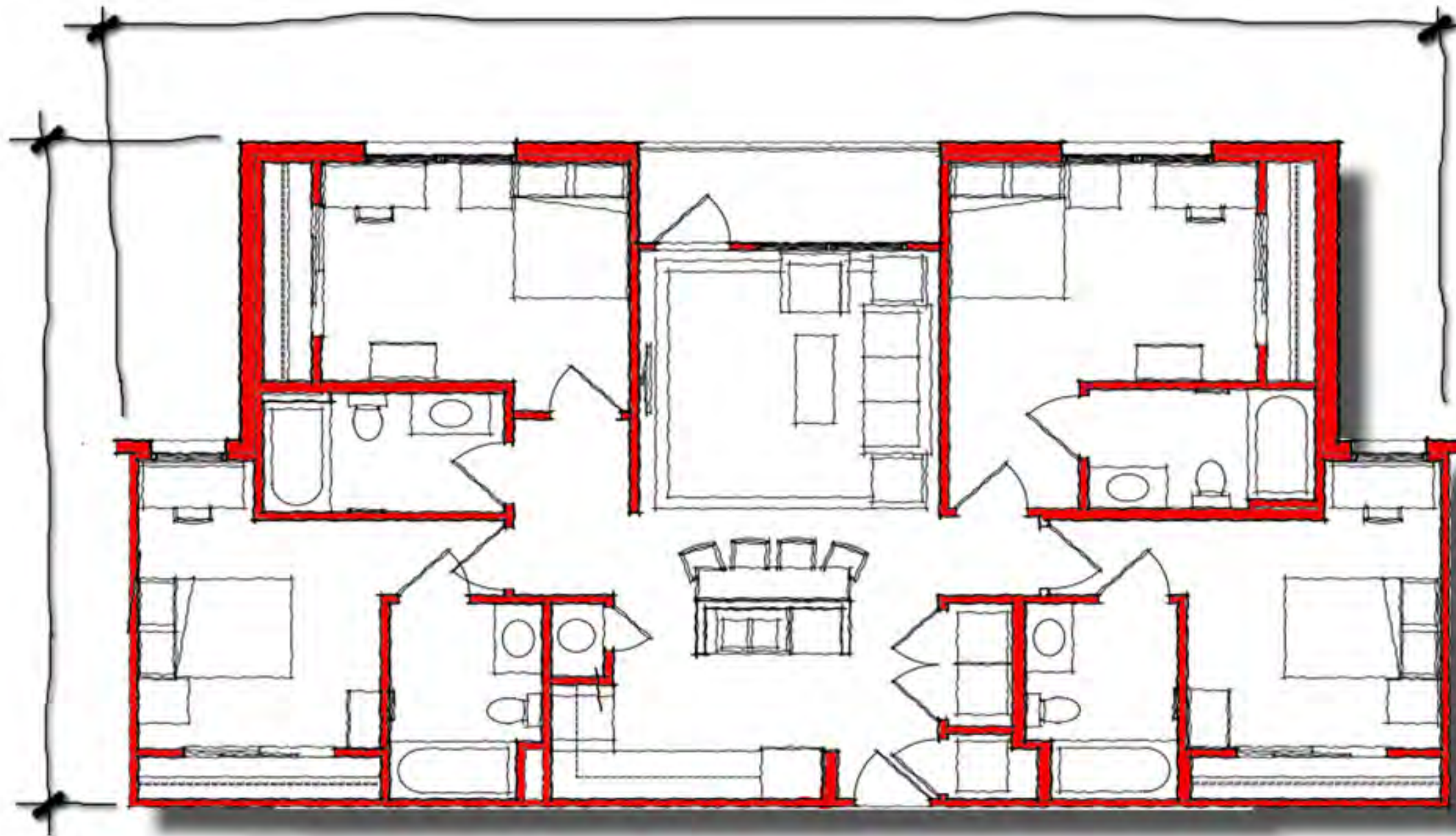
1 BR UNIT
680 S.F. +/-



2 BR UNIT
850 S.F. +/-



3 BR UNIT
1230 S.F. +/-



1,460 S.F. +/-

THE STANDARD | CHARLOTTESVILLE

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TYPICAL 4BR UNIT

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A9



STONEHENGE AVENUE EXTENDED

Zoning Map Amendment
March 25, 2013



201 EAST MAIN STREET SUITE M
CHARLOTTESVILLE, VA 22902

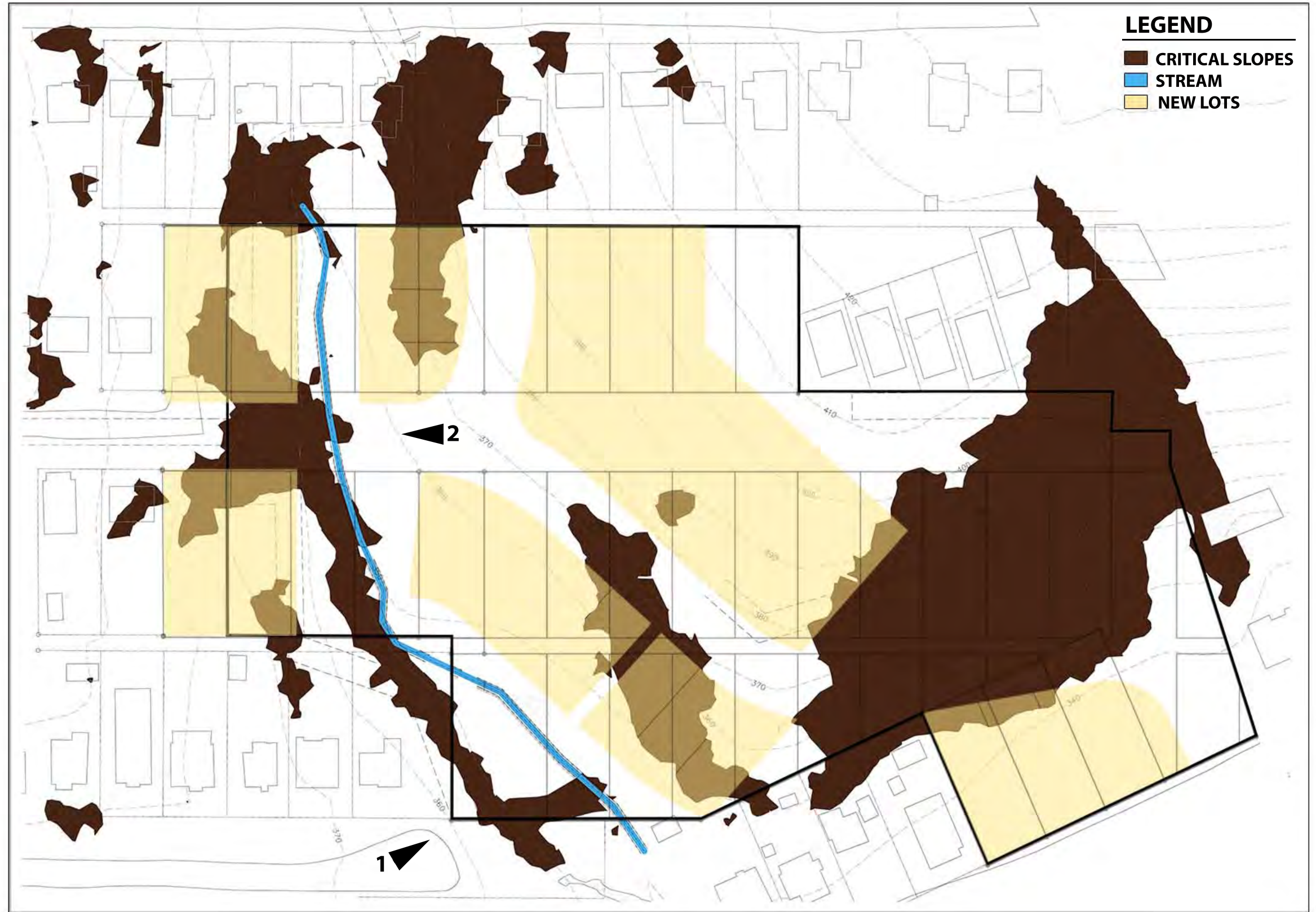
CONTEXT & HISTORY



1 Existing Site at Rockland Avenue



2 Stand of mature trees at the existing terminus of Stonehenge Avenue



The Stonehenge PUD project is not about an increase in density or developing new tracts of land. It is about re-aligning an existing platted street and lots to be more compliant with current regulations and to limit the environmental impacts of the development. The project consists entirely of recorded lots and streets that have not yet been constructed. These lots were platted in the 1950s or earlier, are exempt from the critical slope ordinances, and can be constructed as they sit today. A by-right clearing and grading plan was prepared and approved for clearing and mass grading of the site. As the final road plans were developed, we observed that constructing roads to current standards would cause significant disturbance of the site. Additionally, the By-Right Plan doesn't provide the type of connections and ease of mobility consistent with Belmont neighborhood. Based on these two points of consideration, we began to explore other options for development, which emphasizing context sensitive design and community connection, and ultimately submitted a PUD application as we believed it to be the appropriate way to develop the site.



BY-RIGHT PLAN

The existing plat permits an extension of Stonehenge Avenue to serve 25 lots, 4 lots on Quarry Road and 2 lots on Rockland Avenue, for a total of 31 lots.

The extension of Stonehenge would require crossing a waterway shown on the City's waterway map, as well as placing a large amount of fill in the Stonehenge right-of-way to get the road slope to 10%. This additional fill would require site grading that would place the floor elevation of the proposed lots above that of houses on Druid, thus obscuring the southern view of the existing properties. The construction of Stonehenge would require the removal of all trees on the site.

Note that the By-Right Plan is 28 lots with 3 additional lots (5, 15, 31) available through street closing. The PUD is 26 lots.



PROPOSED PUD APPLICATION

The PUD proposal meets the desired design standards of section 34-490 as follows:

- 1 The PUD plan follows existing topography, allowing new improvements to be built below the level of the existing residences on Druid Avenue and conforming to existing terrain. The flexibility of the PUD allows for development of greater quality than the By-Right option. This development provides 31.6% open space.
- 2 The PUD plan allows flexibility to preserve natural resources and features as open space. Efficient road design responds to the existing topography and preserves environmentally-sensitive areas.
- 3 The PUD provides a variety of designs for single family detached products, encouraging a mixture of front and rear loaded lots along with elevated lots without garages.
- 4 Clustering in a PUD promotes open space and retains existing landscape and green space. The proposed plan requires planting of significant landscaping beyond the minimum street trees.
- 5 The PUD designs a walkable neighborhood, strengthens external connections and creates more new open space.
- 6 Lots are consistent with single family lots in the Belmont Neighborhood.
- 7 The PUD allows for preservation of 68 trees, which accounts for 44% of the total trees on the site. Moreover, the PUD has disturbance of the stream, but minimizes the length of culvert and revegetates portions within open space.
- 8 Planned covenants with architectural guidelines ensure architectural consistency for future improvements.

9 / 10 The PUD provides external connections. It creates a north-south pedestrian connection between Druid Avenue and Quarry Road to connect residents of Belmont to Quarry Park and the greenway trails. Additionally, a vehicular connection from Stonehenge to Quarry provides safe and convenient access for cars, bicycles and pedestrians and increases overall mobility through the neighborhood as intended by the original Belmont Plat.

PROPOSED BLOCK PLAN

Block I: A continuation of Stonehenge Avenue consistent with the original Belmont plat. Lot widths and depths mirror the historically platted lots. Front setbacks are consistent with neighboring homes on Stonehenge and parking is provided in the front yard via garages or parking areas. Driveways on each new lot shall be adjacent to each other to provide for landscaped traffic calming islands and designated on-street parking spaces on the south-west side of the street. The existing temporary turn-around on lot 1 shall be abandoned with the extension of the street.

Stonehenge Avenue: The presently dead end street with a minimum turn around shall be extended into the site following existing grades around the site to the east and finally south to connect with Quarry Road. The road shall be designed with designated on street parking spaces with landscaping islands as traffic calming measures at spacing shown on the application plan. The south side of the street shall have a 3' landscape strip behind the 8' parking spaces providing a feeling of space and comfort for pedestrians using the street to travel from Stonehenge Avenue or other parts of Belmont to Quarry Park. Landscape islands shall include large shade trees and ornamental shrubs at each island as described in this narrative. Offsite connections from Druid and from Rockland will be designed to direct pedestrians to the south side of the street promoting the use of the sidewalk along the buffered side of the street. The north side of the street is adjacent to sloped open spaces and lots with homes set back from the road.

Block II: Lots are designed with a consistent back yard against Open Space A along the stream. Front yards are generally level with the street allowing for a mix of garages and yard parking. Where driveways are wider than one car, landscape screening shall be placed between the sidewalk and parking areas along the 3' landscape strip within the ROW. Walk-out basements bring rear yards one level closer to the stream elevation. New landscaping will be provided along the back of the lots to re-vegetate area's adjacent to the stream disturbed by grading activities for home construction.

Block III: Homes are set back from the street and above street grade by a story or more to accommodate existing slopes. Consistent with other city neighborhoods, a small retaining wall boxes in a parking pad for each lot with a walkway or steps to the home. Rear yard grading and disturbance is minimized to preserve green space and trees adjacent to the neighboring PUD accessed from Druid Ave. Building to building distances across Stonehenge Avenue are approximately 120'. Front yards shall be landscaped with a minimum of one hardwood and one ornamental tree in each lot. Where front yard slopes exceed 3:1 groundcover shall be provided to ensure slope stabilization and a consistent landscape quality on the north-east side of Stonehenge Avenue. Large shade trees will be provided at an average spacing of 50' along this side of the ROW.

Open Space B: Passive space intended to serve as a green space and entrance to the project. The newly graded slope on the north side the road across from block IV shall be landscaped with groundcover of an ornamental nature as shown in the narrative. Street trees shall be provided at a spacing of 50' on center along the ROW in this section. A mix of deciduous ornamental trees, evergreen trees and shade trees shall be planted in the open space to re-vegetate the site. A row of evergreen screening shrubs will be provided along the eastern boundary of the site adjacent to the Belmont Cottages project in any location where the existing vegetation has been or will be removed as part of road construction.



Open Space A: A mixture of passive and active open space promoting preservation of trees and vegetation along the stream banks and the use of one side of the stream as a designated picnic and recreation area giving residents a convenient access point to the stream. A path, wooden footbridge over the stream, and wooden boardwalk along the stream bank shall be provided in this area. Where grading from lot construction encroaches the open space area and causes the removal of any existing trees designed to remain on the plan, new trees shall be provided at a ratio of 3 new trees per existing tree removed. New landscaping in accordance with the application plan and narrative shall be provided in this area to enhance the buffer area, provide for shaded recreation areas, and restore landscape canopy to the site.

Block IV: Quarry Road shall serve as a front yard for lots within this block. Buildings will be slightly elevated above the street and a new sidewalk and street trees shall be provided across the frontage. The new homes shall have a walk-out condition in the front yards, with the back yard being one story above the front. Parking shall be accommodated via rear entry garages or parking in the back yard accessed from Stonehenge Avenue. Parking pads or driveways wider than one car shall have screening shrubs planted between the driveway and street within the three foot landscape strip. Rear yards along Stonehenge Avenue shall be planted with a minimum of one large shade tree and one ornamental tree in each lot.



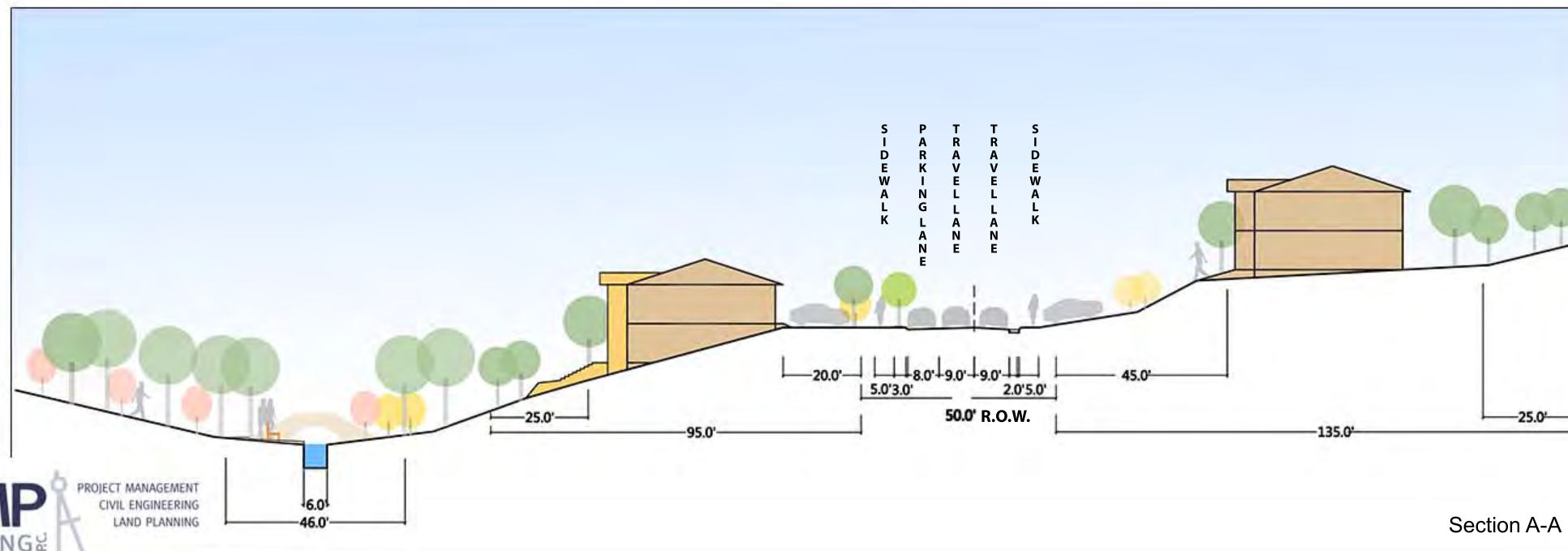
PUD DESIGN STANDARDS

The PUD proposal shall conform to the following additional design standards:

- 1** Open Space A shall be re-vegetated at a rate of 20 trees per acre.
- 2** Ornamental groundcover shall be provided on slopes steeper than 3:1 adjacent to the right-of-way within Open Space B.
- 3** A pedestrian trail between Rockland Avenue and Stonehenge Avenue shall be provided. Where slopes are steeper than 8% a hard surface of steps shall be provided. A wooden footbridge shall be installed across the stream. A pedestrian boardwalk with a minimum area of 100 square feet shall be provided along the stream bank adjacent to the foot bridge, to accommodate picnicking and recreational activities.
- 4** One hardwood shade tree and one ornamental shade tree shall be provided in front yards within Block III.
- 5** Typical Building Setbacks for Lots 1-4:

Front	25'
Rear	25'
Side	3'
- 6** Typical Building Setbacks for Lots 5-26:

Front	20'
Rear	20'
Side	3'





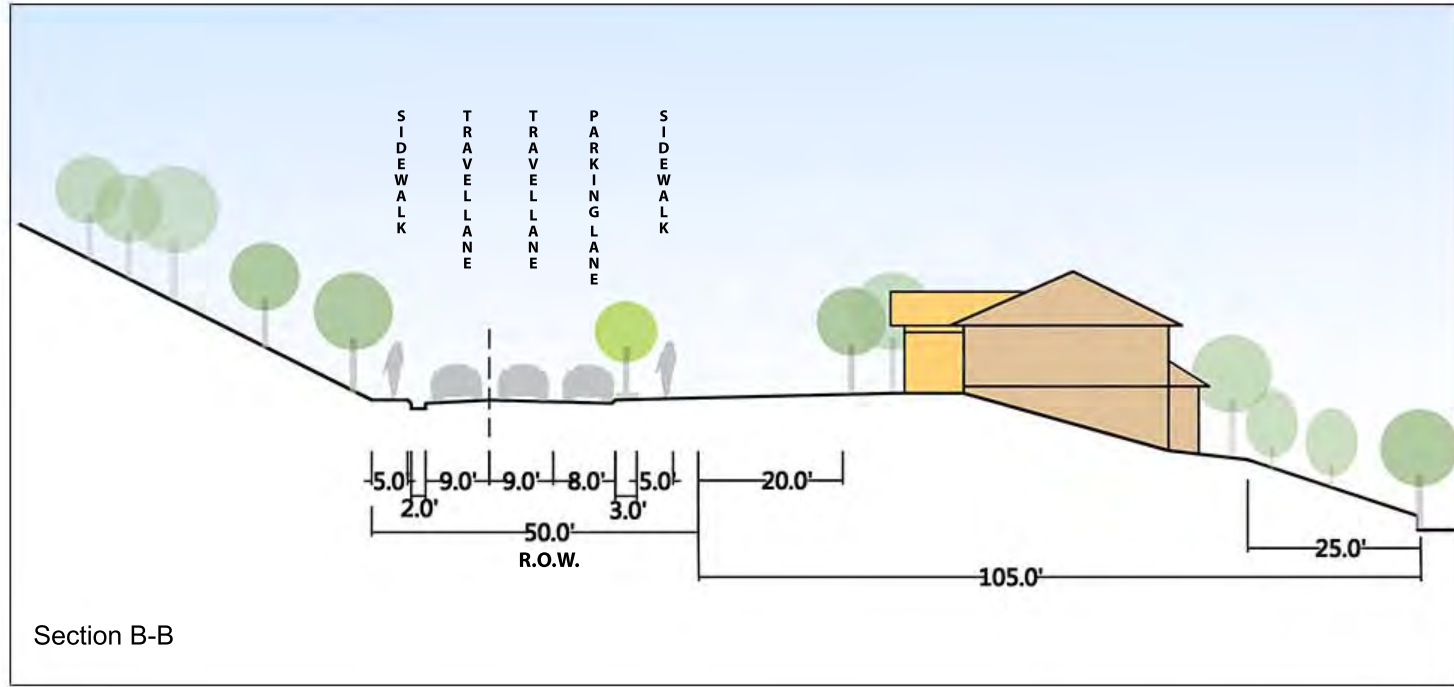
PUD DESIGN STANDARDS

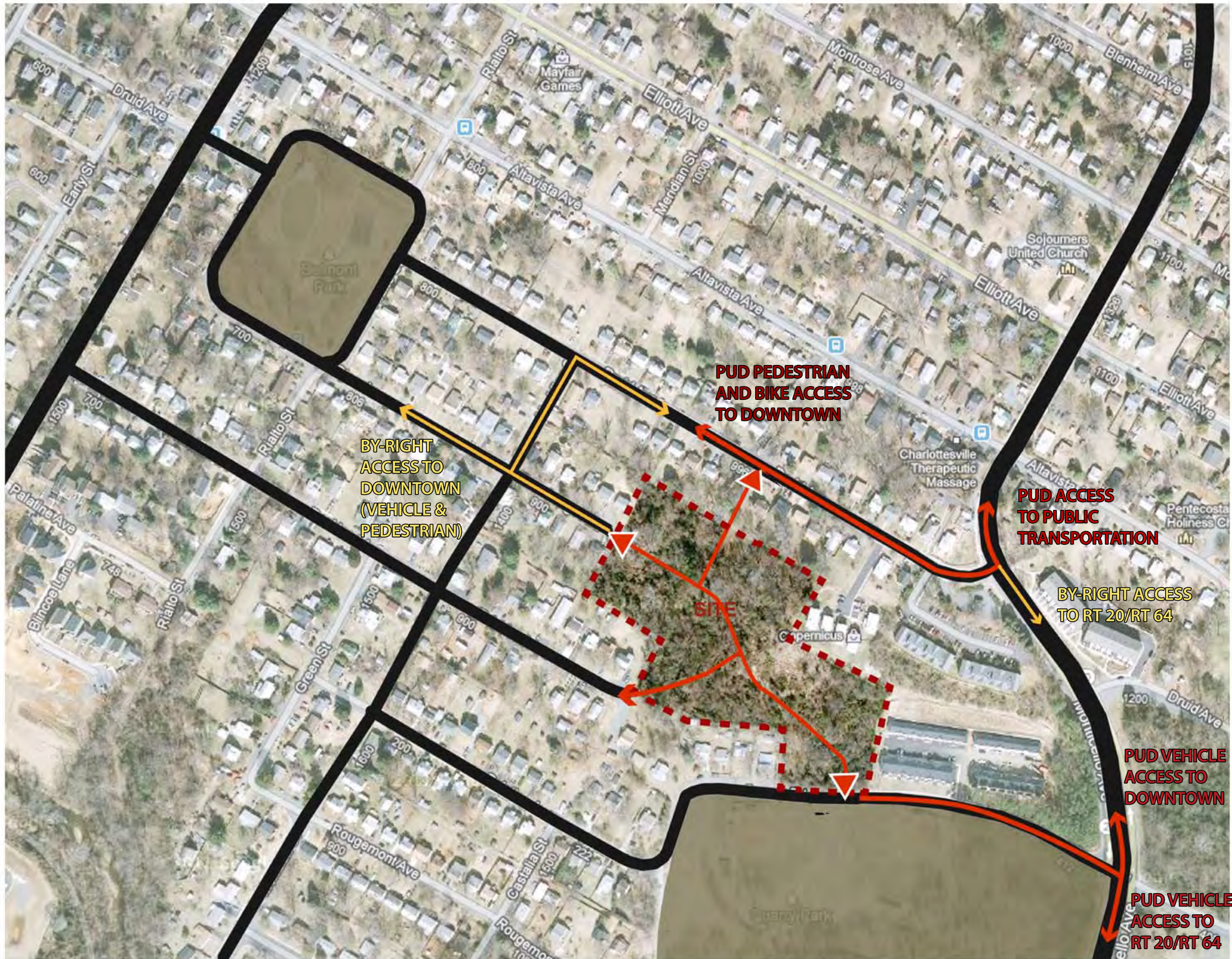
The PUD proposal shall conform to the following additional design standards:

- 1** Four large shade trees shall be provided along Quarry Road. Units that front on Quarry Road shall have pedestrian access and architectural frontage on Quarry Road.
- 2** Block IV Lots are allowed to park on Quarry Road, but no vehicular access for driveway shall be provided to them from Quarry Road.
- 3** A double row of staggered evergreen screening shall be provided adjacent to Belmont Cottages where existing vegetation has been removed.
- 4** Trees should not be removed from the Open Space Areas other than for road and utility grading. Any trees that are removed from the Open Space areas shall be replaced at a ratio of three new trees for each tree removed.
- 5** Typical Building Setbacks for Lots 1-4:

Front	25'
Rear	25'
Side	3'
- 6** Typical Building Setbacks for Lots 5-26:

Front	20'
Rear	20'
Side	3'



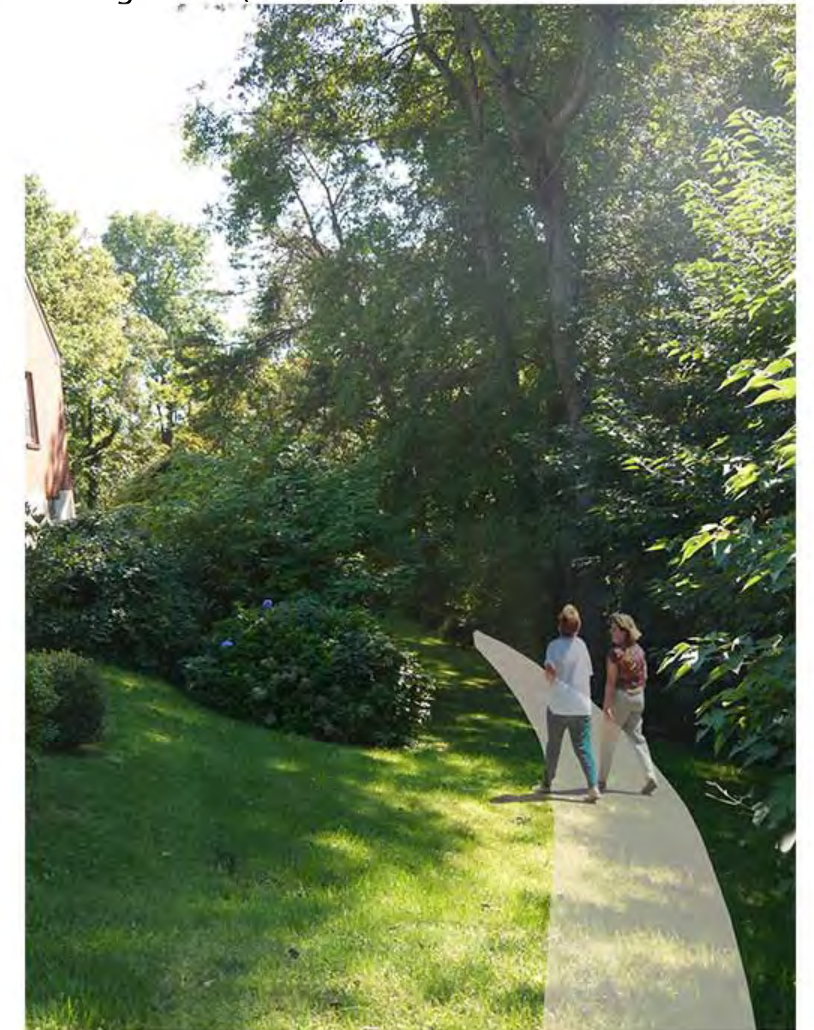


CONNECTIVITY

Automobile access to the development from Quarry Road does not disrupt current traffic patterns on Stonehenge Avenue, Druid Avenue, or around Belmont Park. The PUD layout allows for greater pedestrian and bike permeability to the Belmont neighborhood, and pushes vehicles out onto Monticello Road, which is an established thoroughfare.

The By-Right plan sends all vehicles and pedestrians together out Stonehenge Avenue towards Belmont Park.

Pedestrian connection to the site from Druid Avenue, looking south. (below)



CONNECTIVITY COMPARISON

To create a sustainable community, the connection between houses and city amenities should be strengthened while minimizing the disturbance of natural resources.

As is seen in the Existing Connectivity Figure, the main city amenities near the site include three bus stops and two public parks. However, since the road networks are incomplete, it is inconvenient for residents to walk to and from these destinations.

The By-Right Plan does nothing to improve the connectivity of this area. The original Belmont Plat greatly improves the connectivity of this area, but it completely disregards environmental factors and can no longer be built due to certain right of ways being previously closed. The PUD plan is both sensitive to environmental factors and provides through connections between Druid, Stonehenge, Rockland and Quarry Road.



Existing Connectivity



Proposed Connectivity of By-Right Plan



Proposed Connectivity of Belmont Plat



Proposed Connectivity of PUD Plan