

Scala, Mary Joy

From: Scala, Mary Joy
Sent: Friday, January 11, 2013 9:58 AM
To: 'Keith Woodard'
Subject: RE: Paint colors for 111 East Main Exterior

The ramp is approved as submitted.

Mary Joy Scala, AICP
Preservation and Design Planner
City of Charlottesville
Department of Neighborhood Development Services
City Hall - 610 East Market Street
P.O. Box 911
Charlottesville, VA 22902
Ph 434.970.3130 FAX 434.970.3359
scala@charlottesville.org

From: Keith Woodard [mailto:Keith@woodardproperties.com]
Sent: Thursday, January 10, 2013 5:26 PM
To: Scala, Mary Joy
Subject: RE: Paint colors for 111 East Main Exterior

Mary Joy,

Thanks...we'll proceed with the paint.

Did you get a chance to review the Park Street HC ramp?
Keith

Keith O. Woodard



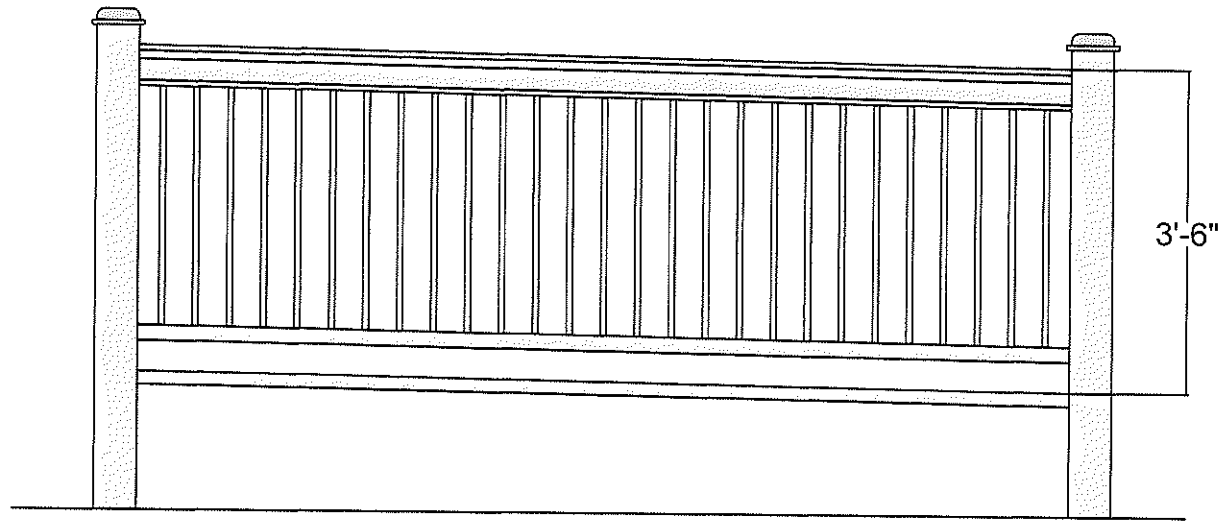
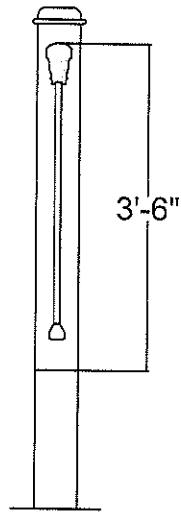
Woodard Properties
224 14th Street NW
Charlottesville, VA 22903
Phone (434) 971 8860
FAX 293 2280
Email: Keith@WoodardProperties.com

From: Scala, Mary Joy [mailto:scala@charlottesville.org]
Sent: Thursday, January 10, 2013 2:55 PM
To: Keith Woodard
Subject: RE: Paint colors for 111 East Main Exterior

Keith,

I approve the colors you chose.

Mary Joy Scala, AICP



Cap
Wood
Painted white

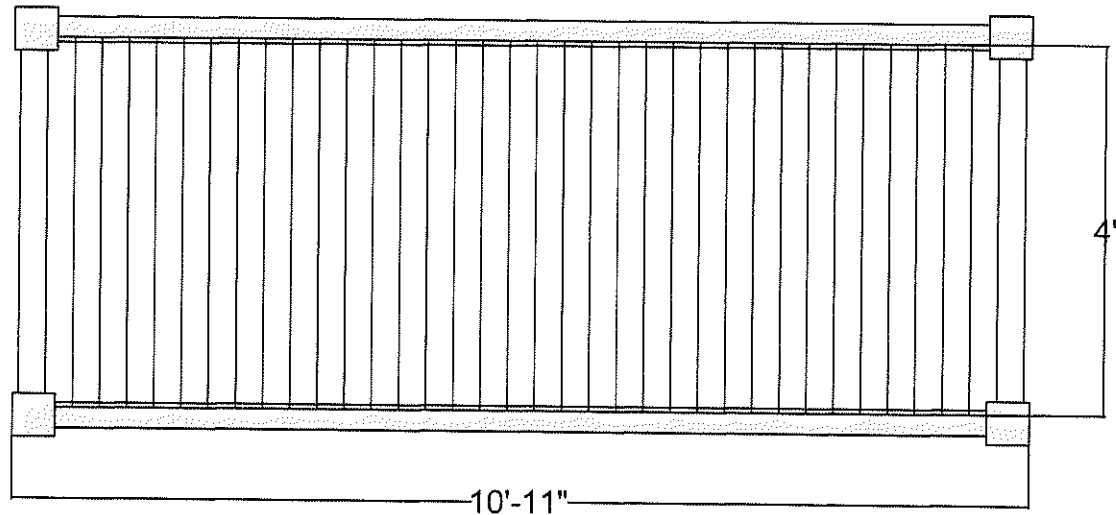
Post
5-1/2" x 5-1/2" Wood
Painted white

Hand Rail
BR7400 Top Rail
Wood
Painted white

Pickets
1" Square Pickets
Wood
Painted beige

Bottom Rail
2" Wood with chamfered edges
Painted white

Surface
Brazilian Mahogany



1/2"=1'

Revised Handicap Ramp

Comyn Hall
601 Park Street
1/8/2013

City of Charlottesville

MEMO



"A World Class City"
www.charlottesville.org

TO: Board of Architectural Review
FROM: James E. Tolbert, AICP, Director
DATE: October 10, 2012
SUBJECT: **601 Park Street**

As you know, over the last several months there has been a tremendous amount of confusion and controversy regarding the conversion of Comyn Hall at 601 Park Street to an apartment complex. For the past month or so I have been meeting with my staff and the developer and neighbors to try to determine what happened with this project. To the best of my knowledge, the facts are outlined below. I know that this might be somewhat different from what I originally thought were the facts, but after much more research, I believe this to be true.

- The BAR was presented a plan for this project that was prepared by John Matthews, an Architect, and the BAR approved this plan. While the plan showed some site conditions, there had been no engineering done and the plan was not complete in showing the site work. The plan omitted several details including a storm water BMP and the plan included only 20 parking spaces.
- After approval by the BAR, the applicant engaged an engineer to prepare the site plan for submittal to the City for approval. The first engineer left the project and another engineer was engaged. A site plan was submitted to NDS staff and the plan was reviewed and approved and a building permit was issued.

In giving this approval, several mistakes were made. These include:

- Expansion of the parking lot to 22 spaces

- A change in the retaining wall placing it much closer to the adjacent property to the north.

The result of these changes is a project that is not the same as what was approved by the Board of Architectural Review. That difference is most apparent in the larger parking lot and the location of the retaining wall as well as with the slope off of the parking lot to the retaining wall.

Additionally there were administrative approvals given by the staff to three issues that have caused concern. These include the Storm Water BMP or bioretention basin, the location of the HVAC units (after consultation with the BAR via email) and the materials for the screening fence located along the western property line. These approvals are not atypical of the types of approvals given administratively by the Preservation and Design Planner as the project moves from the initial stages to the final stages.

Initially I was of the belief that the project was constructed in a manner that was not consistent with either the BAR plan or the site plan approved by City staff. However, over the last few weeks, our staff has surveyed the improvements and determined that the vast majority of the construction is consistent with what was approved in the site plan approved by staff. This includes those items approved administratively that were not reviewed by the Board of Architectural Review.

Our dilemma with this is that the applicant relied in good faith on those approvals by City staff and proceeded to construct the project as approved. We are in a difficult position trying to achieve compliance with the initial BAR submittal because the project is constructed in compliance with an approved plan. In addition, we have determined that to construct the project to conform to the BAR approval, would potentially cause the project to be inconsistent with code provisions regarding the slope of the parking lot. Additionally, constructing the parking lot as initially drawn would cause the BMP to be somewhat deeper than it already is.

Although this project has been to the BAR several times subsequent to our denial of a Certificate of Occupancy, we are attempting to work with the developer to achieve changes that would improve the appearance and be more consistent with what was approved by the Board of Architectural

Review. We do not believe that, due to the circumstances outlined above, the best course of action is an appeal to City Council and in fact our City Attorney has advised us that because a plan was approved by City Staff signifying consistency with the BAR approval there is nothing to appeal at this time. For that reason we are trying to achieve the best possible outcome that we can and will continue to keep you advised on the progress.

In early September I met with concerned neighbors to attempt to discuss their specific concerns. There was consensus that the neighbors prefer a design close to that approved by BAR and not the staff approved site plan. Subsequent to that meeting, I met with Mr. Keith Woodard to ask his willingness to make changes to address neighborhood concerns and complete their project. He has agreed to address each of the issues raised by the neighbors and more forward expeditiously to complete the project. Specific items are as follows:

1. Remove the 2 parking spaces for a total of 20, as shown on the BAR approved plan.
2. Remove all “wall pack” lighting from the building.
3. Complete the BMP and provide landscaping adequate to screen the visibility of the pipe from Park Street.
4. Provide two pole lamps (same as the original form) located on the western edge of the parking lot along with a lighting plan to assure there is no spill over lighting to adjacent properties and that the lighting is dark sky compliant.
5. Add one course of block to the retaining wall on the north side of the parking lot and re-grade the slope from the parking lot to reduce the steepness.
6. Work with the property owner on the west side of the parking lot to construct a low wall (16 inches) to reduce erosion and runoff from property.

7. Improve the quality of the handicap ramp. It was suggested that it be modeled after the one at the Hospice House on Park Street.

One thing that this incident has taught us is we have been lucky in the past that this has not been an issue before this project. When the plan is presented to the Board of Architectural Review by an architect and then that architect has little involvement in the engineering of the site plan, there is a great chance for the engineer to design something that does not match what the architect had in mind and was approved by the Board of Architectural Review. Also, architects are particularly not trained in site design and may present something that looks good on paper but is actually not buildable for engineering reasons. To make sure this never happens again, we are reviewing submission requirements and will propose changes to code that require some degree of engineering prior to submission to the Board of Architectural Review when there is site work involved.

I will be happy to meet with BAR members to discuss this course of action and our plans for improvement to the process if you desire. Thank you for all you do to improve design quality in Charlottesville.

JET:sdp