

**From:** Scala, Mary Joy  
**Sent:** Friday, October 23, 2015 9:50 AM  
**To:** andrew@corecville.com; 'Robert Nichols'  
**Subject:** BAR Action - 550 East Water Street - October 20, 2015

October 23, 2015

Andrew Baldwin  
95 Riverbend Dr.  
Charlottesville, VA 22901

**Certificate of Appropriateness Application**  
BAR 15-10-08  
550 East Water Street  
Tax Parcel 530162300  
Neal Sansovich, Owner/ Andrew Baldwin, Applicant  
New Mixed-Use Complex

Dear Applicant,

The above referenced project was discussed before a meeting of the City of Charlottesville Board of Architectural Review (BAR) on October 20, 2015. The following action was taken:

**Keesecker moved to find that the massing of the proposed new mixed-use complex satisfies the BAR's criteria and guidelines and is compatible with this property and other properties in the Downtown ADC district, and that the BAR approves the massing only, as submitted. Knott seconded. (7-0-1 with Graves recused).**

If you have any questions, please contact me at 434-970-3130 or [scala@charlottesville.org](mailto:scala@charlottesville.org).

Sincerely yours,

Mary Joy Scala, AICP  
Preservation and Design Planner

**Mary Joy Scala, AICP**  
Preservation and Design Planner  
City of Charlottesville  
Department of Neighborhood Development Services  
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**CITY OF CHARLOTTESVILLE  
BOARD OF ARCHITECTURAL REVIEW  
STAFF REPORT  
October 20, 2015**



**Certificate of Appropriateness**

BAR 15-10-08  
550 East Water Street  
Tax Parcel 530162300  
Neal Sansovich, Owner/ Andrew Baldwin, Applicant  
New Mixed-Use Complex

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**Background**

550 East Water Street is a vacant parcel, currently used as a parking lot, which was subdivided from the former C&O Depot property. It is located between the former C&O Depot building and the former King Warehouse Building.

600 East Water Street (the former C&O Depot) is a contributing structure in the Downtown ADC District. It was built in 1905 and refurbished in 1991 for offices.

410 East Water Street (King Warehouse) is the east side of a contributing structure located in the Downtown ADC district. The east end was built in 1897; the west end was added in 1917. The courtyard historically served as a warehouse loading area with multiple loading docks for the transfer of dry goods.

**NOTE:**

- The BAR approved in concept in May 2009 a 9-story structure on this site. Following that approval, the zoning of the site was changed from *Downtown Corridor* to *Water Street District Corridor*. In 2009, based on an opinion from the City Attorney, a new plan for a 5-story building was reviewed and approved under the prior zoning.
- In December of 2010, the BAR approved the application for a new 4-story building on the same site, with consideration of Sec 34- 872(b)(3) of the Zoning Ordinance, which requires screening of all mechanical equipment.

January 15, 2008 – The BAR discussed a preliminary request. In general, most liked the proposed building. BAR members said that the massing is generally OK, a nice response to site; some preferred red not yellow brick; some said tan brick would be OK with tan windows; glass balcony piece is weird; should enter stores from street; base needs articulation; need double hung windows; need 1 type of window, not 2-3; west elevation doesn't go with the rest of vocabulary; balconies are anomalous in 1920's design revival; decorate spandrels in tower? Consider a low resolution between vertical and long piece; concern with blank garage wall on street; one member said this is too conventional a solution for the site; discussion whether or not to simplify the tower given the context; suggested doing the warehouse look on the 2-story part, treating like a separate building? The BAR wants to see the roofscape; want the transformer moved from the visible location.

May 20, 2008 – The BAR approved (8-0) the design in concept for massing, height, openings, and scale. Details as they relate to its materials and construction are to come back to BAR (including guard rails, cornices, wall section through window sill and head, roofscape, and depth of niche defining the two separate building elements.)

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September 15, 2009 – The BAR made preliminary comments. The BAR preferred the version in their packet to the version submitted at the meeting.

November 17, 2009 - The BAR approved (6-1 with Wall against) the application for massing, height, openings, scale, and materials as submitted, with the applicant's modification for exterior [vehicle driveway] pavement (pavers, not concrete) and retaining wall material (brick, not stacked block). Details as they relate to balconies and protection for secondary entrances shall come back to the BAR for review.

December 21, 2010 - The BAR approved (7-0) the application for massing, height, openings, scale, and materials as submitted. The BAR noted that the applicant should consider Sec 34- 872(b)(3) of the Zoning Ordinance, which requires screening of all mechanical equipment.

September 17, 2013 - The BAR accepted the applicant's request for deferral (8-0). The BAR found the ADA entrance to the rear too isolating, the design overall too complicated for the size of the building, and that the applicant should appear to present an overall plan for the entire site, including possible future phases.

May 19, 2015 - The BAR discussed, but made no recommendation on the special use permit. The applicant asked to defer the vote until their June meeting because they are still working on the design. Mohr asked to see more context in terms of massing; Schwarz asked how building height is defined; and expressed interest in lowering the minimum height to the level of the King Building; Keesecker asked the applicant to show the existing 800 foot black fence; and to consider lobby references to the King building height; Question: Should guidelines be used to judge impact on ADC district? Neighbors asked about loading space requirements.

June 16, 2015 - The BAR recommended (6-0) to City Council that the proposed Special Use Permit (SUP) to allow additional height (from 70 feet to 101 feet) *will* have an adverse impact on the Downtown ADC district, and the BAR notes the following considerations when making this recommendation:

- The height requested by SUP is too much, but the massing concept presented by the applicant is acceptable.
- The BAR appreciates the modulated rhythm.
- City Council should consider reducing the minimum required height of 40 feet.
- The BAR has concerns about the pedestrian experience relative to the garage.
- This site and/or the underlying by-right zoning may be uniquely problematic – the BAR is not advocating for the 70 foot streetwall allowed by zoning.
- The BAR is supportive of the potential to develop a building, and the aesthetic presented is headed in the right direction.
- The BAR would advocate for a building with similar program, but lower height.

September 15, 2015 - The BAR held a preliminary discussion, no action was taken. Graves recused himself from the discussion. The BAR asked staff to provide an explanation of how height is averaged, with examples of how it has been done in the past.

Some comments: Lower height is huge improvement; continue to make it relate to smaller buildings on sides, similar to a 2-story building plus a top; richer texture/details on lower levels; garage opening and trellis are strong and help pedestrian experience.

### **Application**

The applicant has decided not to pursue the Special Use Permit for height, but to make application under the by-right regulations. The applicant has had a preliminary discussion and is now requesting approval of massing.

### **Zoning District Regulations**

The property is currently zoned Water Street Corridor (WSD) mixed use zoning district with ADC historic district overlay.

Minimum height: 40 feet; maximum 70 feet, with up to 101 feet allowed with SUP.

**NOTE: Building height is defined as:** the vertical distance measured from the level of the grade of the building footprint to the level of the highest point of the structure's roof surface. This distance is calculated by measuring separately the average height of each building wall, then averaging them together. The height is measured to the level of a flat roof, to the deck line of a mansard roof, and to the average height level between the eaves and ridge for gable, hip, or gambrel roofs.

Density: Residential density shall not exceed forty-three (43) DUA; however, up to two hundred forty (240) DUA may be allowed by special use permit. The minimum density required for multifamily developments (new construction only) shall be twenty-one (21) DUA.

Setbacks:

(1) *Primary and linking street frontage.* At least seventy-five (75) percent of the streetwall of a building must be built to the property line adjacent to a primary street. For the remaining portion of streetwall (i.e., twenty-five (25) percent), the maximum permitted setback is five (5) feet; however, (i) if streetscape trees are provided to the standards set forth in [section 34-870](#), or (ii) pursuant to a special use permit granted by city council up to fifty (50) percent of the streetwall of a building may be set back twenty (20) feet.

(2) *Setback, Water Street:* **A minimum setback of five (5) feet shall be required for all buildings located on Water Street.**

Other mixed use regulations:

(1) No ground floor residential uses may front on a primary street, unless a building fronts on more than one primary street, in which case ground floor residential uses may front on one primary street. **Under no circumstances, however, shall any ground floor residential uses front on Main Street, Market Street or Water Street.**

(2) **All entrances shall be sheltered from the weather, and lighted.**

(3) Where any building or development occupies one or more parcels constituting an entire city block, courtyards shall be provided (subject to the street wall requirements set forth, above, within this division). Such courtyards shall be accessible from adjacent streets.

(4) **Off-street loading areas may not face public right-of-way.**

Parking: Non-residential developments in the *Parking Modified Zone* shall provide 50% of the required parking; residential developments shall provide **1 space per unit**. Parking requirements may be fulfilled by the property owner or developer through several alternatives outlined in the code. Affordable dwelling units do not require parking.

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For context, nearby building heights include:

The Holsinger Building is 63 feet (5 stories).

Waterhouse (World Stride) has a SUP for 82.6 feet (7 stories).

The Landmark Hotel (under construction) has 101 feet height (9 stories) plus an appurtenance level.

The Water Street parking garage is 4 stories.

The proposed Market Plaza Building has an SUP for 101 feet.

The rear of Jefferson Theater, Live Arts and the Terraces are all 4-5 stories.

## **Criteria, Standards and Guidelines**

### **Review Criteria Generally**

*Sec. 34-284(b) of the City Code states that,*

*In considering a particular application the BAR shall approve the application unless it finds:*

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

## **Pertinent Standards for Review of Construction and Alterations**

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

## **Pertinent Design Review Guidelines for New Construction**

### **A. Introduction**

#### **3. Building Types**

##### *e. Multi-lot*

*Often new commercial, office, or multiuse buildings will be constructed on sites much larger than the traditionally sized lots 25 to 40 feet wide. Many sites for such structures are located on West Main Street and in the 14th and 15th Street area of Venable neighborhood. These assembled parcels can translate into new structures whose scale and mass may overwhelm neighboring existing structures. Therefore, while this building type may need to respond to the various building conditions of the site, it also should employ design techniques to reduce its visual presence. These could include varying façade wall planes, differing materials, stepped-back upper levels, and irregular massing.*

#### **B. Setback**

- 1. Construct new commercial buildings with a minimal or no setback in order to reinforce the traditional street wall.*
- 2. Use a minimal setback if the desire is to create a strong street wall or setback consistent with the surrounding area.*
- 3. Modify setback as necessary for sub-areas that do not have well-defined street walls.*
- 4. Avoid deep setbacks or open corner plazas on corner buildings in the downtown in order to maintain the traditional grid of the commercial district.*
- 5. In the West Main Street corridor, construct new buildings with a minimal (up to 15 feet according to the zoning ordinance) or no setback in order to reinforce the street wall. If the site adjoins historic buildings, consider a setback consistent with these buildings.*
- 6. On corners of the West Main Street corridor, avoid deep setbacks or open corner plazas unless the design contributes to the pedestrian experience or improves the transition to an adjacent residential area.*
- 7. New buildings, particularly in the West Main Street corridor, should relate to any neighborhoods adjoining them. Buffer areas should be considered to include any screening and landscaping requirements of the zoning ordinance.*
- 8. At transitional sites between two distinctive areas of setback, for instance between new commercial and historic commercial, consider using setbacks in the new construction that reinforce and relate to setbacks of the historic buildings.*

#### **C. Spacing**

- 2. Commercial and office buildings in areas that have a well-defined street wall should have minimal spacing between them.*
- 3. In areas that do not have consistent spacing, consider limiting or creating a more uniform spacing in order to establish an overall rhythm.*

*4. Multi-lot buildings should be designed using techniques to incorporate and respect the existing spacing on a residential street.*

### **P. 3.6 Massing & Footprint**

*1. New commercial infill buildings' footprints will be limited by the size of the existing lot in the downtown or along the West Main Street corridor. Their massing in most cases should be simple rectangles like neighboring buildings.*

*2. New infill construction in residential sub-areas should relate in footprint and massing to the majority of surrounding historic dwellings.*

*3. Neighborhood transitional buildings should have small building footprints similar to nearby dwellings.*

*a. If the footprint is larger, their massing should be reduced to relate to the smaller-scaled forms of residential structures.*

*b. Techniques to reduce massing could include stepping back upper levels, adding residential roof and porch forms, and using sympathetic materials.*

*4. Institutional and multi-lot buildings by their nature will have large footprints, particularly along the West Main Street corridor and in the 14<sup>th</sup> and 15<sup>th</sup> Street area of the Venable neighborhood.*

*a. The massing of such a large scale structure should not overpower the traditional scale of the majority of nearby buildings in the district in which it is located.*

*b. Techniques could include varying the surface planes of the buildings, stepping back the buildings as the structure increases in height, and breaking up the roof line with different elements to create smaller compositions.*

### **E. Height and Width**

*1. Respect the directional expression of the majority of surrounding buildings. In commercial areas, respect the expression of any adjacent historic buildings, which generally will have a more vertical expression.*

*2. Attempt to keep the height and width of new buildings within a maximum of 200 percent of the prevailing height and width in the surrounding sub-area.*

*3. In commercial areas at street front, the height should be within 130 percent of the prevailing average of both sides of the block. Along West Main Street, heights should relate to any adjacent contributing buildings. Additional stories should be stepped back so that the additional height is not readily visible from the street.*

*4. When the primary façade of a new building in a commercial area, such as downtown, West Main Street, or the Corner, is wider than the surrounding historic buildings or the traditional lot size, consider modulating it with bays or varying planes.*

*5. Reinforce the human scale of the historic districts by including elements such as porches, entrances, storefronts, and decorative features depending on the character of the particular sub-area.*

*6. In the West Main Street corridor, regardless of surrounding buildings, new construction should use elements at the street level, such as cornices, entrances, and display windows, to reinforce the human scale.*

### **F. Scale**

*1. Provide features on new construction that reinforce the scale and character of the surrounding area, whether human or monumental. Include elements such as storefronts, vertical and horizontal divisions, upper story windows, and decorative features.*

*2. As an exception, new institutional or governmental buildings may be more appropriate on a monumental scale depending on their function and their site conditions.*

### **G. Roof**

#### *Roof Forms and Pitches*

*a. The roof design of new downtown or West Main Street commercial infill buildings generally should be flat or sloped behind a parapet wall.*

*b. Neighborhood transitional buildings should use roof forms that relate to the neighboring residential forms instead of the flat or sloping commercial form.*

*c. Institutional buildings that are freestanding may have a gable or hipped roof with variations.*

*d. Large-scale, multi-lot buildings should have a varied roof line to break up the mass of the design using gable and/or hipped forms.*

*e. Shallow pitched roofs and flat roofs may be appropriate in historic residential areas on a contemporary designed building.*

*f. Do not use mansard-type roofs on commercial buildings; they were not used historically in Charlottesville's downtown area, nor are they appropriate on West Main Street.*

#### **H. Orientation**

*1. New commercial construction should orient its façade in the same direction as adjacent historic buildings, that is, to the street.*

*2. Front elevations oriented to side streets or to the interior of lots should be discouraged.*

#### **I. Windows and Doors**

*1. The rhythm, patterns, and ratio of solids (walls) and voids (windows and doors) of new buildings should relate to and be compatible with adjacent historic facades.*

*a. The majority of existing buildings in Charlottesville's historic districts have a higher proportion of wall area than void area except at the storefront level.*

*b. In the West Main Street corridor in particular, new buildings should reinforce this traditional proportion.*

*2. The size and proportion, or the ratio of width to height, of window and door openings on new buildings' primary facades should be similar and compatible with those on surrounding historic facades.*

*a. The proportions of the upper floor windows of most of Charlottesville's historic buildings are more vertical than horizontal.*

*b. Glass storefronts would generally have more horizontal proportions than upper floor openings.*

*3. Traditionally designed openings generally are recessed on masonry buildings and have a raised surround on frame buildings. New construction should follow these methods in the historic districts as opposed to designing openings that are flush with the rest of the wall.*

*4. Many entrances of Charlottesville's historic buildings have special features such as transoms, sidelights, and decorative elements framing the openings. Consideration should be given to incorporating such elements in new construction.*

*5. Darkly tinted mirrored glass is not an appropriate material for windows in new buildings within the historic districts.*

*6. If small-paned windows are used, they should have true divided lights or simulated divided lights with permanently affixed interior and exterior muntin bars and integral spacer bars between the panes of glass.*

*7. Avoid designing false windows in new construction.*

*8. Appropriate material for new windows depends upon the context of the building within a historic district, and the design of the proposed building. Sustainable materials such as wood, aluminum-clad wood, solid fiberglass, and metal windows are preferred for new construction. Vinyl windows are discouraged.*

*9. Glass shall be clear. Opaque spandrel glass or translucent glass may be approved by the BAR for specific applications.*

#### **K. Street level Design**

*1. Street level facades of all building types, whether commercial, office, or institutional, should not have blank walls; they should provide visual interest to the passing pedestrian.*

*2. When designing new storefronts or elements for storefronts, conform to the general configuration of traditional storefronts depending on the context of the sub-area. New structures do offer the opportunity for more contemporary storefront designs.*

*3. Keep the ground level facades(s) of new retail commercial buildings at least eighty percent transparent up to a level of ten feet.*

*4. Include doors in all storefronts to reinforce street level vitality.*

*5. Articulate the bays of institutional or office buildings to provide visual interest.*

*6. Institutional buildings, such as city halls, libraries, and post offices, generally do not have storefronts, but their street levels should provide visual interest and display space or first floor windows should be integrated into the design.*

*7. Office buildings should provide windows or other visual interest at street level.*

*8. Neighborhood transitional buildings in general should not have transparent first floors, and the design and size of their façade openings should relate more to neighboring residential structures.*

9. *Along West Main Street, secondary (rear) facades should also include features to relate appropriately to any adjacent residential areas.*
10. *Any parking structures facing on important streets or on pedestrian routes must have storefronts, display windows, or other forms of visual relief on the first floors of these elevations.*
11. *A parking garage vehicular entrance/exit opening should be diminished in scale, and located off to the side to the degree possible.*

#### **L. Foundation and Cornice**

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

#### **M. Materials and Textures**

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

#### **O. Details and Decorations**

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

#### **Discussion and Recommendations**

The applicant is requesting massing approval. The BAR should decide if the massing is appropriate, so that the applicant can proceed in the design of other elements.

Since the last review, the applicant has included north and south elevations as well as expanded elevations to show its *relation to the buildings on either side*. The BAR should focus on how the new construction interacts with the buildings on either side as well as the streetscape and pedestrian experience of East Water Street. The proposed design minimizes the impact of the garage openings, and includes along Water Street entrances to two commercial spaces, and a stair egress door.

In staff opinion, this building has a relatively small footprint, compared to surrounding buildings. The zoning ordinance is a bit unclear on how height is measured, but the intent is to allow for variation in grade



only. The current design correctly shows the maximum height called out to be 70 feet, measured to the flat roof, although the scale on the drawings is incorrect. The BAR should ask to see the west elevation included with future plans.

**Suggested Motion**

Having considered the standards set forth within the City Code, including City Design Guidelines for New Construction and Additions, I move to find that the massing of the proposed new mixed-use complex satisfies/does not satisfy the BAR's criteria and guidelines and is compatible/not compatible with this property and other properties in the Downtown ADC district, and that the BAR approves/denies the massing only, as submitted.

Dear Members of the Board of Architectural Review, and City Staff,

Michelangelo said that “every block of stone has a statue inside it, and it is the task of the sculptor to discover it.”

As neighboring residents and/or property owners, we believe that 550 Water Street has viable development potential and could support a project harmonious with its Architectural Design Control District and respectful of its important historic neighboring properties.

However, this new proposal is not that.

Wide and squat, it nevertheless is tall enough -- the maximum height permitted by code (plus a parapet and an “appurtenance”) -- to dwarf the historic King Building and the old C&O Railway Station, each only a few feet away on either side.

The proposed massing and scale might be appropriate for an office park or condo complex, situated in a sizable expanse with ample open space and sizable green areas, or for a city plaza where it would include humanizing features such as substantial courtyards, setbacks and setbacks. But here, on this tiny and shallow 1/4 acre lot, it massively overburdens its site and overpowers its surroundings.

It creates an urban canyon -- an aesthetically-disastrous juxtaposition of two tall frontages facing one another across a busy but relatively narrow street. This is not Charlottesville's character, and we hope it never will be.

For the immediate historic district neighborhood, it would seriously reduce quality of life. The lack of significant elements of public space or amenity, the poor pedestrian experience, the blockage of light, sky and views, all starkly contrast with the architectural and social character of the community and of the historic neighboring structures.

Further, even at this preliminary stage it is apparent that the proposal will have many practical issues which are not addressed by the current drawings. Some of these issues -- such as parking, required off-street loading areas, garage entrances, traffic/method of construction/street closures (see attached photos) -- derive from and are inextricably related to the structure's problematic massing and scale (especially in relation to its exceptionally small site, in which no provision is made for side or rear access). Accordingly, we believe that these issues should be kept in mind in even the preliminary consideration of this project's massing and scale. In this regard, we appreciate the BAR's careful review at its May and June meetings, in which it recognized many of the special challenges of large-scale development on this very small lot.

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This proposed project's site is very near the heart of our beautiful and beloved City. Any development there should reflect and reinforce Charlottesville's special character and charm.

That is, it should be open, landscaped, pedestrian-friendly, architecturally and aesthetically in harmony with its surroundings, and human-scale rather than massive and conspicuously incompatible with its neighboring historic properties.

Respectfully, and with appreciation for all the good work you do for our City,

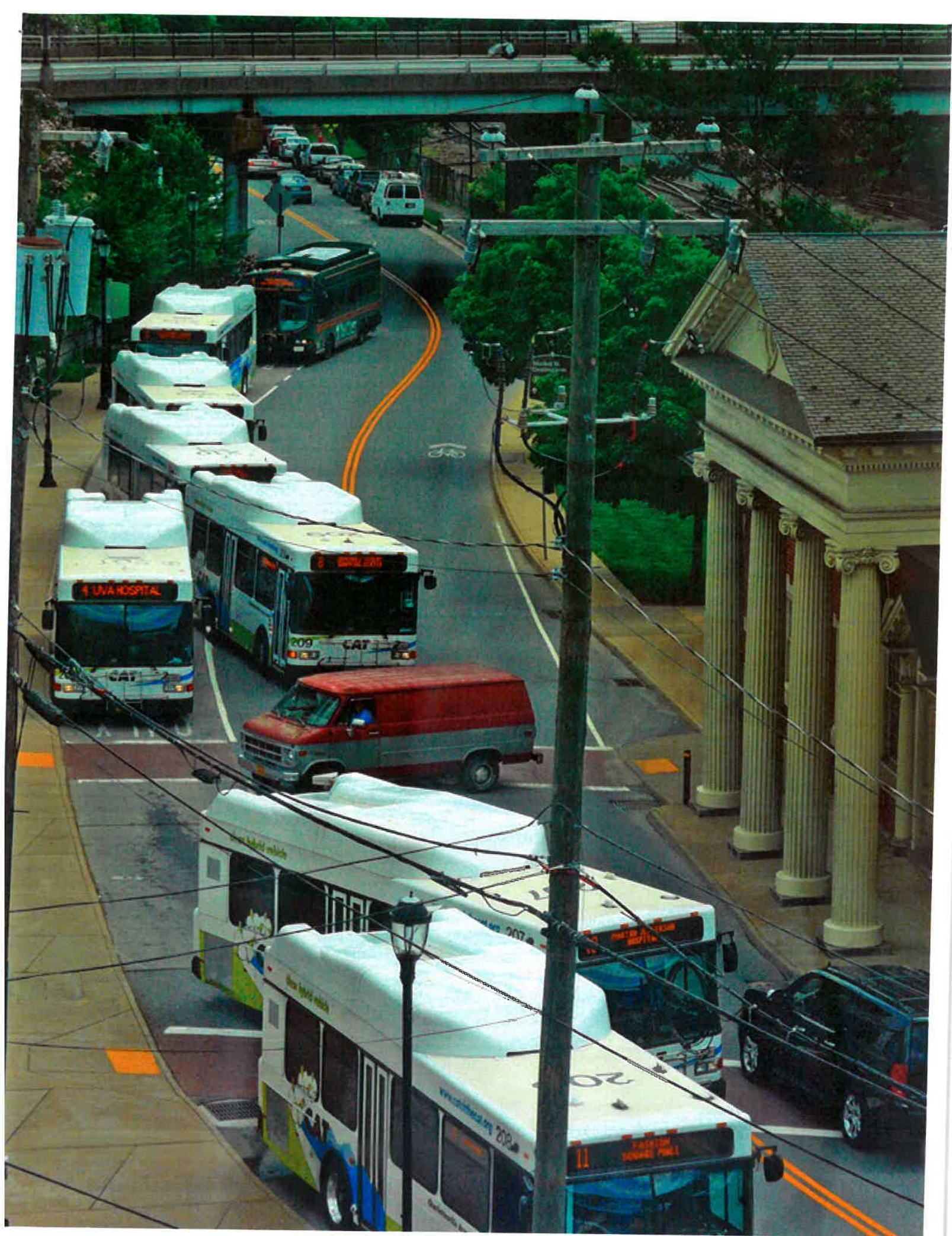
Dr. Gerard Alexander  
Dr. Bruce Campbell  
Ms. Marcia Hellman  
Dr. Samuel Hellman  
Ms. Lisa Hogan

Dr. Emilie Johnson  
Mr. Gregory Ledford  
Ms. Nancy Ledford  
Mr. Wayne Lee  
Ms. Hillary Lee

Dr. Carol Mershon  
Mr. David Myatt  
Ms. Patty Myatt  
Mrs. Dana Palmer  
Mr. Kevin Palmer

Ms. Lee Randall  
Mr. Peter Randall  
Mr. Derek Wheeler  
Mr. Jaffray Woodruff  
Ms. Merrill Woodruff

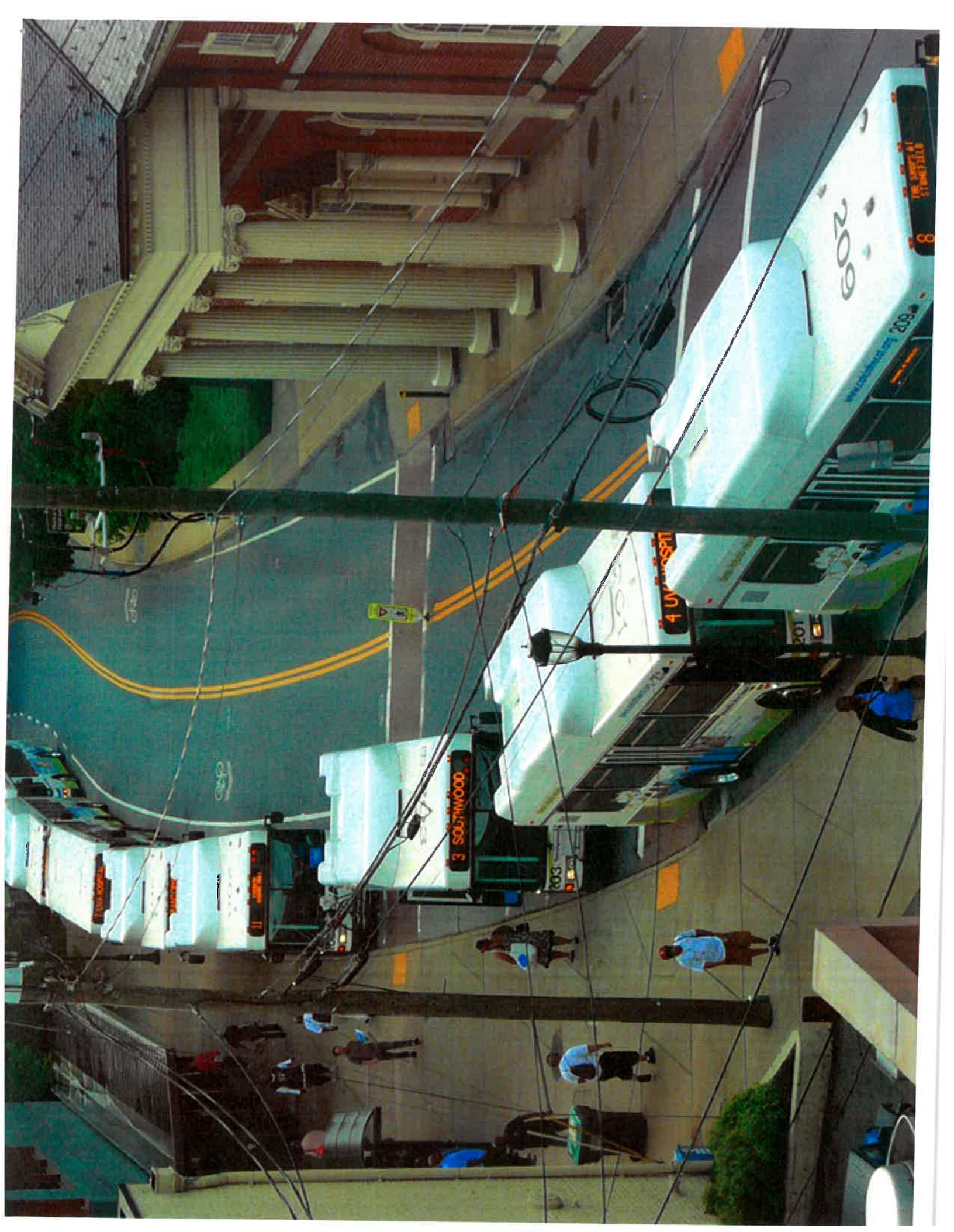












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209

THE SUNNY AT  
STRAVE TELL

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4 UNIVERSITY

203

3 SOUTHWOOD

201

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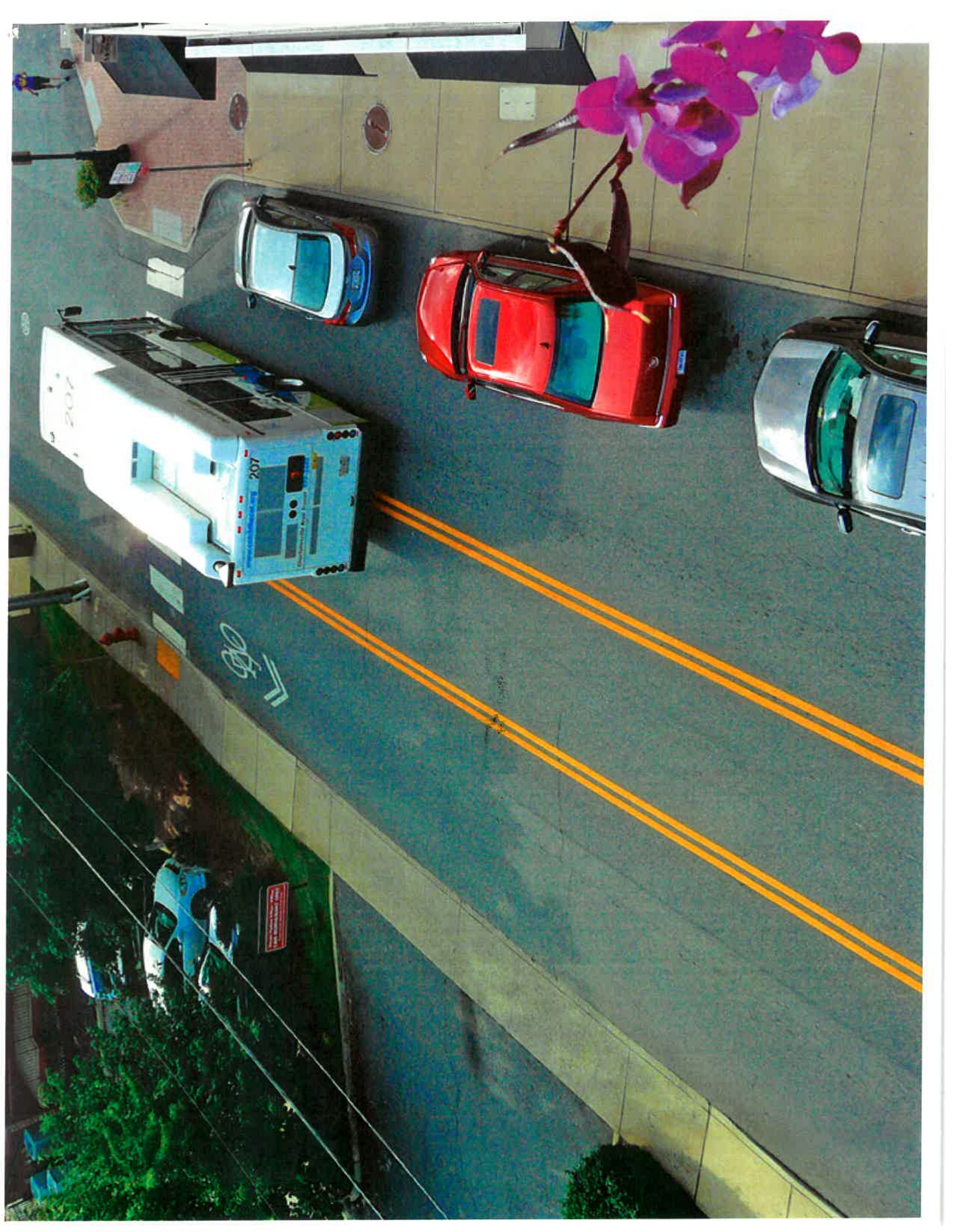
4 UNIVERSITY

602

THE SUNNY AT  
STRAVE TELL

8





## Scala, Mary Joy

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**Subject:** FW: NDRA Endorsement of Community Concerns for 550 East Water Street

**From:** Heather Danforth Hill [mailto:heatherraedanforth@gmail.com]

**Sent:** Sunday, October 18, 2015 9:31 PM

**To:** Schwarz, Carl; Sarafin, Justin; Graves, Whit; Miller, Melanie; Knott, Laura; kkeesecker@brw-architects.com; Earnst, Emma; DeLoach, Candace; Mohr, Tim

**Cc:** Scala, Mary Joy; Bright, Jon

**Subject:** NDRA Endorsement of Community Concerns for 550 East Water Street

Dear members of the Board of Architectural Review:

The North Downtown Residents Association (NDRA) Board of Directors has reviewed the issues raised by members of the Water Street Community regarding the most recent submission for the 550 East Water Street Project in their letter previously sent to you and City staff on September 14<sup>th</sup> and October 15<sup>th</sup> (attached). The Board endorses their concerns for your consideration in determining the appropriateness of this project.

We thank you in advance for considering these issues in preparation for your meeting on October 20<sup>th</sup> and for the outstanding work and mission you perform for our community.

Sincerely,  
Heather Hill  
NDRA Board of Directors

Heather Danforth Hill | [HeatherRaeDanforth@gmail.com](mailto:HeatherRaeDanforth@gmail.com) | 434.825.7374

**From:** Myatt

**Sent:** Monday, September 14, 2015 2:37 PM

**Subject:** 550 East Water Street -- BAR Preliminary Discussion, September 15, 2015

Dear Members of the Board of Architectural Review, and City Staff,

Michelangelo said that "every block of stone has a statue inside it, and it is the task of the sculptor to discover it."

As neighboring residents and/or property owners, we believe that 550 Water Street has viable development potential and could support a project harmonious with its Architectural Design Control District and respectful of its important historic neighboring properties.

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The proposed massing and scale might be appropriate for an office park or condo complex, situated in a sizable expanse with ample open space and sizable green areas, or for a city plaza where it would include humanizing features such as substantial courtyards, stepbacks and setbacks. But here, on this tiny and shallow 1/4 acre lot, it massively overburdens its site and overpowers its surroundings.



## Scala, Mary Joy

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**From:** Tim Michel <tim.m.michel@gmail.com>  
**Sent:** Tuesday, October 20, 2015 8:39 AM  
**To:** Scala, Mary Joy  
**Subject:** Re: is there a time on arb agenda yet for 550?

Dear Mary Joy,

Thank you for the ARB agenda.

The proposed 550 project is still big for the small site and , more importantly ,out of scale with the surrounding urban context and diminishes the historic buildings at the east end of the Mall. The building is better at 6 vs 9 stories, but seeing site by site city development without stronger emphasis on the broader urban context is depressing.

I really hope the city will create a study similar to the West Main St one to try and better address future development at the East End of the Mall. I would eager to get involved in that if the opportunity arose.

Also what is the point of height limits if a builder can add 25% of the building roof sq footage for any use whatsoever?

Maybe I should reconsider the vacant parking lot I own on 4th St . The City clearly want to increase the density.

Thank you, Tim Michel

On Mon, Oct 19, 2015 at 11:57 AM, Scala, Mary Joy <[scala@charlottesville.org](mailto:scala@charlottesville.org)> wrote:

### 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](tel:434.970.3130) FAX [434.970.3359](tel:434.970.3359)

[scala@charlottesville.org](mailto:scala@charlottesville.org)

**From:** Tim Michel [<mailto:tim.m.michel@gmail.com>]  
**Sent:** Monday, October 19, 2015 1:58 PM  
**To:** Scala, Mary Joy  
**Subject:** is there a time on arb agenda yet for 550?



Dear Members of the Board of Architectural Review and City Staff,

I write as a neighboring property owner to express concerns over the new proposal for 550 Water Street. As a new addition to the Architectural Design Control District that preserves the historic fabric of Downtown Charlottesville, I have significant reservations over the size, scale, and massing of the proposed building. While the proposal contains elements to break up the megalithic expanses of structure, most of these breaks face away from the street. The building presents a monolithic face to the bustle of Water Street, overpowering the neighboring C&O train station and the King building. Unfortunately, because of the modest scale of this lot, common techniques to reduce street-scale like step-backs are not utilized in the design.

The small size and unusual shape of this lot, as well as its low-lying profile, have avoided development since the late 1980s. Before that, this oddly-shaped parcel served a very specific function, as the shed for the C&O rail station serving passenger trains. The newly constructed train shed is visible in my attached postcard from July 1908. The train shed's low profile, open construction, and restrained size in relationship to surrounding buildings, including the King building, is documented in the Sanborn Fire Insurance map, recorded in October 1907 (Sheet 2). 5<sup>th</sup> Street SE continued across the tracks, between the train shed and the King building, which gave the transportation structure room to breathe.

As the neighborhood developed by 1920, the sensitive scale and open massing of the train shed continued to coexist harmoniously with the surrounding buildings (Sheet 3, 4, and 14). These maps show the horizontal expanse of the train shed surrounded by low density, multi-use structures, including two-story dwellings on 5<sup>th</sup> Street SE and Water Street, a three-story warehouse on the other side of the iron viaduct that arched over the tracks, and two-story dwellings and warehouses across the tracks.

The train shed survived until 1987 or 1988. The property has resisted development ever since.

Most of these buildings are long-gone. The roads have undergone significant transformation, and the abbatoir has happily relocated. However, this oddly shaped parcel is a relic of early-20<sup>th</sup> century Charlottesville, a remnant worth preserving. As such, it deserves development that recognizes its historic neighbors, and celebrates the particular history of this site.

Guidelines for ADC districts explicitly caution against impacts of massing and height by infill construction on surrounding structures. This proposal does not offer compatible height or massing, which make immediate impacts on densely built, established neighborhoods. Historic buildings like the C&O station and the King building have existed harmoniously with a structure on this site – a long, low, open one. Inspired design, appropriately scaled, that embraces the history of the site and surrounding structures would be a welcome addition to the neighborhood. I urge you to insist upon a proposal that does not ignore its site.

Respectfully, and with appreciation,



C. & O. DEPOT, CHARLOTTESVILLE, VA.—(507)



# Board of Architectural Review (BAR) Certificate of Appropriateness

Please Return To: City of Charlottesville  
Department of Neighborhood Development Services  
P.O. Box 911, City Hall  
Charlottesville, Virginia 22902  
Telephone (434) 970-3130 Fax (434) 970-3359

RECEIVED  
AUG 18 2015  
NEIGHBORHOOD  
DEVELOPMENT SERVICES

Please submit ten (10) copies of application form and all attachments.

For a new construction project, please include \$375 application fee. For all other projects requiring BAR approval, please include \$125 application fee. For projects that require only administrative approval, please include \$100 administrative fee. Make checks payable to the City of Charlottesville.

The BAR meets the third Tuesday of the month.

Deadline for submittals is Tuesday 3 weeks prior to next BAR meeting by 3:30 p.m.

Owner Name Neal Sansovich Applicant Name Andrew Baklwin  
 Project Name/Description 550 Water St. Parcel Number 530162300  
 Property Address 550 E. Water St.

### Applicant Information

Address: 95 Riverbend Dr.  
Chula 22961  
Email: andrew@coreville.com  
Phone: (W) 434 466 6566 (H) \_\_\_\_\_  
FAX: \_\_\_\_\_

### Property Owner Information (if not applicant)

Address: 2000 Red Hill Rd.  
22903  
Email: \_\_\_\_\_  
Phone: (W) \_\_\_\_\_ (H) \_\_\_\_\_  
FAX: \_\_\_\_\_

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

### Signature of Applicant

I hereby attest that the information I have provided is, to the best of my knowledge, correct. (Signature also denotes commitment to pay invoice for required mail notices.)

Andrew Baklwin 4/28/15  
Signature Date

Andrew Baklwin 4/28/15  
Print Name Date

### Property Owner Permission (if not applicant)

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

Neal Sansovich 4/28/15  
Signature Date

Neal Sansovich 4/28/15  
Print Name Date

Description of Proposed Work (attach separate narrative if necessary): New mixed-use building. Requesting  
SPECIAL USE PERMIT TO ALLOW 101' MAX. BUILDING HEIGHT. Requesting Code for  
new construction.

List All Attachments (see reverse side for submittal requirements): Design booklet

<b>For Office Use Only</b>	Approved/Disapproved by: _____
Received by: <u>D. Eubank</u>	Date: _____
Fee paid: <u>37500</u> Cash/Ck. # <u>1283</u>	Conditions of approval: _____
Date Received: <u>8/18/15</u>	_____
	_____



## **550 WATER STREET MIXED-USE DEVELOPMENT**

**CHARLOTTESVILLE BOARD OF ARCHITECTURAL REVIEW**

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS  
OCTOBER 20, 2015 PUBLIC HEARING

ORIG. SUBMITTED 8/28/15

REVISED 9/29/15

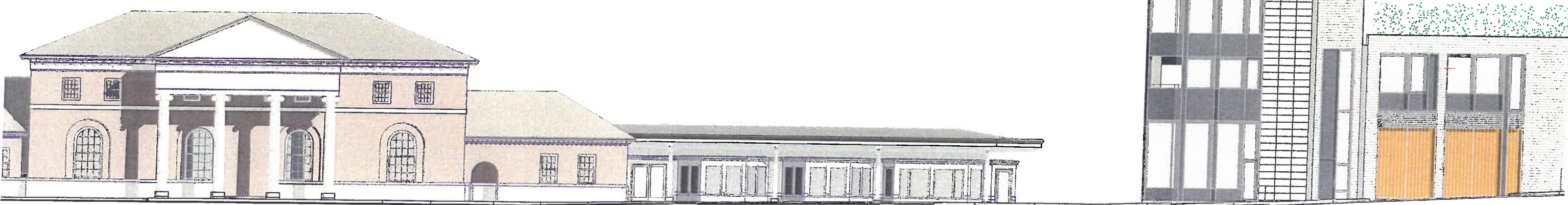






**550 WATER ST MIXED-USE NORTH ELEVATION**

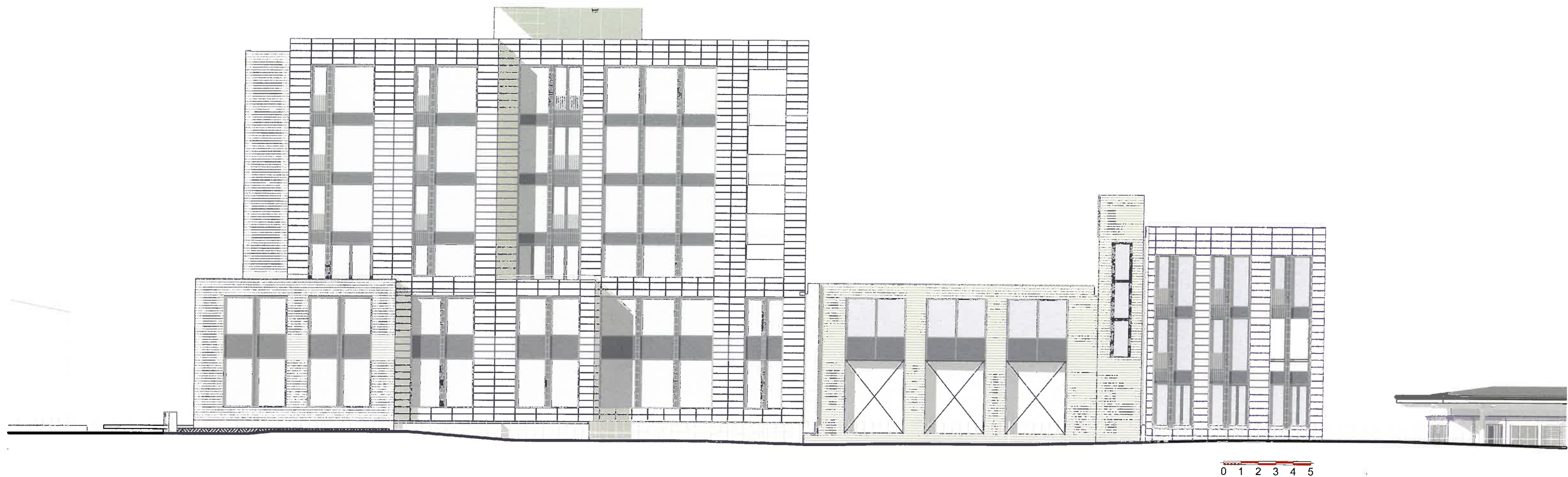
B.A.R. SUBMISSION / FORMWORK DESIGN, llc











**550 WATER ST MIXED-USE SOUTH ELEVATION**

B.A.R. SUBMISSION / FORMWORK DESIGN, llc







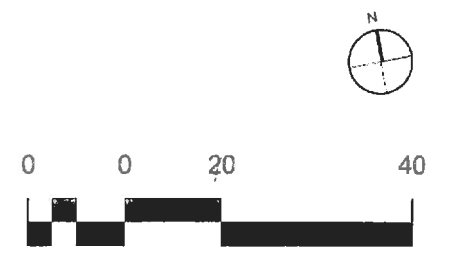




# Water Street Mixed Use

Charlottesville, Virginia

September 29th, 2015



SCALE : 1" = 20'-0"



