

BAR ACTIONS

**CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
Regular Meeting
May 17, 2016 – 5:30 p.m.
City Council Chambers - City Hall**



Welcome to this Regular monthly meeting of the Charlottesville Board of Architectural Review (BAR). Speakers shall identify themselves, and give their current address. Comments shall be limited to the BAR's jurisdiction; that is, regarding the exterior design of the building and site.

For each item, staff will summarize the staff report, after which the applicant may have up to **ten minutes** to present their submittal. Members of the public will be allowed two opportunities to speak on each item: up to **three minutes** to ask questions, and up to **three minutes** to comment. The Chair will first ask for questions from the public, then questions from the BAR. After questions are closed, the applicant may take a seat and allow discussion to proceed. The Chair will ask for comments from the public, then comments from the BAR. Following the BAR's discussion, and before the vote, the applicant shall be allowed up to **three minutes** to respond, for the purpose of clarification. Thank you for participating.

**PLEASE NOTE THE TIMES GIVEN ARE APPROXIMATE AND ARE INTENDED TO BE A GUIDE.
THE ACTUAL MEETING MAY BE LONGER OR SHORTER.**

Members present: Miller, Chair: Mohr, Vice-Chair; Knott, Balut, Graves, Keesecker, Earnst, Schwarz.

Absent: Sarafin.

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7:40 8. Special Use Permit Recommendation

600 West Main Street – Additional density and reduced parking

Keesecker moved to recommend that the proposed special use permit for additional residential density and a reduction in required number of parking spaces for the development of 600 West Main Street will not have an adverse impact on the West Main Street Architectural Design Control (ADC) District, provided the massing and siting as approved by the BAR on February 17, 2016 will not be altered by this special use permit; Balut 2nd; (Approved 7-1 with Miller opposed).

**CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
STAFF REPORT
May 17, 2016**



Special Use Permit Recommendation

512-514, 600 West Main Street

Tax Parcel 290007000 and 290006000

Heirloom West Main Development LLC, Applicant and Owner

Background

512-514 West Main Street

The Hartnagle-Witt House (1884) is a contributing structure in the West Main Street ADC district. It is a Vernacular, 2 story, 6-bay, double-pile duplex house with a more recent one-story diner addition on the façade. Each rental property had an entrance in the center bay of its half of the façade, which are now located inside the diner. Built c 1951, the diner first covered 4 bays, but was extended west to cover 5 bays in 1961-62. It operated first as the Waffle Shop, and currently as the Blue Moon Diner. This property is one of the two remaining vernacular dwellings built along West Main Street in the last half of the 19th century.

August 15, 2006: Applicant presented several renovations for the Blue Moon Diner building. The BAR voted unanimously (9-0) to approve the application with the conditions that the elevated roof will not be built as part of this proposal; all the windows on the front of the diner will remain the same size; and City staff will administratively review for approval the revised counter design.

600 West Main Street

The Hawkins-Perry House (1873) is a contributing structure in the West Main Street ADC District. It is a Vernacular, 2 story, 3 bay, single-pile house, built by James Hawkins, a Ridge Street resident, probably as a rental house. A one-story rear addition covering the western two bays was original to the house. A second story was added to this addition before 1896. A porch to the east was then expanded to two stories with a hip roof matching the one beside it.

Cecil Perry added the store to the front in 1931, and operated the Midway Cash Grocery for 30 years. His family lived above the store. In recent years it was a restaurant, and currently a convenience store. This property is one of the two remaining vernacular dwellings built along West Main Street in the last half of the 19th century.

August 19, 2008: The applicant proposed to obtain permission to allow three soda vending machines and one ice box in front of the building. The applicant also requested permission to locate a propane gas case on the east side of the building. The BAR denied (8-0) the application as submitted.

November 17, 2015 - This application was discussed as a preliminary discussion which requires no motion. The BAR was not in favor of the demolition of the two structures because of their age, they provide scale, they relate to other historic buildings nearby, and they help tell the story of how West Main Street developed from residential to commercial.

January 19, 2016 - Sarafin moved to find that the removal of the rear frame additions to 512-514 West Main Street, and the removal of the front second floor addition to 600 West Main Street satisfy the BAR's criteria and guidelines and are compatible with this property and other properties in the

West Main Street ADC district, and that the BAR approves only those demolitions, as submitted. Earnst seconded. Motion passed (8-0).

Sarafin moved to find that the BAR accepts the applicant's request for deferral of the application for a new mixed-use building. DeLoach seconded. Motion passes (8-0).

February 17, 2016 – The BAR approved (7-1 with Miller opposed) only the massing and siting as submitted.

A preliminary site plan has been approved for this project.

Application

A special use permit has been requested for additional density up to 200 DUA (dwelling units per acre), and for modifications to parking standards to reduce the number of parking spaces from 1 space/unit to 0.5 space/unit and to require no parking spaces for residential units of less than 550 sq feet in size (the proposed studio units). The applicant's request is attached.

The BAR is being asked to make a recommendation regarding the proposed special use permit (SUP) as follows:

Relevant Code Section: Sec. 34-157(7). *When the property that is the subject of the application for a special use permit is within a design control district, city council shall refer the application to the Board of Architectural Review (BAR) or Entrance Corridor Review Board (ERB), as may be applicable, for recommendations as to **whether the proposed use will have an adverse impact on the district, and for recommendations as to reasonable conditions which, if imposed, that would mitigate any such impacts.** The BAR or ERB, as applicable, shall return a written report of its recommendations to the city council.*

Discussion and Recommendations

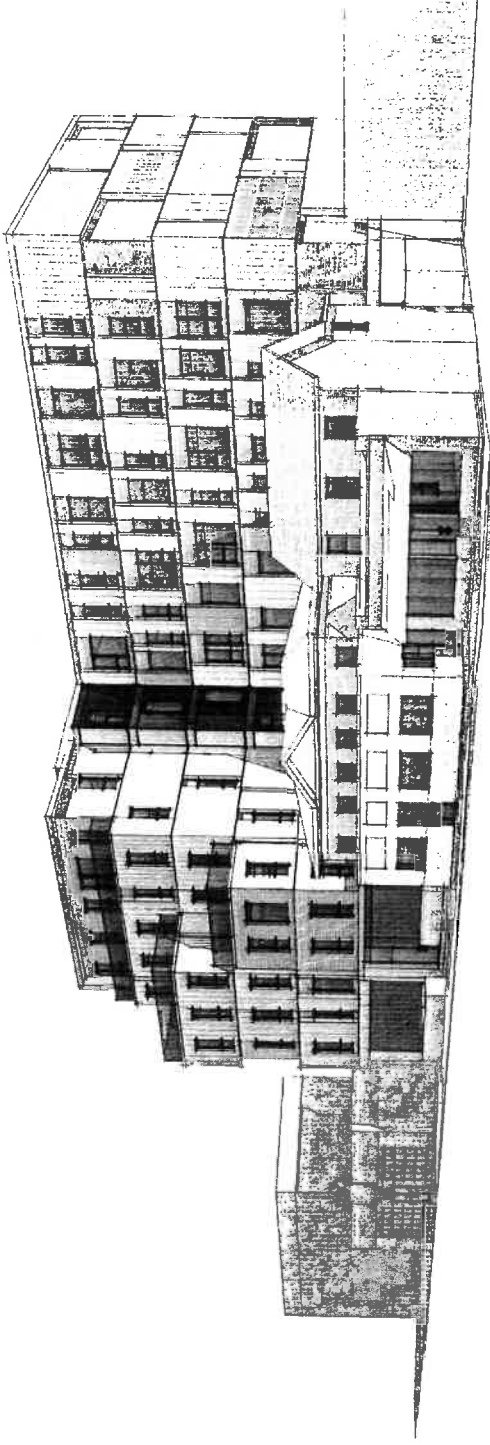
On May 10, 2016 the Planning Commission recommended approval of the SUP with conditions, including 0.5 parking space/unit; 180 DUA density; an indoor/outdoor lobby/courtyard space; and max. 40% studio efficiency units (with the remainder being 1- and 2- bedroom units), none of which are less than 450 square feet. City Council will make a final decision on June 6.

Before City Council takes action to permit the proposed use, they must consider the BAR's opinion whether there are any adverse impacts to the West Main Street ADC district that could be mitigated with conditions. A special use permit is an important zoning tool that allows City Council to impose reasonable conditions to make a use more acceptable in a specific location, and to "protect the welfare, safety and convenience of the public."

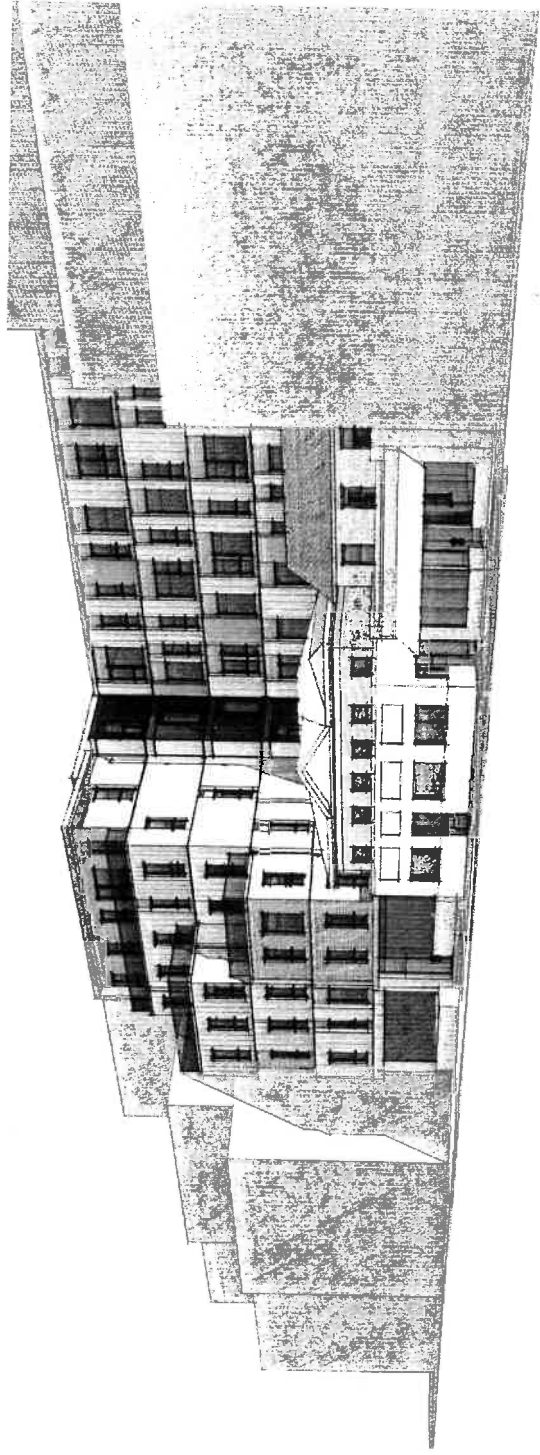
Because the BAR already approved the massing and siting of the building, staff recommends that the SUP allowances for the proposed use will not have an adverse impact on the West Main Street ADC district, provided that the BAR-approved massing and siting of the building will not be altered.

Recommended Motion

I move to recommend that the proposed special use permit for additional residential density and a reduction in required number of parking spaces for the development of 600 West Main Street **will not** have an adverse impact on the West Main Street Architectural Design Control (ADC) District, provided the massing and siting as approved by the BAR on February 17, 2016 will not be altered by this special use permit.

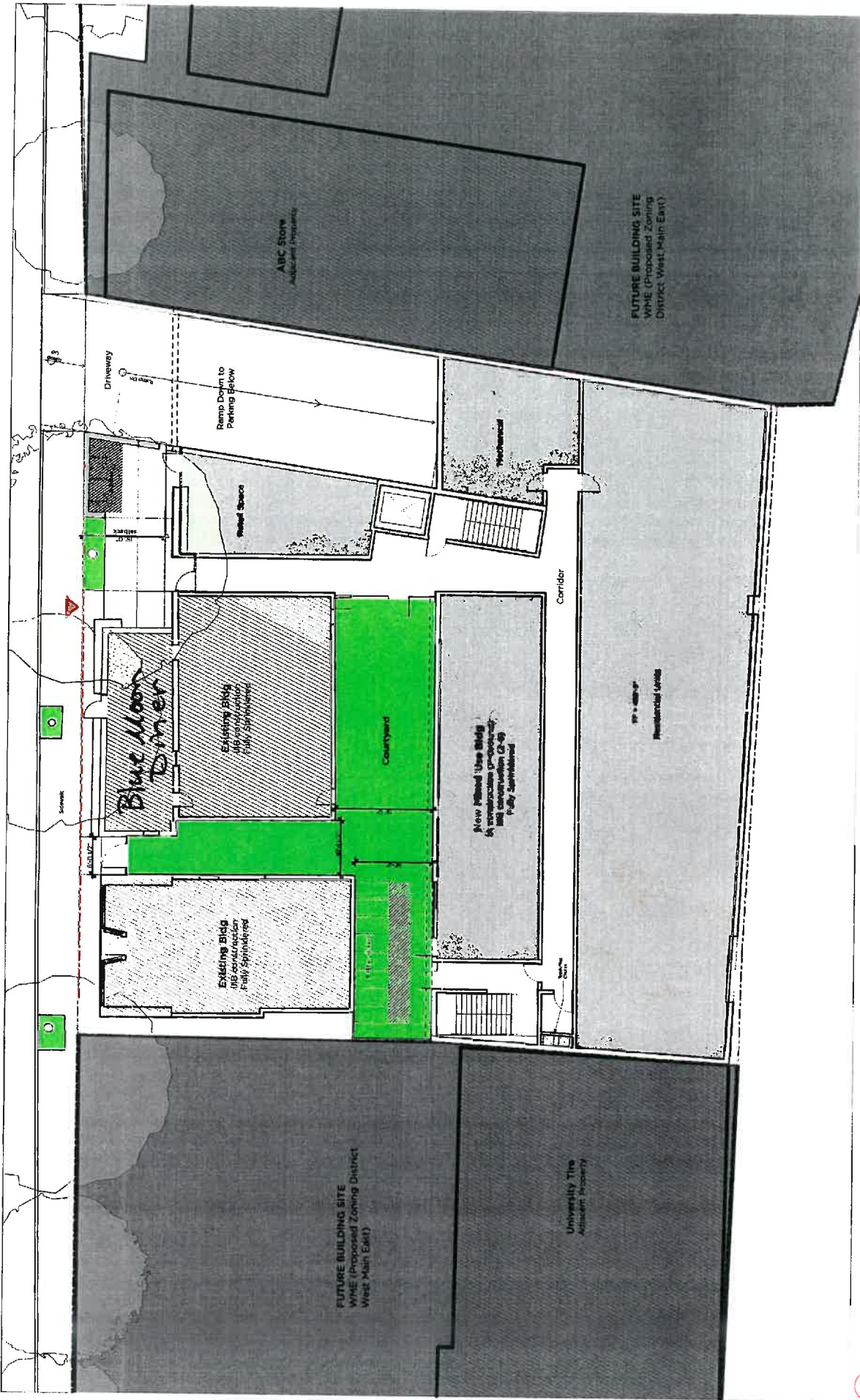


VIEW OF 510-600 WEST MAIN PROJECT



VIEW OF PROJECT BLOCKED BY FUTURE WMS DEVELOPMENT

Massing + Siting approved 2/17/2016



Massing + Siting approved 3/17/2016



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13 May 2016

Mary Joy Scala, Design Planner
Department of Neighborhood Development Services
City of Charlottesville
610 East Market Street
Charlottesville, VA 22902

Re: Special Use Permit SP16-00003 Blue Moon Redevelopment

Dear Ms. Scala,

I represent Heirloom West Main Development LLC, applicant for a special use permit for the proposed Blue Moon Redevelopment project on West Main Street. I wish to confirm for you that the special use permit request for additional density and modification of parking requirements will not have any affect on the massing or siting of the proposed building at 600 West Main Street. The building's massing and siting continue to remain as unanimously approved by the Board of Architectural Review at their February 17, 2016 meeting. The special use permit requested will simply enable better utilization of the approved building envelope for residential units, and the parking modification will allow a reduction in the amount of off-site parking that the project will need to provide.

It is anticipated that the architectural firm handling the project, Bushman Dreyfus, will be appearing before the BAR in the near future to present facade designs for review and approval. At this time, the applicant would greatly appreciate the BAR's support of the special use permit request.

Respectfully,

Maynard Sipe

cc: Jeff Levien
Jeff Dreyfus

Blue Moon Redevelopment
Special Use Permit Application
Request for Additional Density and Parking Modifications
Narrative Statement
March 21, 2016

Heirloom West Main Development LLC (the "Applicant"), owner of properties located at 510, 512, 514 and 600 West Main Street (and in City records as Tax Map 29 Parcels 6, 7 and 8), requests approval of a special use permit to allow residential density on the properties up to 200 units per acre. This request is in accordance with Section 34-641 of the City's Zoning Ordinance. The Applicant also requests a modification of certain parking requirements.

Request for Additional Density

The Applicant anticipates constructing a variety of housing units ranging from one and two bedroom units to studio units. Approval of additional density up to 200 units per acre will enable the Applicant to provide this broad range of unit types and offer them at a variety of price points to potential residents. Keeping with the current restrictions on density would result in large, expensive, units geared to one segment of the residential market. Approval of the additional density will enable the project to positively impact the housing stock and options available in the West Main Street and central city area.

Request for Parking Modification

As well as requesting approval of additional density, the Applicant requests approval of modifications to the parking requirements set out in the Zoning Ordinance. Such modifications are permitted under the Zoning Ordinance.

In particular, the Applicant request approval to reduce the parking space requirement for residential units under 550 square feet in net floor area (the proposed studio units) to zero, and the requirement for all other residential units to 0.5 spaces per unit.

The Applicant is providing on site parking, per the approved preliminary site plan, that would comply with the requested parking relief. See the chart below.

Because the project is located in a mixed-use urban, transit oriented, setting, with employment, shopping, and public transportation within easy walking distance, it is anticipated that the parking demand by residents will be minimal; and consistent with industry standard parking requirements for similar residential buildings. Mass transit is convenient with public bus lines running right along West Main Street, plus local and regional train service being available at the nearby station a few blocks away. Cab service is also readily available. Facilities will be provided on site for bicycle parking to encourage bicycle usage.

Requested Parking Modification				
	Parking Rate	Total		Parking Required
Residential	0.5/unit	42	units	21
Residential ("studios")	0/unit	14	units	0
Commercial	0 if each space is < 5000 sf	5387	sf	0
Total Required				21

Prior Approved Site Plan and Density

The Applicant recently received approval of a preliminary site plan for a building to be located on the properties (see Attached). This site plan approval included approval of up to 15 residential units as permitted under the by-right residential density provided for in the City's Zoning Ordinance. At this time, the Applicant seeks to be permitted to provide additional residential units so that the Applicant can provide a variety of unit types that will meet the diverse needs of potential residents.

Conformity with Comprehensive Plan

Additional density will be in keeping with the goal of the City as expressed in the Comprehensive Plan. The Comprehensive Plan's land use map designates the properties for mixed-use. The additional residential units will help to foster the creation of a vibrant mixed-use neighborhood along West Main Street. While there are a range of businesses along West Main Street, there are few housing opportunities along the eastern portion of West Main Street. This project will provide such housing.

This project will also serve towards meeting the City's Comprehensive Plan goals to "grow the housing stock" and "promote housing options." The Applicant expects to include in the project a number of market-rate (non-student) studio units which will provide a housing option not presently available in the West Main or Downtown areas.

Potential Impacts

Approval of additional density for the project will have minimal impact on the West Main Street area. The residential density requested is provided for in the Zoning Ordinance as a permitted use and thus the City has already decided the density is appropriate for the zoning district. Other projects along West Main Street have been approved for additional residential density beyond that permitted by right. The West Main Street corridor is anticipated to develop as an urban mixed-use

environment, and the additional density will contribute to that desired environment. Any impacts associated with increased density are mitigated by the proximity of the project to employment and retail centers, mass transit and the provision of bicycle facilities.

It is anticipated that many residents will choose to live in the project precisely because they will be able to walk to work, shopping, and transit. Because West Main is well served by bus and train transit as well as cab service, residents will have transportation options. Bicycle facilities will be provided and much of the City is within "bike-able" distance from the project.

Existing Affordable Housing

There are no existing "affordable dwelling units" on the properties. There will thus be no loss of affordable housing. The project is planned to include a mix of units, including studio units, at a variety of price points. This is a better option than what would be built under the existing zoning density (15 large, expensive units).

Compliance with USBC Provisions

The project will be constructed in complete compliance with all building code requirements.

Conclusion

The proposed redevelopment of the properties will be in keeping with the City's goals as expressed in the Comprehensive Plan for creating a mixed-use, urban neighborhood along West Main Street. The project will greatly enhance the vibrancy of the eastern portion of West Main Street by bringing an increase in the number of residents along the corridor. By offering a variety of housing types oriented to those who seek to live, work and shop within a walkable setting, the project will be filling a niche for housing that is currently underserved. Approval of the special use permit allowing residential density up to 200 units per acre will enable all this to be achieved, and because the project will be within a walkable urban setting with access to transit, modification of parking requirements is appropriate.