

From: Scala, Mary Joy
Sent: Friday, September 29, 2017 4:17 PM
To: Cadgene, Allan; Bruce Wardell
Subject: BAR Action - 810 W Main Street - September 19, 2017

September 29, 2017

Bruce Wardell
BRW Architects
112 4th Street NE
Charlottesville, VA 22902

RE: Preliminary Discussion
BAR 17-09-06
810 West Main Street
Tax Parcel 300002000
Allan H Cadgene, Owner/ Bruce Wardell, BRW Architects, Applicant
Union Station Expansion

Dear Applicant,

The above referenced project was discussed before a meeting of the City of Charlottesville Board of Architectural Review (BAR) on September 19, 2017. The following action was taken:

No action was taken because the applicant requested a preliminary discussion. Some of the comments were:

CAS noted the addition is not deferential to the historic building.
BG said greater site plan consideration is needed- where do you enter the building? The west façade of 2nd story should match east façade because it is visible from trains.
SB said massing and composition of buildings is appropriate. Noted roof pitch differences; no good way to resolve. Agreed with CAS that arch is a "near miss" should be shallower to match segmental arches over windows.
There was discussion how to articulate the addition so it is distinct from rest of building. Perhaps gray brick with matching mortar. Mousetooth detail on existing building was discussed.
There was discussion about pulling the baggage addition back from the front wall of the main building.
The owner should be asked if the original Union Station (now Wild Wings) could revert back to a station use, eliminating the need for an addition?

You may listen to the complete discussion on the archived video here:
http://charlottesville.granicus.com/MediaPlayer.php?view_id=2&clip_id=1248

If you have any questions, please contact me at 434-970-3130 or scala@charlottesville.org.

Sincerely yours,

Mary Joy Scala
Preservation and Design Planner

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

**CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
STAFF REPORT
September 19, 2017**



Preliminary Discussion

BAR 17-09-06

810 West Main Street

Tax Parcel 300002000

Allan H Cadgene, Owner/ Bruce Wardell, BRW Architects, Applicant

Union Station Expansion

Background

810 West Main Street was built in 1885. The baggage room was doubled in size in 1905. The station was remodeled in 1913-1918. (historic survey attached)

The baggage rooms were remodeled in 1997 for the current Amtrak Station. The former Union Station was remodeled in 2000 for a restaurant.

November 19, 1996 – BAR approved renovation of baggage building in concept.

January 21, 1997 – BAR approved baggage room renovation.

February 18, 1997 – BAR conditionally approves use of asphalt shingles.

May 18, 1999 – BAR deferred application to replace slate roof with asphalt shingles.

June 15, 1999 – BAR defers application for Wild Wings addition.

May 10, 2000 – BAR approves renovation of Union Station for restaurant.

September 19, 2000 – BAR approves stair and small canopy; denies rooftop mechanical units.

October 17, 2000 – BAR approved rooftop units with screening.

May 24, 2010 – Site plan approved for parking lot improvements.

Application

The applicant is requesting a preliminary discussion for a two-story addition to the south side of the Amtrak station, and one story additions to the baggage/handling area. To accommodate additional service, Amtrak facilities standards require an expansion/improvement to the existing facility.

Proposed materials include: brick, aluminum clad wood windows, painted wood trim, painted metal railings, metal roof, and other masonry elements.

The existing one-story restroom area on the rear of the Amtrak Station creates a hyphen for the proposed new rear addition.

An expanded baggage/handling area is proposed between the original Union Station (Wild Wings Café) and the former baggage rooms (existing Amtrak Station). The front wall extends even with the front façade of the former Union Station building, and its width extends beyond the front of the Amtrak Station and the rear of the former Union Station.

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.*

Standards for Review of Construction and Alterations include:

- (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 and Additions:

P. Additions

The following factors shall be considered in determining whether or not to permit an addition to a contributing structure or protected property:

(1) Function and Size

- a. Attempt to accommodate needed functions within the existing structure without building an addition.*
- b. Limit the size of the addition so that it does not visually overpower the existing building.*

(2) Location

- a. Attempt to locate the addition on rear or side elevations that are not visible from the street.*
- b. If additional floors are constructed on top of a building, set the addition back from the main façade so that its visual impact is minimized.*
- c. If the addition is located on a primary elevation facing the street or if a rear addition faces a street, parking area, or an important pedestrian route, the façade of the addition should be treated under the new construction guidelines.*

(3) Design

- a. New additions should not destroy historic materials that characterize the property.*
- b. The new work should be differentiated from the old and should be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

(4) Replication of Style

- a. A new addition should not be an exact copy of the design of the existing historic building. The design of new additions can be compatible with and respectful of existing buildings without being a mimicry of their original design.*
- b. If the new addition appears to be part of the existing building, the integrity of the original historic design is compromised and the viewer is confused over what is historic and what is new.*

(5) Materials and Features

- a. Use materials, windows, doors, architectural detailing, roofs, and colors that are compatible with historic buildings in the district.*

(6) Attachment to Existing Building

- a. Wherever possible, new additions or alterations to existing buildings should be done in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the buildings would be unimpaired.*
- b. The new design should not use the same wall plane, roof line, or cornice line of the existing structure.*

Discussion and Recommendations

The proposed addition is well designed and appropriate in scale and materials, except for the addition to the baggage handling area.

The front wall of the baggage/handling addition should be pulled back behind the façade of the former Union Station façade, and preferably also behind the front façade of the Amtrak Station. The width should be pulled back so it does not cover the front façade of the Amtrak Station, nor the rear façade of the former Union Station.

Architectural And Historic Survey



104-23

Identification

STREET ADDRESS: West Main Street
MAP & PARCEL: None
CENSUS TRACT AND BLOCK: 1-304
PRESENT ZONING: B-3
ORIGINAL OWNER: Virginia Midland Railway
ORIGINAL USE: Railway Station
PRESENT USE: Railway Station
PRESENT OWNER: Southern Railway System
ADDRESS: P.O. Box 1808
Washington, D.C. 20013

HISTORIC NAME: Union Station, Charlottesville
DATE / PERIOD: 1885, 1905, 1913-1918
STYLE: No Identifiable Style
HEIGHT (to cornice) OR STORIES: 2 Storeys
DIMENSIONS AND LAND AREA: Unknown
CONDITION: Fair
SURVEYOR: Thomsen
DATE OF SURVEY: Summer 1977
SOURCES: City/County Records John Dodson, Station Master
VA. SCC, Public Service Taxation Division
Southern Railway System, Washington, D.C.

ARCHITECTURAL DESCRIPTION

Union Station, Charlottesville, of the Southern Railway is a small complex of three buildings. At the east end of the parking area is located a long, narrow freight depot built in 1895. This building is a single storey frame structure with the widely overhanging eaves of a gable roof projecting above loading platforms along the sides.

The main terminal, built in 1885, appears today essentially as it was remodeled in 1913-1918. Just east of the passenger depot stands the baggage depot, consisting of two, small, single-storey rectangular structures sharing a common long wall, the eastern section being the older. Construction is of brick, with pressed-brick veneer and mouse-tooth string courses at window sill and lintel levels. Separate gable roofs cover each section, terminated at the rear (south) by jerkenhead gables and the front (north) by separate stepped parapets.

The passenger terminal is a large two-storey rectangular building, also of brick construction. First storey brick treatment conforms to that of the baggage depot, while second-storey ornament includes a second-floor-level white-plaster string course, and corner and side wall brick rustication strips suggestive of quoining. The main building is gable-roofed, covered with slate, and has simple boxed cornice with returns. Windows at first-floor level are two-over-two light, double-hung sash with segmental arch heads and lintel hoods (painted white). Second floor windows are one-over-one light sash with segmental-arch lintels along the side, and in each end stands a large Palladian window below a semi-elliptical arch. A single-storey, flat-roofed ell abuts the west side of the depot.

HISTORICAL DESCRIPTION

An agreement dated April 29, 1885 (ACDB 85-149) between the Charlottesville and Rapidan Railroad, the Virginia Midland Railway, and the Chesapeake and Ohio Railroad, sets forth the details of a plan for the three parties to purchase common land at their junction between Charlottesville and the University of Virginia for used as a joint or "Union" terminal. A plat of the area dated June 1886 (ACDB 88-176) shows the completed station in place. The baggage room was doubled in size in 1905. An extensive program of remodeling and expansion, including the shifting of some tracks and the adding of a new main-line track was begun in 1913 and continued through 1918. Plans for the work were drawn by the in-house chief engineer, MW & S, and the contract was let to George Leigh & Brothers for \$16,561. Although most of the sheds and a pedestrian bridge to Main Street were removed in the 1950's, the appearance of the station as it now stands is largely the result of the early remodeling.

SIGNIFICANCE

This is a fine example of a late 19th century vernacular railroad station. Three railways joined together to build this depot at the junction of their lines.



**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 Email scala@charlottesville.org

RECEIVED

AUG 29 2017

NEIGHBORHOOD DEVELOPMENT SERVICES

Please submit ten (10) hard copies and one (1) digital copy of application form and all attachments.
Please include application fee as follows: New construction project \$375; Demolition of a contributing structure \$375;
Appeal of BAR decision \$125; Additions and other projects requiring BAR approval \$125; Administrative approval \$100.
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 Allan H. Cadgene Applicant Name Bruce Wardell, BRW Architects
Project Name/Description Union Station Expansion Parcel Number 300002000
Project Property Address 810 W MAIN ST.

Applicant Information

Address: 112 4th ST NE
Charlottesville VA 22902
Email: bwardell@brw-architects.com
Phone: (W) 977-7160 (C) 0

Union Station Partners, LLC
Property Owner Information (if not applicant)

Address: 2088 Union Street, No. 1
Email: allan@allmar1.com
Phone: (W) 415-474-4444 (C) 415-425-2501

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] Date 8/29/2017
Print Name Bruce Wardell

Property Owner Permission (if not applicant)

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

[Signature] Date August 26, 2017
Print Name Allan H. Cadgene

Description of Proposed Work (attach separate narrative if necessary): SEE ATTACHMENT

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

16- Page Booklet

For Office Use Only

Received by: S. Barnore
Fee paid: \$125.00 Cash/Chk. # 9863
Date Received: 8/29/2017

Revised 2016

P17-0157

Approved/Disapproved by: _____

Date: _____

Conditions of approval: _____

CITY OF CHARLOTTESVILLE

"A World Class City"

Department of Neighborhood Development Services

City Hall Post Office Box 911
Charlottesville, Virginia 22902
Telephone 434-970-3182
Fax 434-970-3359
www.charlottesville.org



September 5, 2017

Dear Sir or Madam:

This letter is to notify you that the following application has been submitted for review by the City of Charlottesville Board of Architectural Review on property that is either abutting or immediately across a street from your property, or that has frontage on the same city street block.

Certificate of Appropriateness Application

BAR 17-09-06

810 West Main Street

Tax Parcel 300002000

Allan H Cadgene, Owner/ Bruce Wardell, BRW Architects, Applicant

Union Station Expansion

The Board of Architectural Review (BAR) will consider these applications at a meeting to be held on **Tuesday, September 19, 2017, starting at 5:30 pm in the City Council Chambers, City Hall**. Enter City Hall from the Main Street pedestrian mall entrance and go up one floor.

An agenda with approximate times and additional application information will be available on the BAR's home page accessible through <http://www.charlottesville.org>. If you need more information, please do not hesitate to contact me at 434-970-3130 or scala@charlottesville.org.

Sincerely yours,

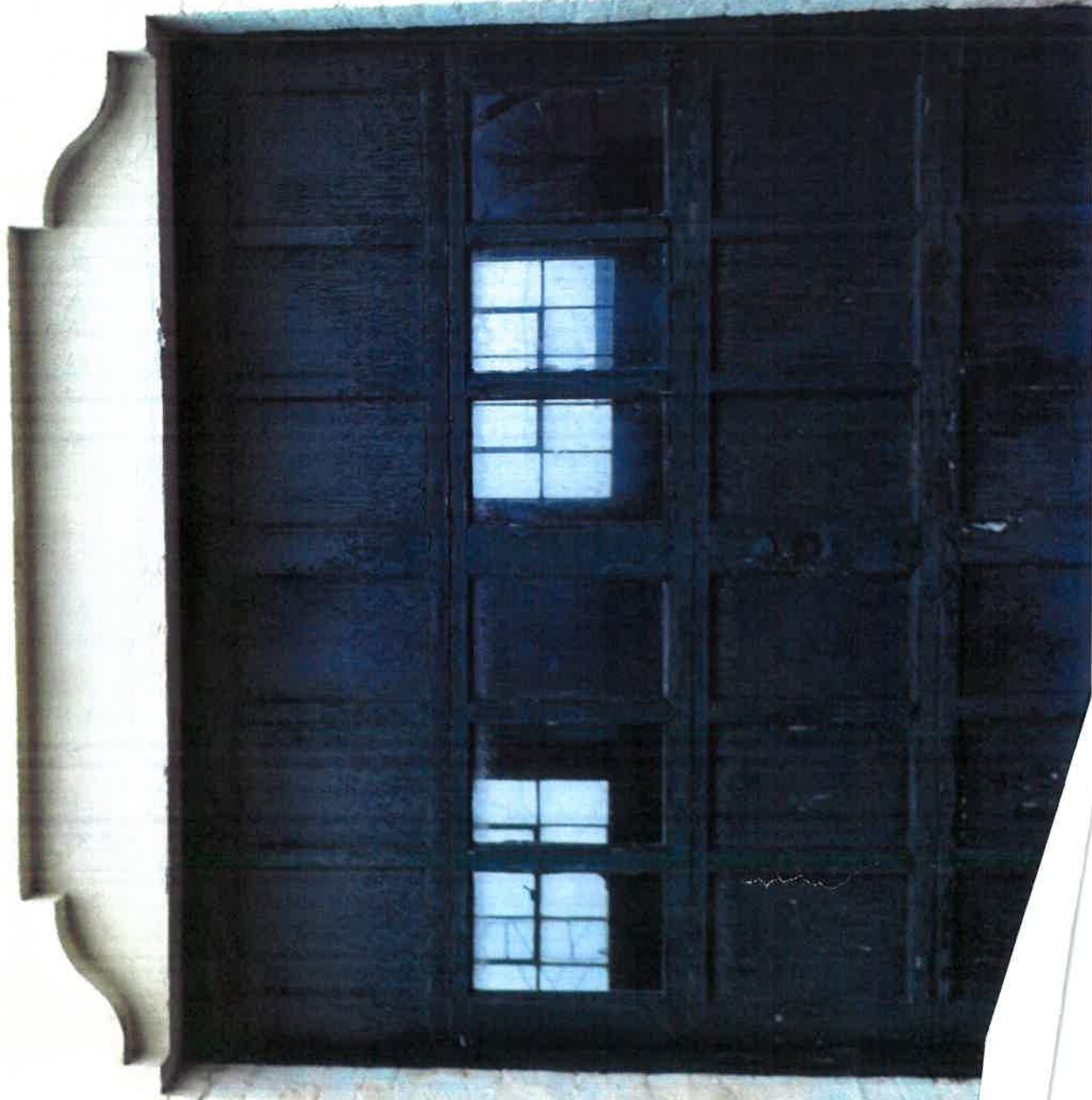
Mary Joy Scala, AICP

Preservation and Design Planner

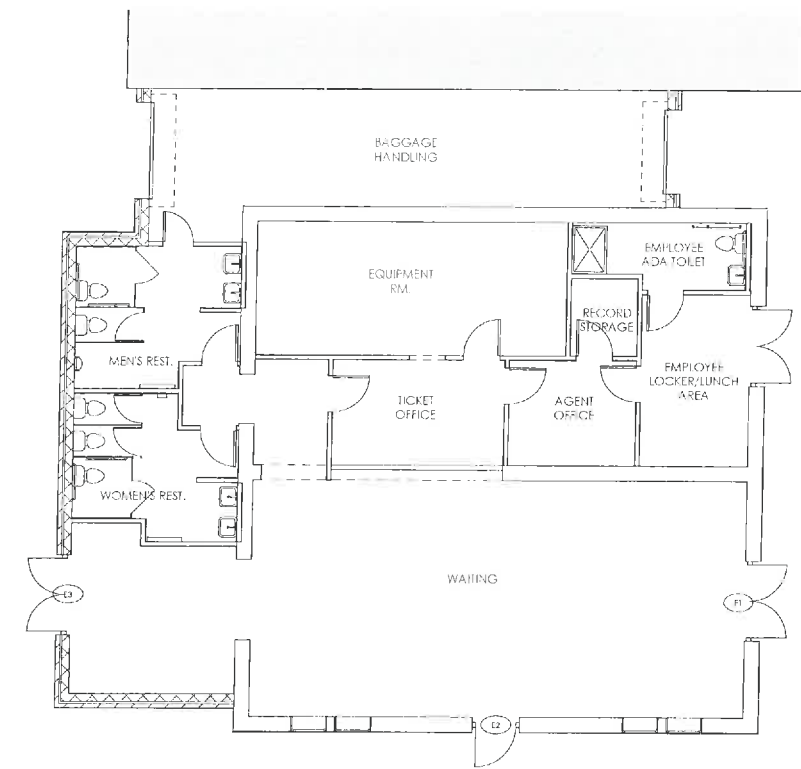
Mixed Use

KABBASH, FOX & GENTRY
COMMERCIAL REAL ESTATE

www.lednikabba



CUS
PARK
UNAUTHOR
VESSELS
AT OWN
24 HRS. A
COLLUI
202 S
434



West Main Street East - Station Expansion

Preliminary ARB Meeting
9.19.2017

Thank you for considering our preliminary design work for an addition to the existing Union Station building, currently used by Amtrak to serve our community's needs for both commuter and destination travel by rail. In the future, an expansion of train service is desired and planned for this location including an increase to train frequency for some commuter lines. To accommodate the additional service, Amtrak facilities standards require an expansion / improvement to the existing facilities. Upgrades and increase to spaces dedicated to Waiting Area, baggage handling, and support services for customers and employees of Amtrak will be reviewed by Amtrak officials as the expansion project is considered. (In fact, the current facility does not meet Amtrak standards but has been operating at a 'sub-standard' level for facility service for some time.) Unfortunately, Amtrak has made it clear no expansion of service at this Station will be provided unless the facility can accommodate the increased demands on the facility that accompany increased passenger travel and train frequency.

As we considered the program, existing historic building, and project site our design ideas were guided by the Board of Architectural Review's "Architectural Design Control Districts - Design Guidelines", particularly as they relate to Chapter III" /Additions. Of course, Chapter III of the Guidelines begin with a reference to the Secretary of the Interior's Standards for Rehabilitation:

- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired

With the text below and the images on the following pages, we will provide our preliminary design ideas for the new addition. To aid your preliminary consideration of our approach, please find the following brief summary of notes related to specific portions of Chapter III of the Guidelines and how our design may (or may not?) address the particulars of the guidelines under the general guidance of the Secretary's Standards. An outline of Chapter III is provided, along with italic text of our preliminary description of building elements and design approach that attempt to meet the intent of the Guidelines.



Per Chapter III of the Guidelines: New Construction & Additions

- A. Introduction
 - a) Sustainability
 - We've preserved the entirety of the existing building and continue to plan to reuse it as the Station location. The existing building is incorporated into the design and function of the new building (in terms of programming) without compromising the integrity of the historic building design elements.
 - The new addition will include durable materials similar to those used in the historic building (brick, alum clad wood windows, painted metal railings, metal roof, other masonry elements.)
 - The new addition and renovation of the existing building will incorporate new technologies to meet or exceed current energy standards
 - As the center for rail travel in our community, this project inherently meets the goals for reducing dependence on automobile use.
 - b) Flexibility
 - We have considered the Guidelines as general recommendations but have not made an attempt to replicate the adjacent historic building.
 - c) Building Types within the Historic Districts
 - This building/addition could be considered a traditional commercial infill project as it occupies an unused (but visible) portion of the site in an effort to move passengers closer to their departure platform(s)
- B. Setback
 - The primary façade of our building respects the setback line established by the Historic building
 - The rear façade of the addition moves beyond the rear line of the Historic building, but this will help shield some of the service elements/functions of the Station from view by arriving passengers without compromising the general massing of the Building
- C. Spacing
 - Our addition adjoins the existing building directly. There is no space created between the new addition and the historic structure, however the façade treatment and slight offset does help distinguish the old from the new.
- D. Massing & Footprint
 - We believe the massing and footprint of the building is respectful of the Historic Structure.
 - We've also placed the new addition to the rear of the existing building in deference to the visibility of the Historic Building's primary façade (as viewed from Drewry Brown Bridge and West Main Street)
 - Multiple roof levels and shapes are used to break down the scale/massing of the new addition.
- E. Height & Width
 - We believe the height and width of the addition are respectful of the Historic Structure.
 - Height of the ridge line of the addition is lower than the primary ridge line of the existing building.

- F. Scale
- Similar to the existing building, the new addition incorporates some building elements, like watertable and eave line, that help building scale relate to the size of a visitor.
 - Massing of the roof forms is the primary method used to reduce perceived scale of the addition.
- G. Roof
- a) Roof Forms and Pitches
 - b) Roof Materials
 - c) Rooftop Screening
- The roof form respects the gable of the original building
 - The new roof materials will be metal to help distinguish the old from new. (Existing roof is shingle)
- H. Orientation
- The new addition does not provide a new point of entry to the facility for passengers, so the Station entrance and primary façade are respected and maintained.
- I. Windows & Doors
- We've provided new openings for the addition that have larger glass area in an effort to bring more light to the interior
 - New windows have vertical orientation to respect the existing building.
 - New primary window opening is recessed
 - All glass in the new openings are intended to be "clear"
 - Existing windows in the existing building will remain and will not be altered.
- J. Porches
- Our design for addition does not include traditional 'porches' but we have used some roof areas to reduce massing as noted above.
- K. Street-Level Design
- Our street level design does NOT include blank walls, we have intentionally 'opened up' the new/expanded Waiting Area to allow for more light and more visibility into and from the interior space.
- L. Foundation & Cornice
- Our design uses similar watertable detailing to distinguish the base of the building
 - The cornice will have articulated details / brackets to distinguish the eave on the gable ends at the east facade.
 - The edge of the roof will be metal.
- M. Materials & Textures
- The new addition will have brick (unpainted), aluminum clad wood windows, a metal standing seam roof, and metal railings. Some areas will have masonry details in either precast, brick specialty shapes, or stone (if any, to be determined)
- N. Paint
- Metal railings and details will be painted
 - Wood brackets at east eave will be painted.
 - Painted surfaces will be limited at other portions of the new addition.
 - Traditional colors of 'black', dark bronze, dark gray, or 'white' will be used in deference to the existing building. Final colors to be determined as the design process continues.



- O. Details & Decorations
- Initial design for the new addition includes wood brackets similar to (but copied from...) the original historic building.
 - Watertable detail will help reinforce pedestrian scale.
 - Masonry details surrounding the new opening in the east wall will be reminiscent of the large openings on the historic building, but will not be duplicates. The new addition will rely on unpainted masonry elements to provide ornamentation to the new opening.
- P. Additions
- We have made an attempt to accommodate the increased functional needs of the Station within the footprint, but by programming necessity the expansion of the building is required. In an effort to meet ADC guidelines for additions, our design for the addition:
1. Locates the addition to the rear and side elevation (2a)
 2. Set the additional floor height/massing back from the Main façade (2b)
 3. Does not destroy the historic materials that characterize the property (3a)
 4. New work is differentiated from old (the new brick addition will NOT be painted) and the massing/size/scale is compatible with the adjacent historic building. (3b)
 5. The new work/addition is not an exact copy of the original, we have emphasized larger glass openings in the new addition and simplified our masonry openings. (4a)
 6. We believe by location and massing the new addition will be viewed as an addition and will not be confused as an original part of the historic building. (4b)
 7. Our material palette for the new building includes brick, painted wood trim, masonry elements, exposed painted steel channel (at edge of elevated deck(s), aluminum clad wood windows (some operable, some fixed) metal roof (with skylight) and new metal railing systems.





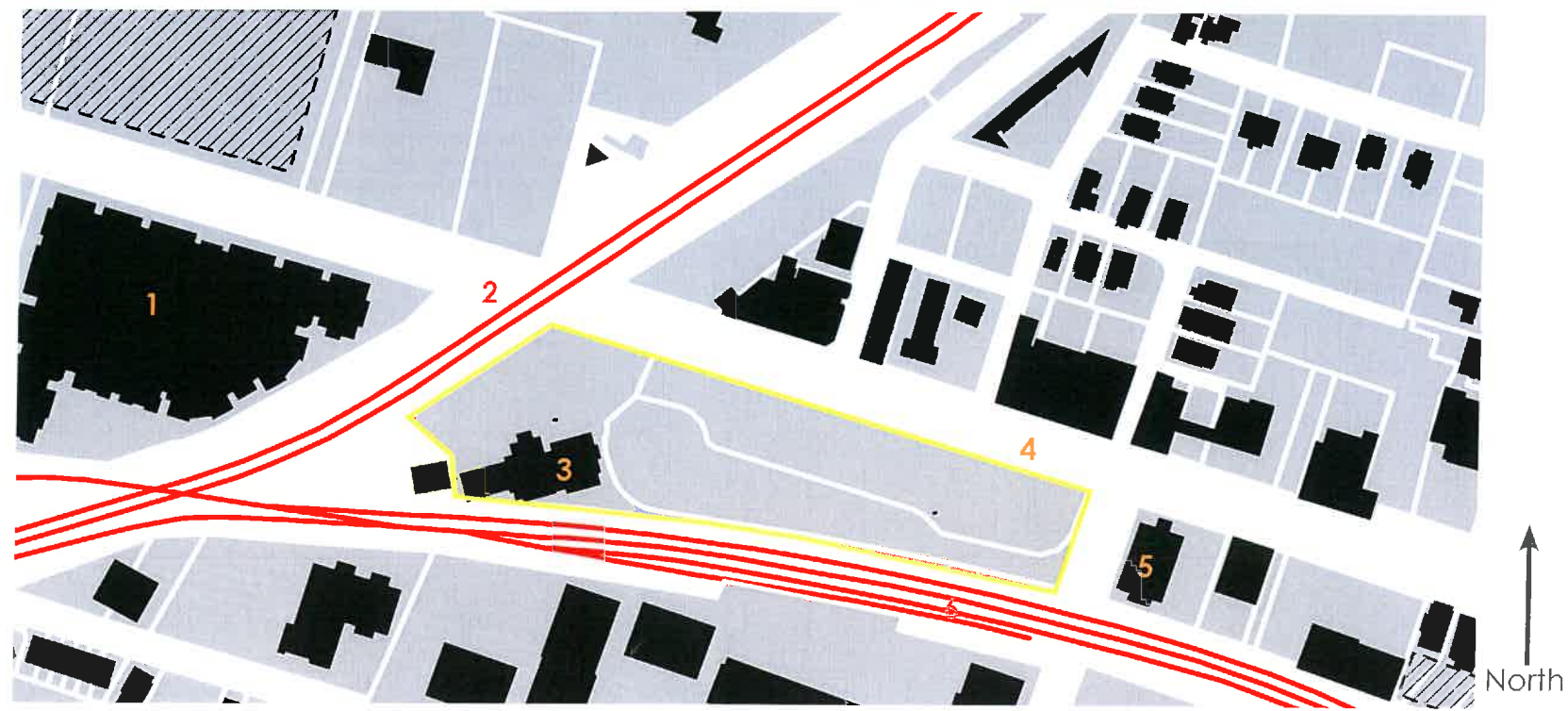
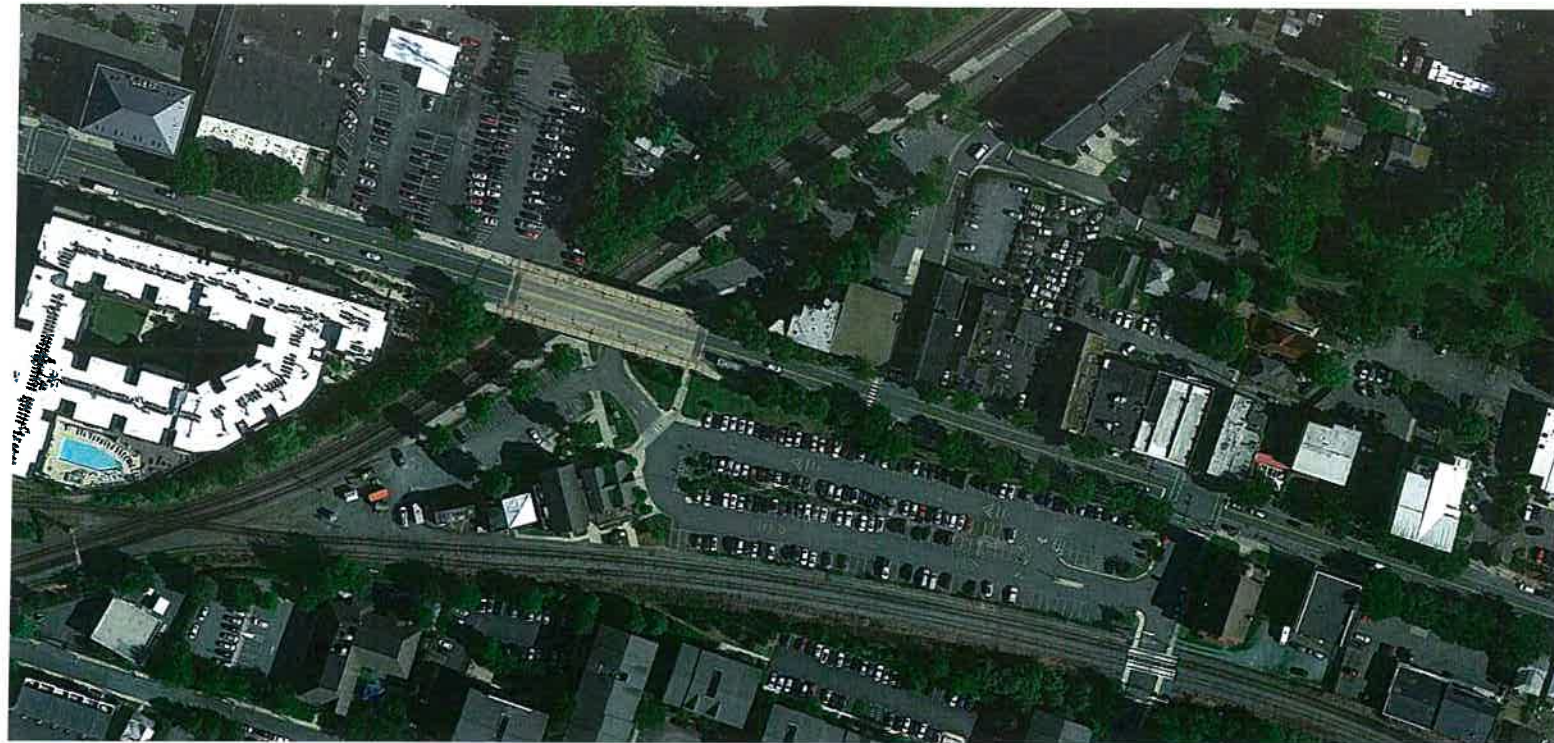
1. The Flats



2. Bridge



3. Union Station



4. West Main Street Edge



5. First Baptist Church



6. Track Edge



A



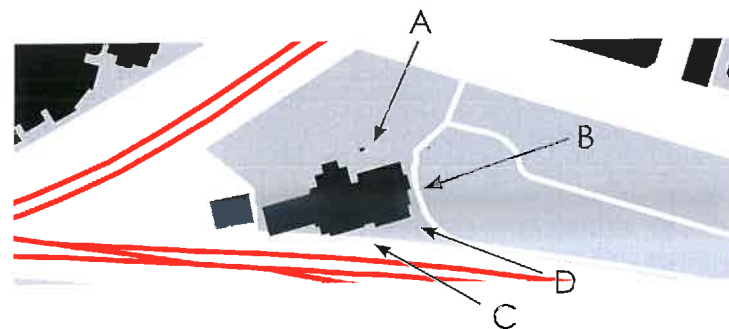
B



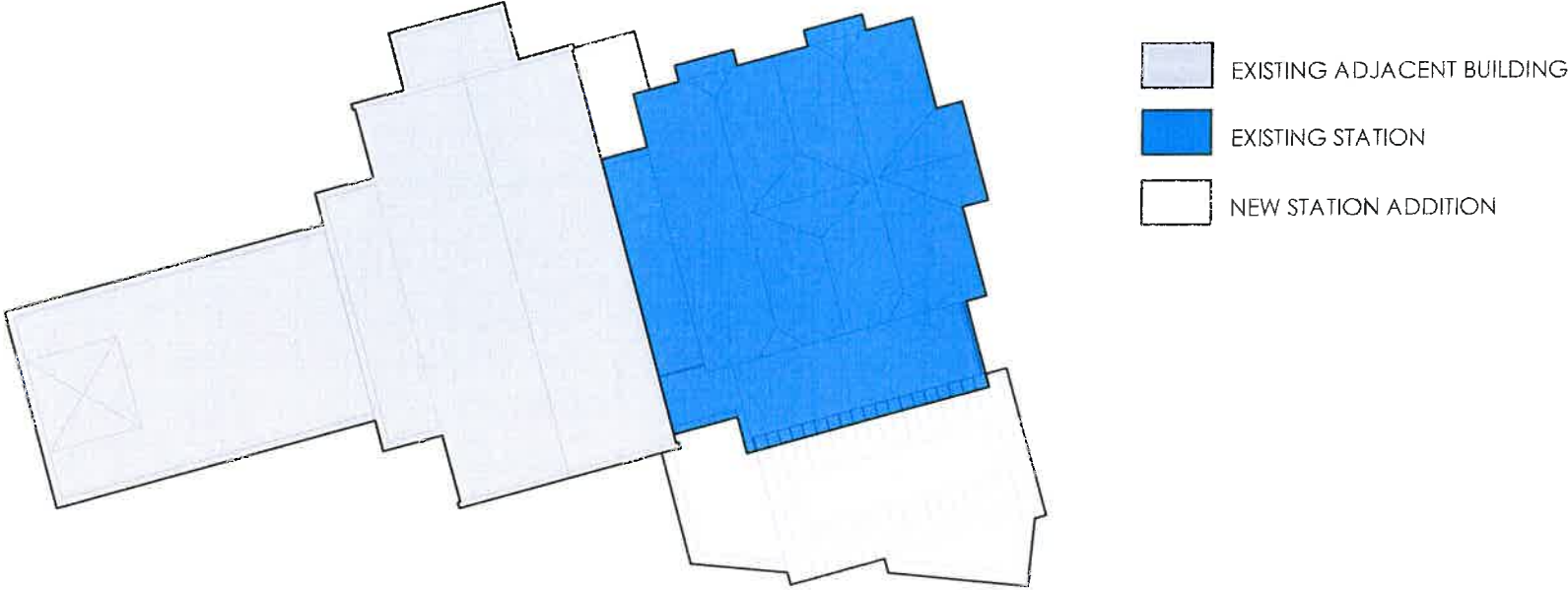
C

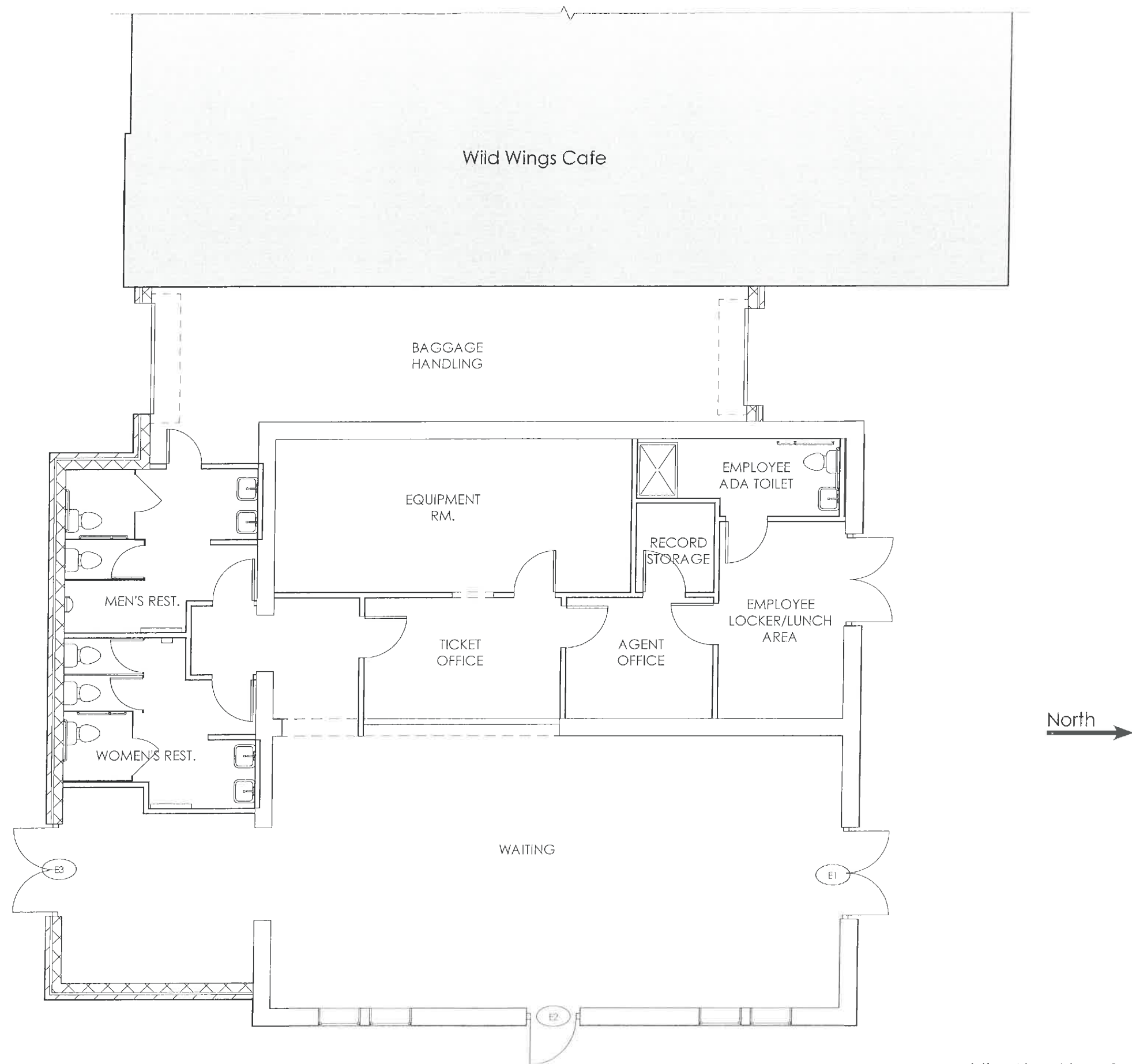


D



EXISTING STATION AREA:		MINIMUM REQUIRED AREA:		NEW AMTRAK APPROVED PROPOSED STATION AREA:	
Men's Restroom	157 SF	Men's Restroom	Per Code	Men's Restroom	157 SF
Women's Restroom	146 SF	Women's Restroom	Per Code	Women's Restroom	146 SF
Waiting	1000 SF	Waiting	2396 SF	Waiting	2695 SF
Ticket Office	124 SF	Ticket Office	135 SF	Ticket Office	212 SF
Equipment Room	276 SF	Equipment Room	80 SF	Equipment Room	0 SF
Baggage Handling	431 SF	Baggage Handling	1200 SF	Baggage Handling	903 SF
Agent Office	92 SF	Agent Office	120 SF	Agent Office	199 SF
Record Storage	35 SF	Record Storage	40 SF	Record Storage	23 SF
Employee Locker/Lunch Area	133 SF	Employee Locker/Lunch Area	100 SF	Employee Locker/Lunch Area	112 SF
Employee ADA Toilet	71 SF	Employee ADA Toilet	40 SF	Employee ADA Toilet	73 SF
Cash Out Area	0 SF	Cash Out Area	15 SF	Cash Out Area	0 SF
Baggage Claim/Service	0 SF	Baggage Claim/Service	150 SF	Baggage Claim/Service	91 SF
Crew Break Rm/ Lunch Rm/Sign In	0 SF	Crew Break Rm/ Lunch Rm/Sign In	150 SF	Crew Break Rm/ Lunch Rm/Sign In	0 SF

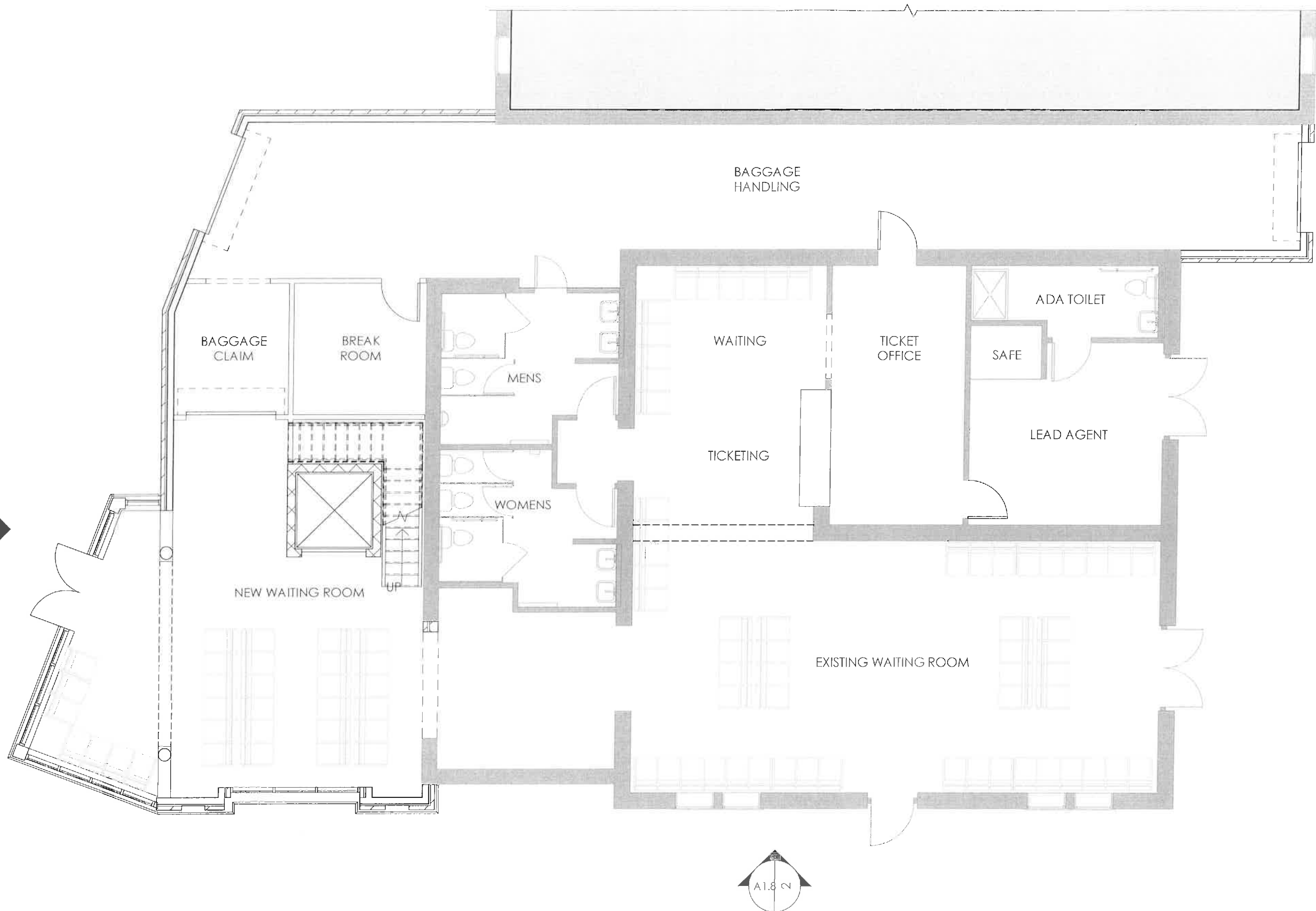


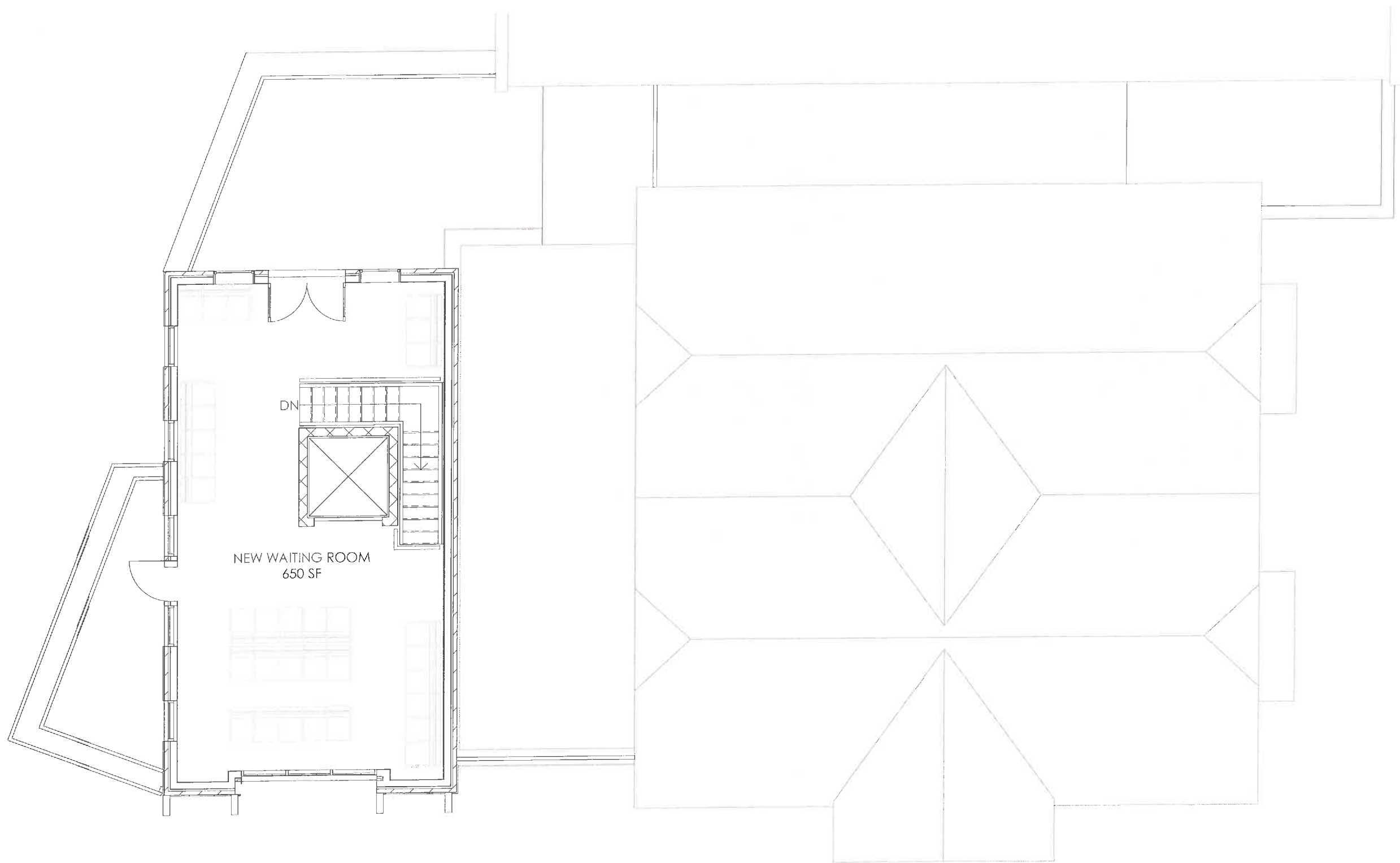


Existing Floor Plan - Scale 1/8" = 1'-0"

West Main Street East Site Station Expansion

9.19.2017

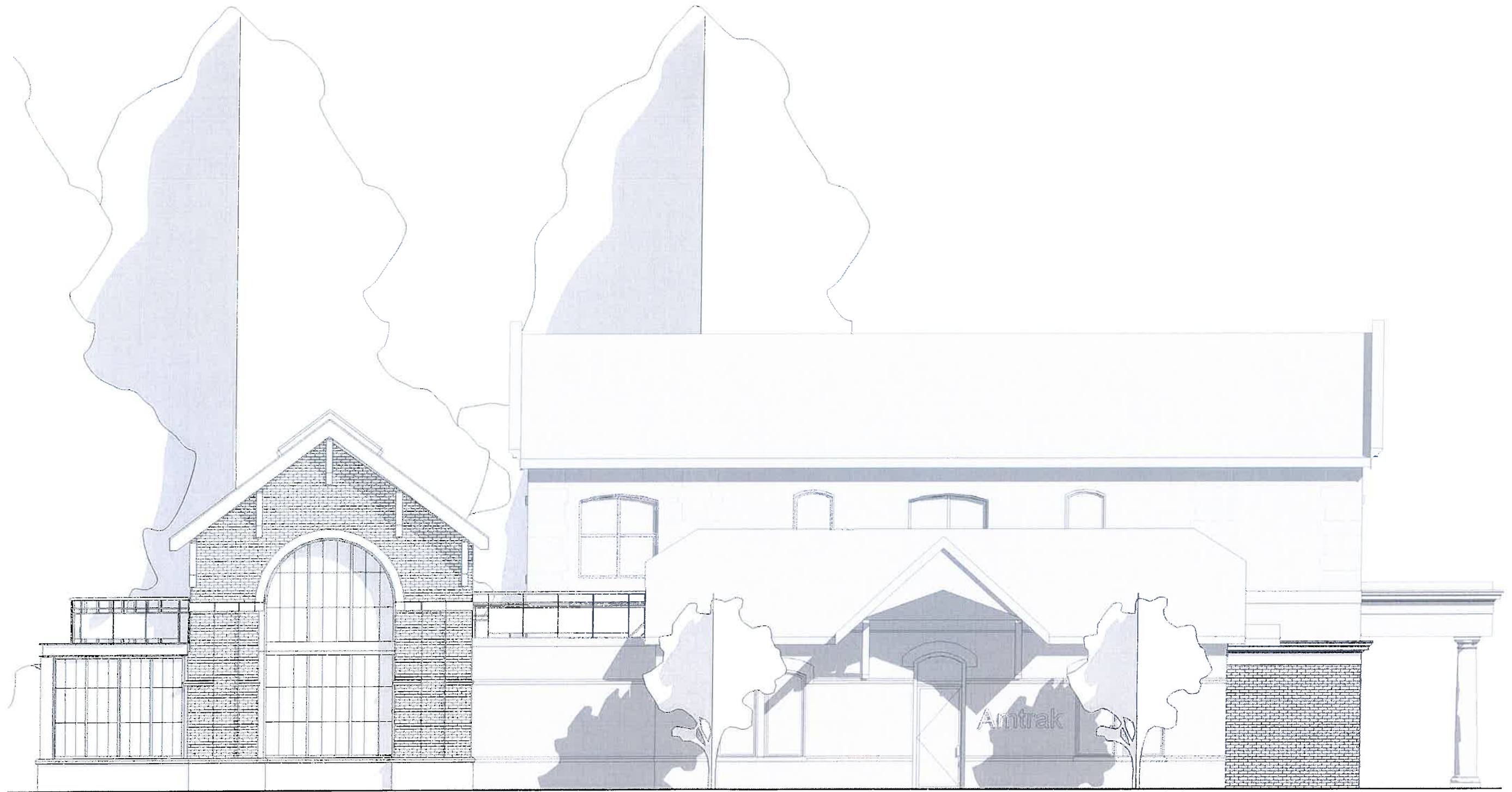


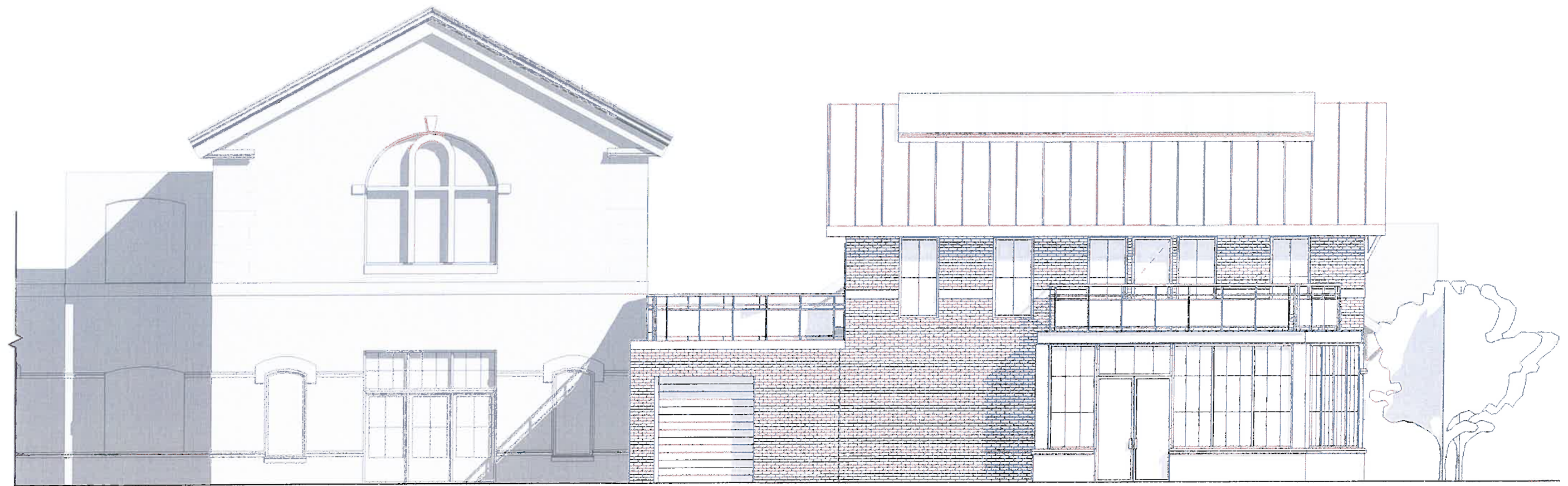


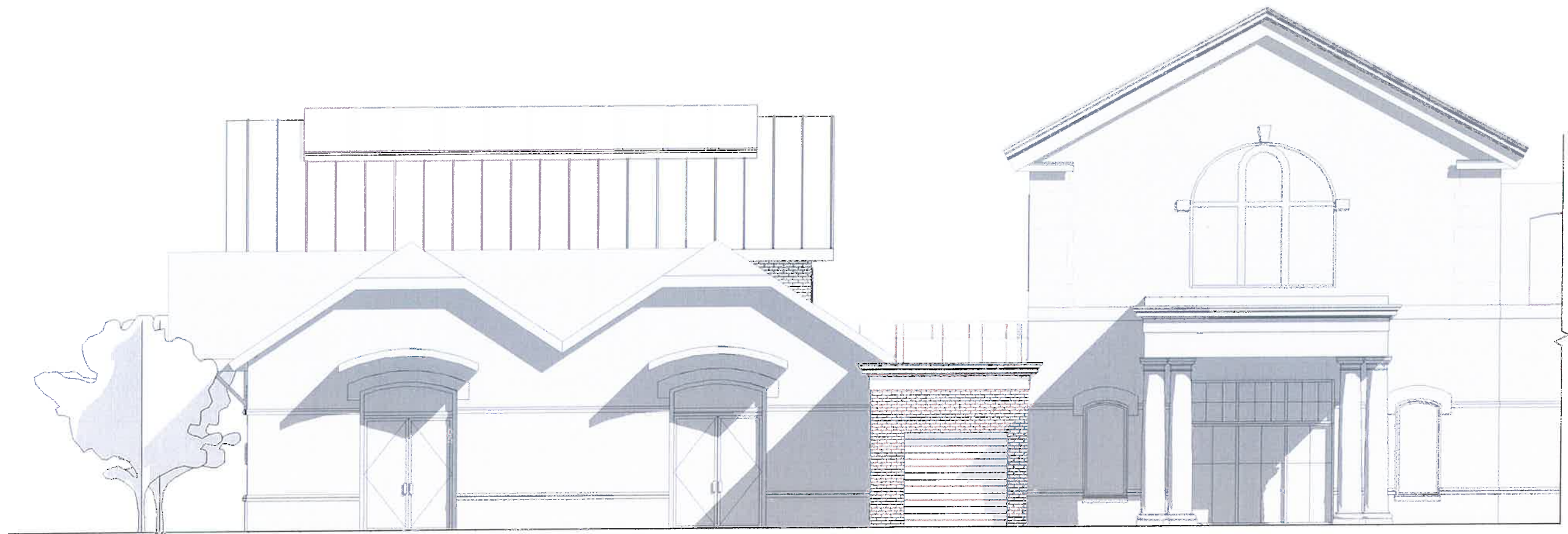
Proposed Second Floor Plan - Scale 1/8" = 1'-0"

West Main Street East Site Station Expansion

9.19.2017









North Elevation



South Elevation

