

**CITY OF CHARLOTTESVILLE**  
**DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES**  
**PLANNING COMMISSION**

**PRELIMINARY DISCUSSION: SPECIAL USE PERMIT**

**Author of Memo:** Brian Haluska, Principal Planner

**Date of Meeting:** March 13, 2018

**RE:** Dairy Central (946 Grady Avenue)

**Background**

Ashley Davies of Williams Mullen; acting as agent for Dairy Holdings, LLC has submitted a special use permit for a mixed-use development at 946 Grady Avenue. The request is for additional height and residential density.

The site plan proposes multiple new buildings with 260 residential units and 11,358 square feet of commercial retail space. The project also shows 471 parking spaces. The property is further identified on City Real Property Tax Map 31 Parcel 60. The site is zoned CC (Central City District Corridor) with an Entrance Corridor Overlay Zone. The property is approximately 4.35 acres.

**Vicinity Map**



**Preliminary Analysis**

**Reason for Special Use Permit**

The applicant is requesting a special use permit for additional height and density.

The maximum height permitted by right in the Central City zoning district is 55 feet, with an additional 25 feet permitted by special use permit. The applicant shows a maximum building height of 65 feet.

The maximum by-right residential density in the Central City corridor for a mixed-use project is 43 dwelling units per acre, with 120 units per acre permitted by special use permit. The applicant is requesting density of 60 dwelling units an acre.

### **Questions for Discussion**

- **Would the massing and scale of the project create a negative impact to the surrounding area as a result of the additional height requested?**

The proposed buildings would be a maximum 65 feet tall, and would be adjacent to low-density residential structures along West Street that are typically two stories tall.

- **Would the increase in density result in a negative impact to the surrounding area as a result of an increased demand on services?**

The proposed project would have a maximum density of 60 dwelling units an acre. The by-right limit along Preston Avenue is 43 dwelling units per acre. The site abuts a residential area with a typical density of between 5 and 10 dwelling units per acre.

### **Attachments**

Applicant Submission Packet

**CITY OF CHARLOTTESVILLE  
ENTRANCE CORRIDOR REVIEW BOARD  
STAFF REPORT**



**Special Use Permit Recommendation**

Property Street Address: 946 Grady Avenue  
Zoning: Central City Corridor with Entrance Corridor Overlay  
Tax Parcel: 310060000  
Site Acreage: 4.35 acres  
Date of Hearing: March 13, 2018  
Application Number: SP18-00002  
Staff report prepared by: Brian Haluska, Principal Planner

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**Relevant Code Section: Sec. 34-157(7)** When the property that is the subject of the application for a special use permit (SUP) 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.

**Background:** This site is currently occupied by the historically designated Monticello Dairy Building. The applicant is requesting a SUP to increase the residential density of the subject property, from its current (187) units maximum (43 DUA) to a (260) units maximum (60 DUA), although the corresponding site plan only calls for (245) units. The proposed development would increase the maximum permitted height on the site from the current by-right maximum (50') to a proposed (65') maximum.

The site has been divided into four proposed phases. The historically designated dairy building is contained in Phase 1, and is subject to BAR review. The applicant presented Phase 1 to the BAR for preliminary discussion in November, in conjunction with a final site plan submission on that portion of the property. The remaining three phases are outside the bounds of the Individually Protect Property designation, and are thus subject to Entrance Corridor Review.

**Discussion and Recommendations:** Before City Council takes action to permit the proposed use, they must consider the ERB's opinion whether there are any adverse impacts to the entrance corridor (EC) 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."

In staff opinion, the proposed SUP request for additional density and height will not have an adverse impact on the EC district. The added density does not impact the building visually; and the additional height will comply with the Entrance Corridor guidelines for Building Mass, Scale and Height; especially in light of the width of the adjacent public right-of-way.

The required entrance corridor review will address visually important elements, including the landscape plan, building materials and type of windows.

**Suggested Motions:** I move to find that the proposed special use permit to allow additional density and height at 946 Grady Avenue will not have an adverse impact on the Preston Park Avenue Entrance Corridor district.



**CITY OF CHARLOTTESVILLE**  
**SPECIAL USE PERMIT**  
**JANUARY 23, 2018**

**DAIRY CENTRAL - PHASE 2, 3, AND 4**  
**CHARLOTTESVILLE, VA**

SUBMITTED JANUARY 23, 2018

LIST OF DRAWINGS

**ARCHITECTURE**

Cover.....1  
 Zoning Map.....2  
 Existing Site + Context.....3-4  
 Context Photos.....5-7  
 Phasing Diagrams.....8-10  
 Building Bird’s Eye Perspectives.....11-13  
 Building Perspectives.....14-15  
 Proposed Plans .....16-19  
 Proposed Elevations.....20-24

**LANDSCAPE**

Landscape Site Plan.....1

**CIVIL**

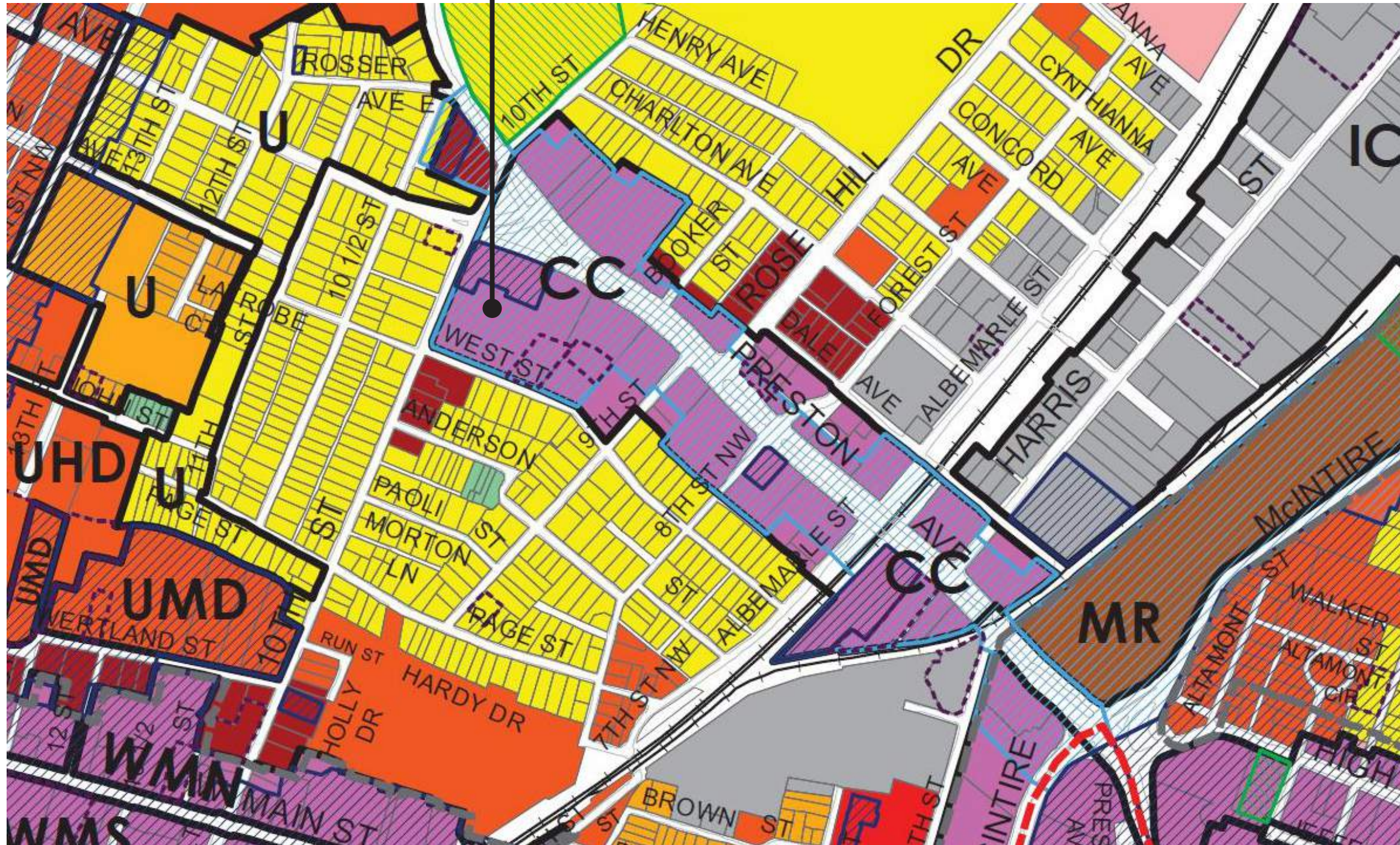
SUP Conceptual Plan Phase Two.....1  
 SUP Conceptual Plan Phase Three/Four.....2



# ZONING MAP

MONTICELLO DAIRY - PHASE 2, 3 AND 4 | 946 GRADY AVENUE | CHARLOTTESVILLE, VA

SITE



**ZONE:** CENTRAL CITY CORRIDOR "CC"

**SITE AREA:** 4.35 ACRES

**ALLOWED BUILDING HEIGHT:**

BY-RIGHT: 35' - 50'

SUP: 80'

**STREETWALL:**

45' MAX. WITH 10' SETBACK  
ALONG 70% OF THE LENGTH OF  
STREETWALL OF FACADE

**SETBACKS:**

PRIMARY STREET: 0' - 15'

LINKING STREET: 5' - 20'

**DENSITY:**

MIXED USE: 25% GFA NON-  
RESIDENTIAL

BY-RIGHT: 43 DUA

SUP: 120 DUA

**KEY:**

■ CENTRAL CITY CORRIDOR "CC"

■ R-1S: LOW-DENSITY RESIDENTIAL

■ B-3: NEIGHBORHOOD COMMERCIAL

# EXISTING SITE & CONTEXT



EXISTING SITE & CONTEXT





# GRADY + PRESTON AVENUE CONTEXT



1. AERIAL VIEW OF THE SITE FROM THE NORTH-WEST



2. AERIAL VIEW OF THE SITE FROM THE NORTH



3. AERIAL VIEW OF THE SITE FROM THE NORTH-EAST



4. DAIRY BUILDING FROM GRADY AVENUE + WOOD STREET

# 10TH STREET CONTEXT PHOTOS



5. PARKING LOT AT REAR OF DAIRY



6. LOOKING SOUTH ALONG 10TH STREET



7. HOUSES ALONG 10TH STREET



8. HOUSE ALONG 10TH STREET



9. HOUSE ALONG 10TH STREET



10. HOUSE ALONG 10TH STREET



11. 10TH STREET + WEST STREET LOOKING NORTH



12. 10TH STREET + WEST STREET LOOKING WEST

# WEST STREET CONTEXT PHOTOS



13. LOOKING WEST AT FUTURE WOOD ST.



14. WEST STREET SIDEWALK



15. LOOKING WEST TOWARD 10TH STREET



16. WAREHOUSE AND EXISTING REAR OF DAIRY

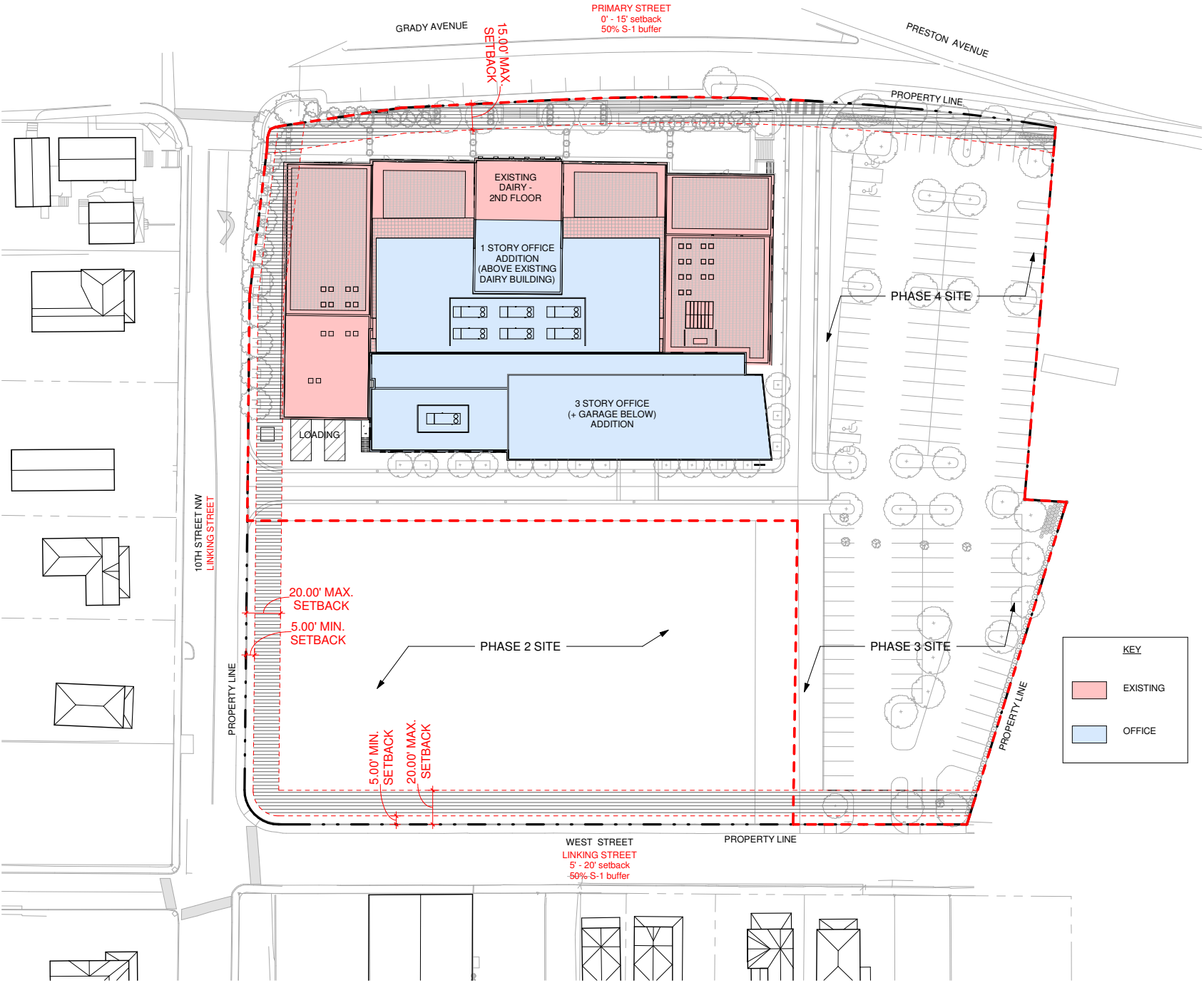


17. WEST STREET AT 10TH STREET



18. EXISTING REAR WING OF DAIRY

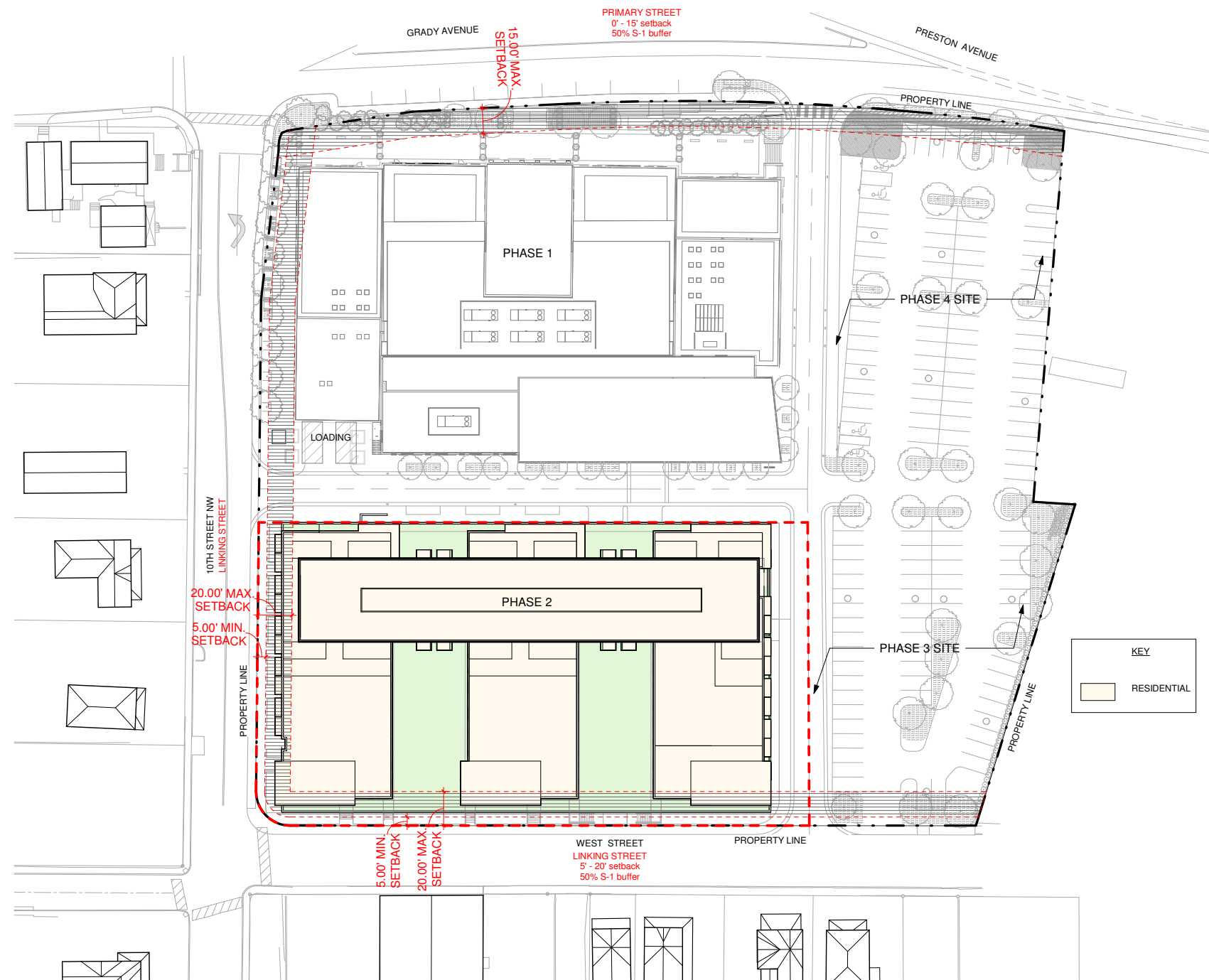
# PHASING DIAGRAMS: PHASE ONE (APPROVED BY B.A.R. ON 01.17.18)



**1** PHASE ONE PLAN  
SCALE: 1/32" = 1'-0"



# PHASING DIAGRAMS: PROPOSED PHASE TWO



Phase 2 Unit Mix	
Level	Total Units
Level 1	33
Level 2	44
Level 3	44
Level 4	44
Level 5	10

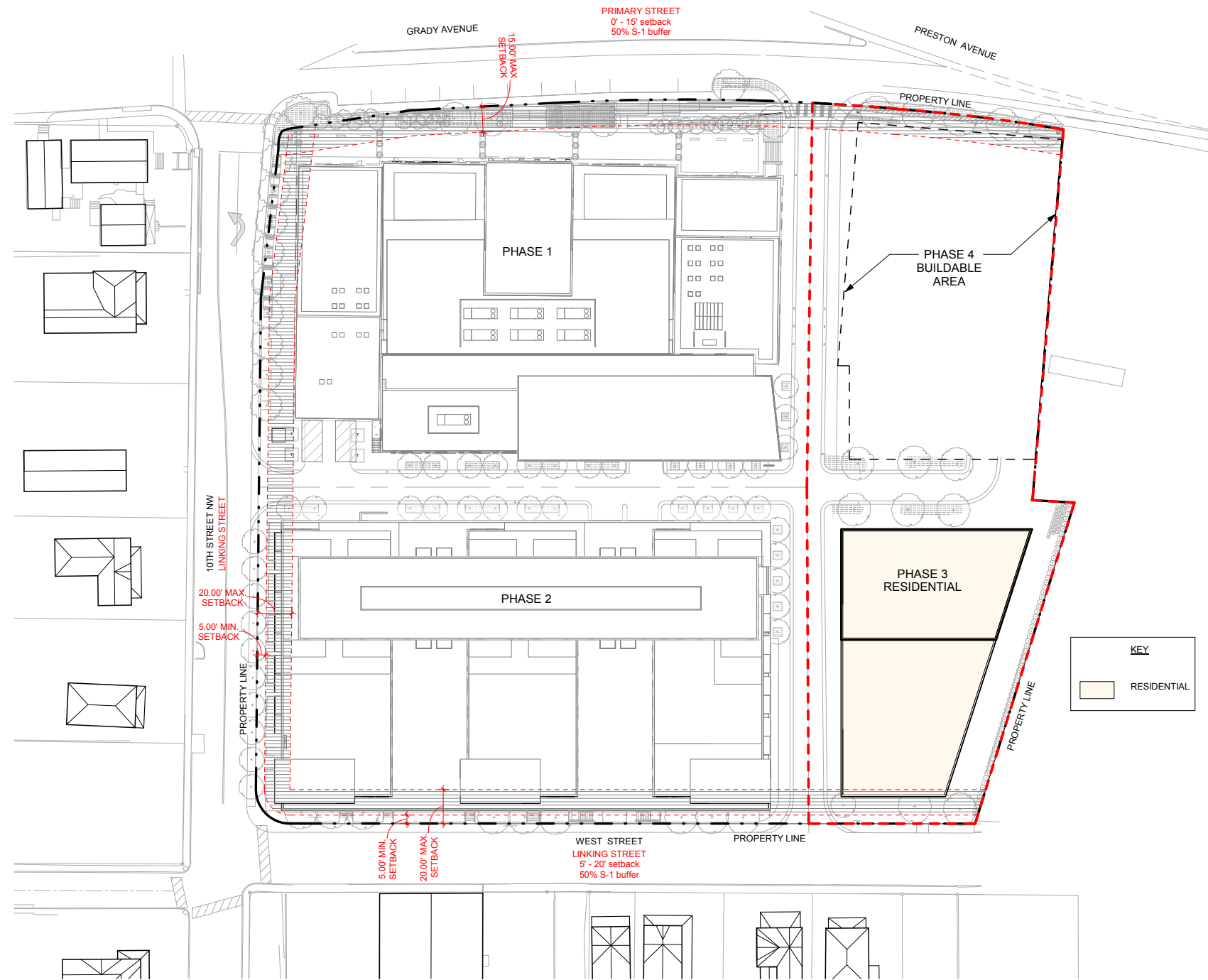
<b>Total Units*</b>	<b>171-176</b>
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\*Note: Range of units because types may vary.

Totals	
Total GSF	202,305
Bldg. Height	60'-0" - 65'-0"

1 PHASE TWO PLAN  
SCALE: 1/32" = 1'-0"

# PHASING DIAGRAMS: PHASES THREE + FOUR



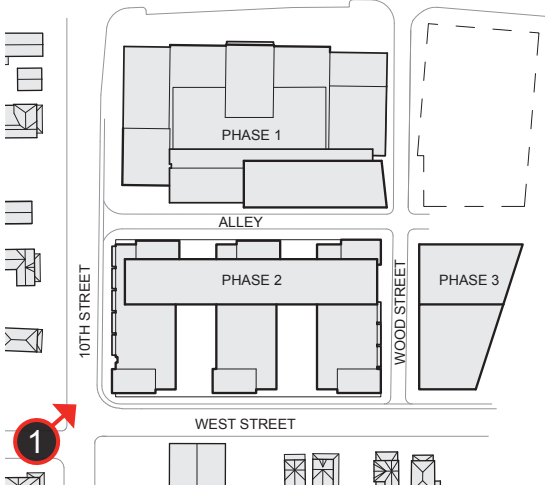
Phase 4 Garage + Retail	
Retail GSF	8,000-10,000
Parking GSF	104,000
Total GSF	114,000

Phase 3 Residential	
Total GSF	61,000
Bldg. Height	60'-0" - 65'-0"
Total Units	60-75

\*See building elevation sheets for building heights

1 PHASES THREE + FOUR PLAN  
SCALE: 1/32" = 1'-0"

BUILDING BIRD'S EYE PERSPECTIVE (LOOKING NORTH-WEST)



BUILDING BIRD'S EYE PERSPECTIVE (LOOKING NORTH-EAST)

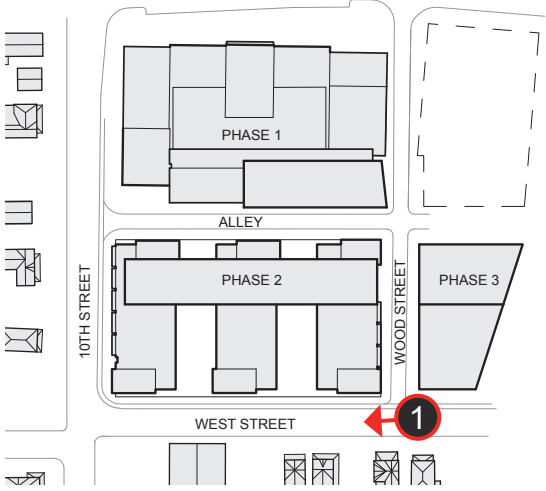




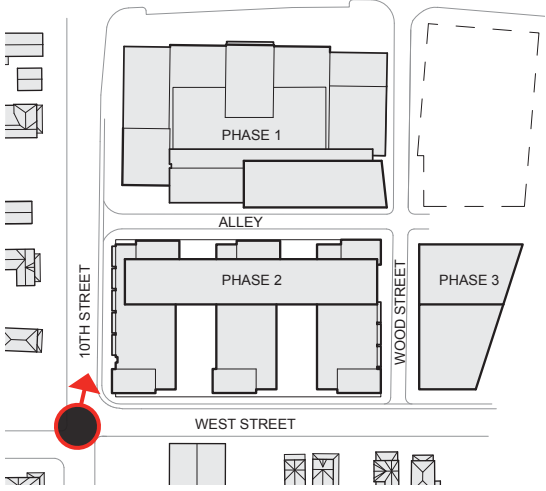
BUILDING BIRD'S EYE PERSPECTIVE (LOOKING NORTH-EAST)



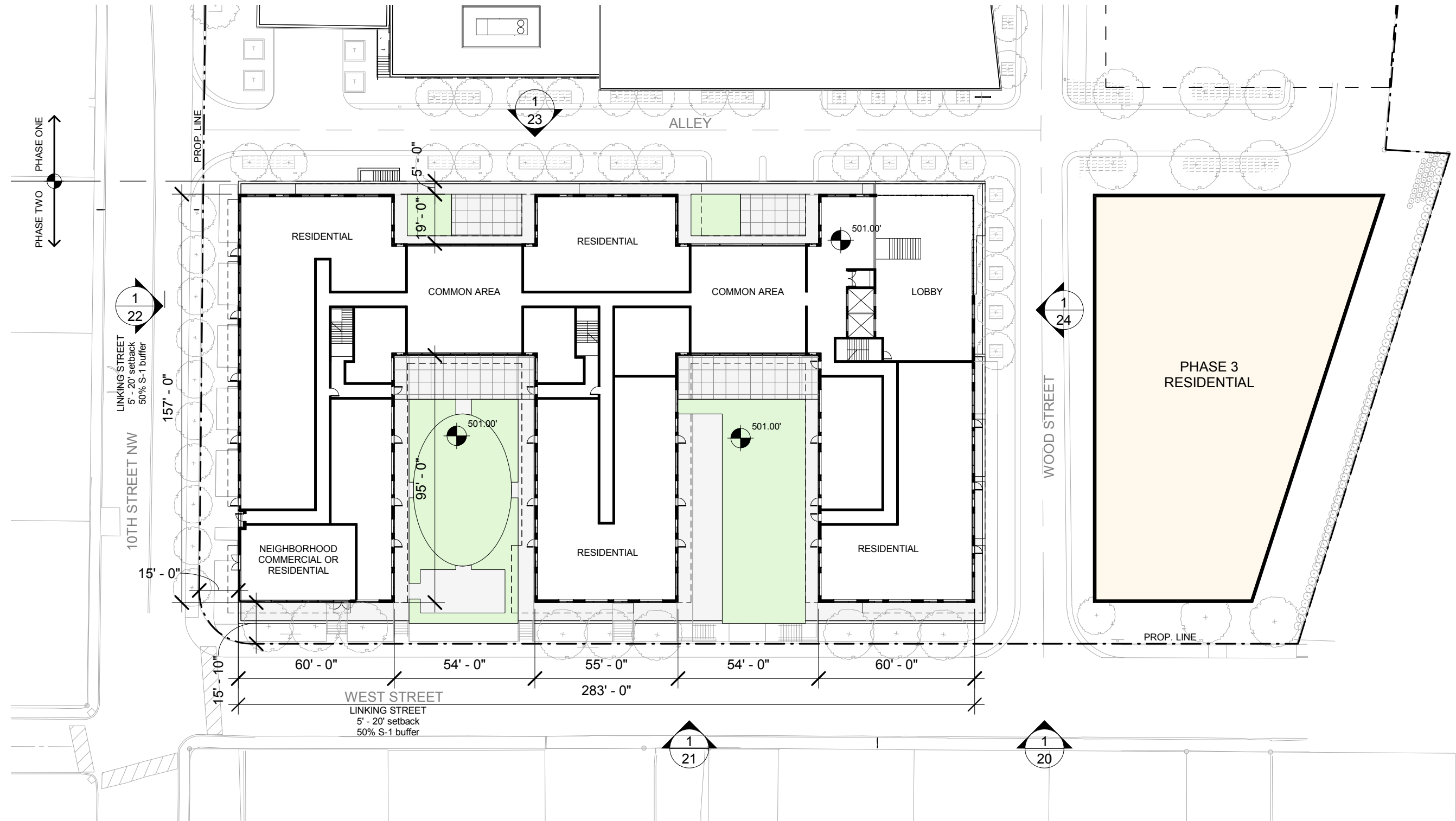
BUILDING PERSPECTIVE AT WEST STREET



# BUILDING PERSPECTIVE ON 10TH STREET AT WEST STREET

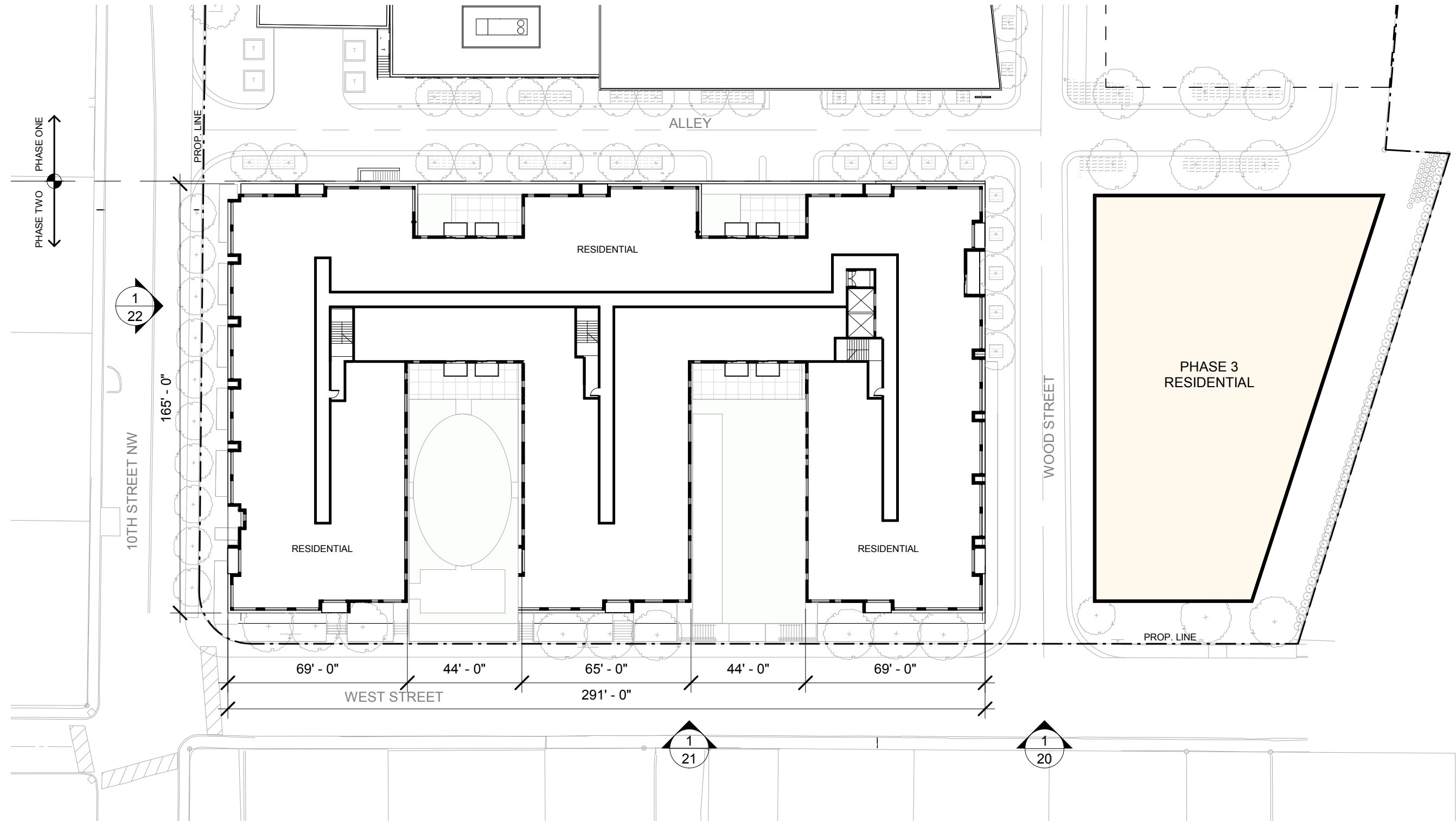


# LEVEL 1 PLAN



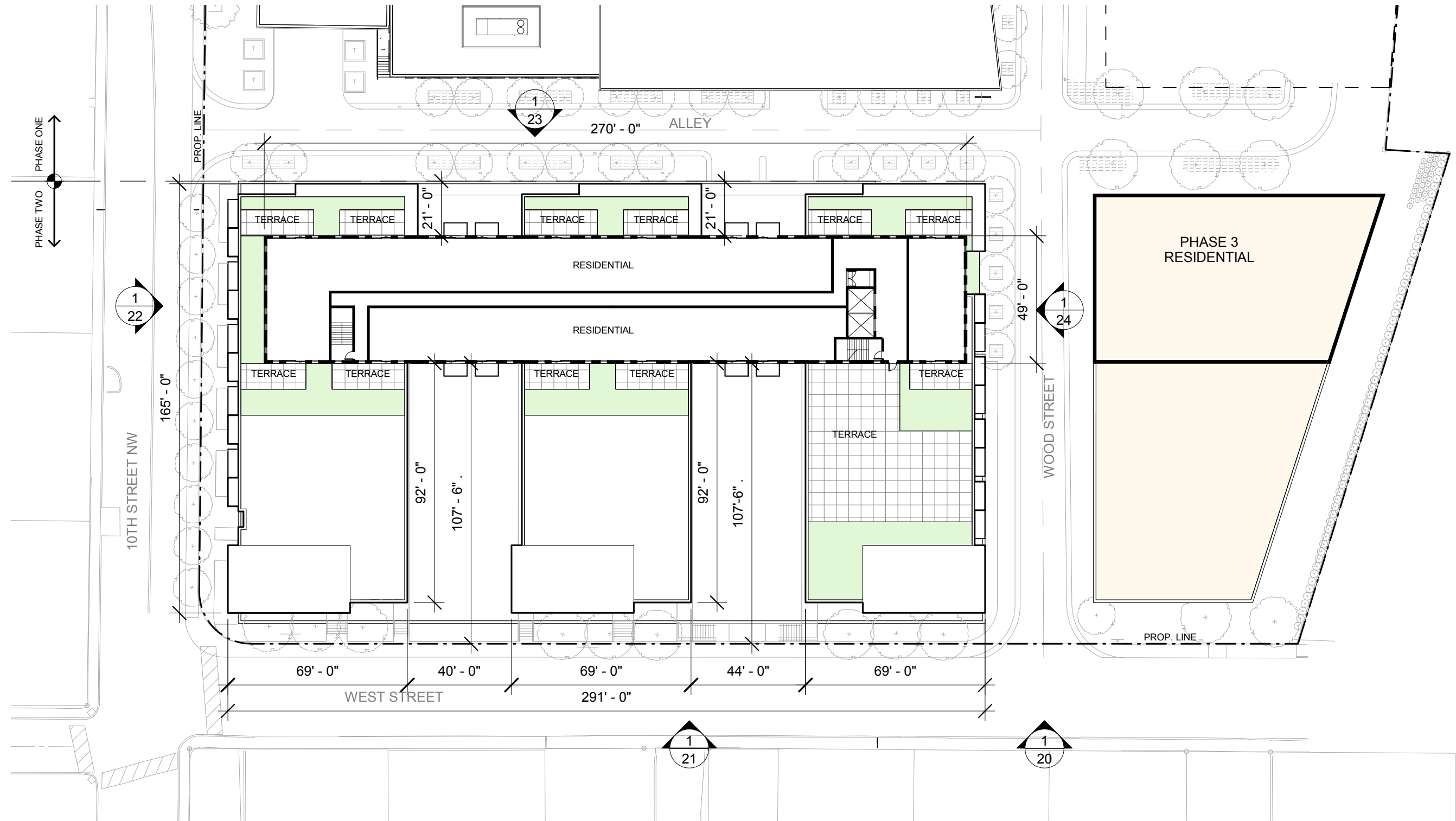
**1** PROPOSED LEVEL 1 PLAN  
SCALE: 1" = 40'-0"

# LEVELS 2-4 TYPICAL PLAN



**1** PROPOSED LEVELS 2-4 TYPICAL PLAN  
SCALE: 1" = 40'-0"

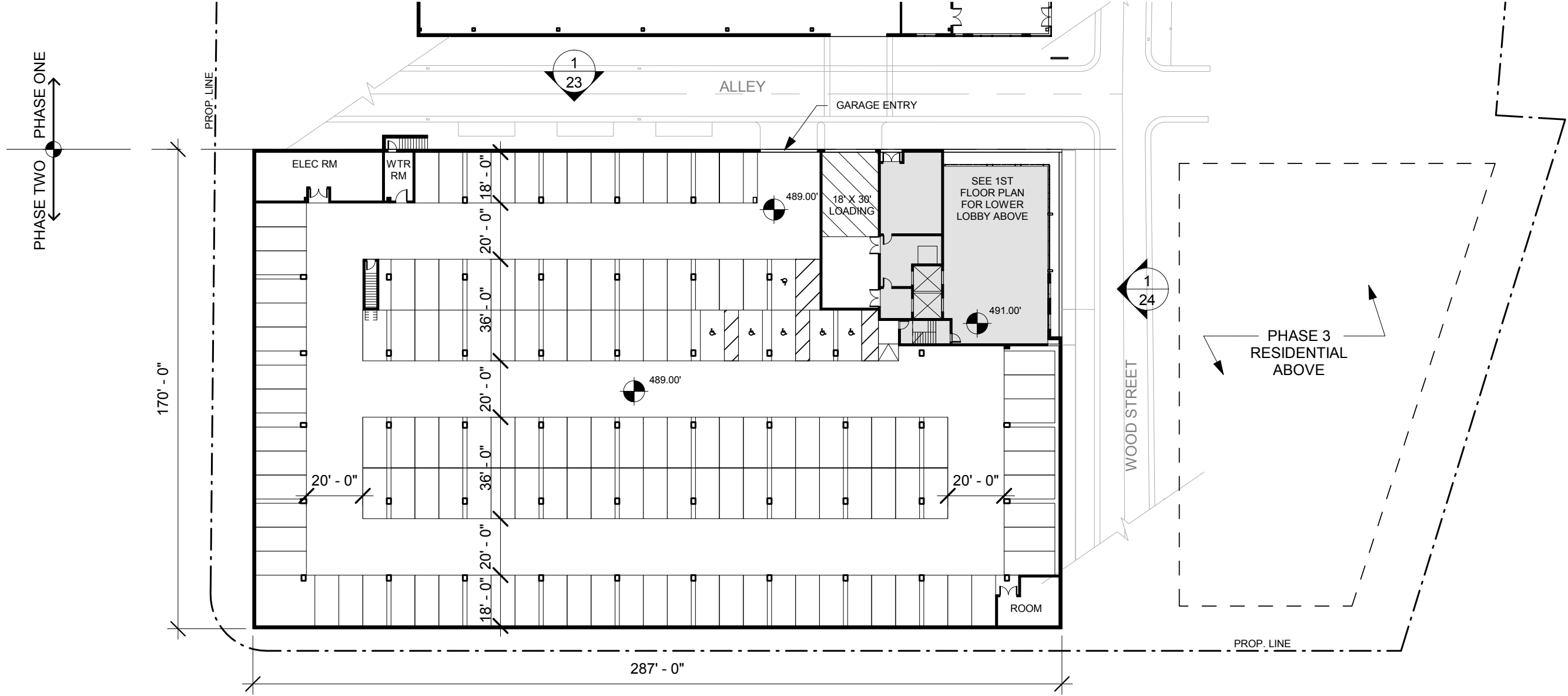
# LEVEL 5 PLAN



1

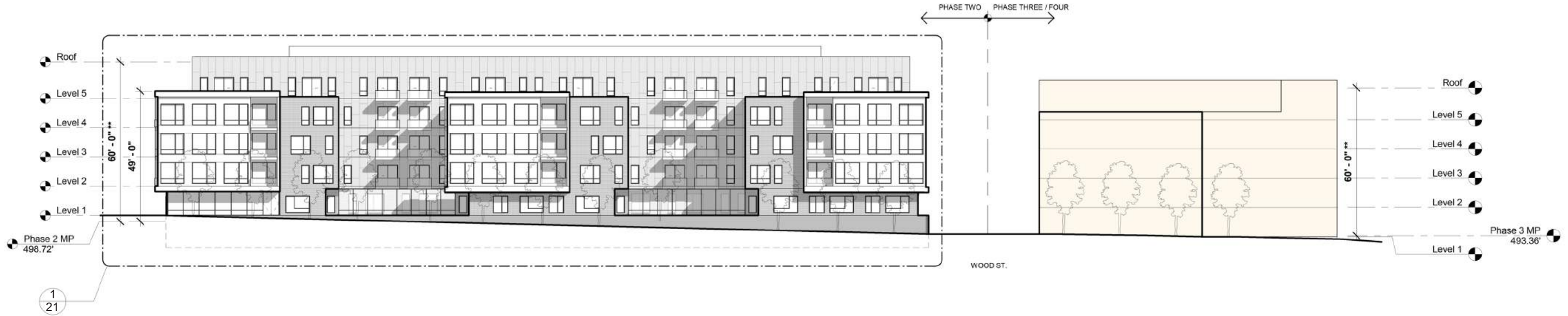


# PARKING PLAN



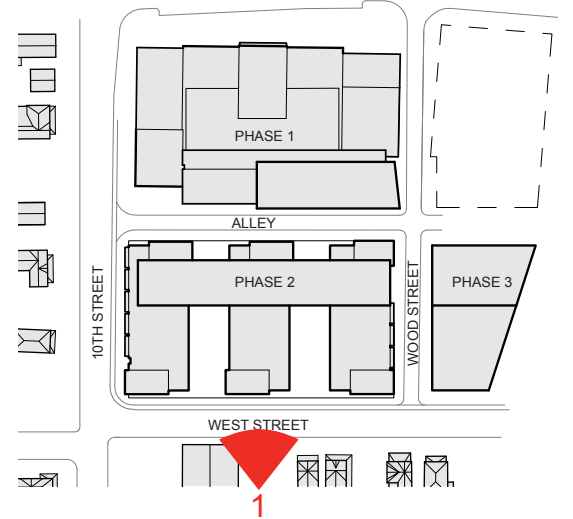
**1** PROPOSED PARKING PLAN  
SCALE: 1" = 40'-0"

# OVERALL SOUTH ELEVATION



**1** PROPOSED OVERALL SOUTH ELEVATION @ WEST STREET  
SCALE: 1"= 40'-0"

- NOTE:
- PHASE TWO MEASURING POINT IS BASED ON AVERAGE CURB HEIGHT ALONG 10TH STREET, NW.
  - 10TH STREET, NW IS THE PRIMARY STREET FOR PHASE TWO.
  - PHASE THREE MEASURING POINT IS BASED ON AVERAGE CURB HEIGHT ALONG WEST STREET, NW.
  - WEST STREET, NW IS THE PRIMARY STREET FOR PHASE THREE.





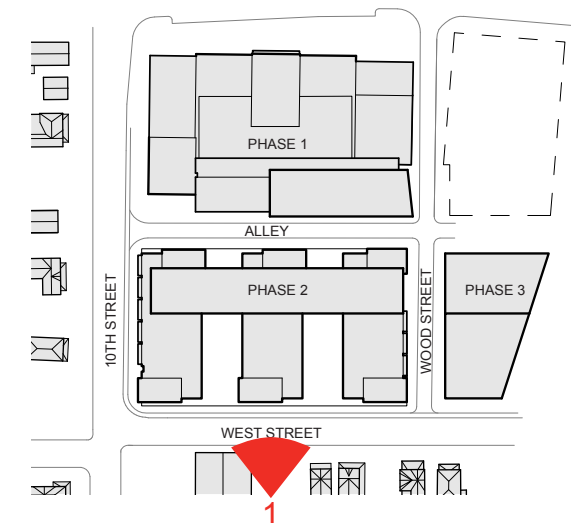
# SOUTH ELEVATION



\*\*NOTE: GROUND-LEVEL FLOOR-TO-FLOOR MAY VARY FROM 11'-0" TO 14'-0", AFFECTING BUILDING HEIGHT FROM 60'-0" TO 65'-0".

1

NOTE:  
 -PHASE TWO MEASURING POINT IS BASED ON AVERAGE CURB HEIGHT ALONG 10TH STREET, NW.  
 -10TH STREET, NW IS THE PRIMARY STREET FOR PHASE TWO.



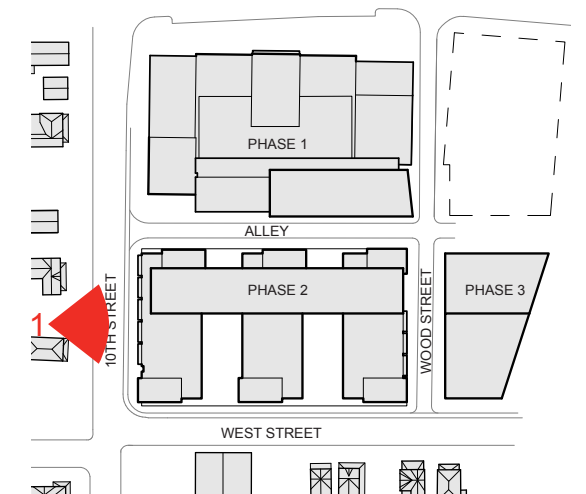
# WEST ELEVATION



\*\*NOTE: GROUND-LEVEL FLOOR-TO-FLOOR MAY VARY FROM 11'-0" TO 14'-0", AFFECTING BUILDING HEIGHT FROM 60'-0" TO 65'-0".

1

NOTE:  
 -PHASE TWO MEASURING POINT IS BASED ON AVERAGE CURB HEIGHT ALONG 10TH STREET, NW.  
 -10TH STREET, NW IS THE PRIMARY STREET FOR PHASE TWO.



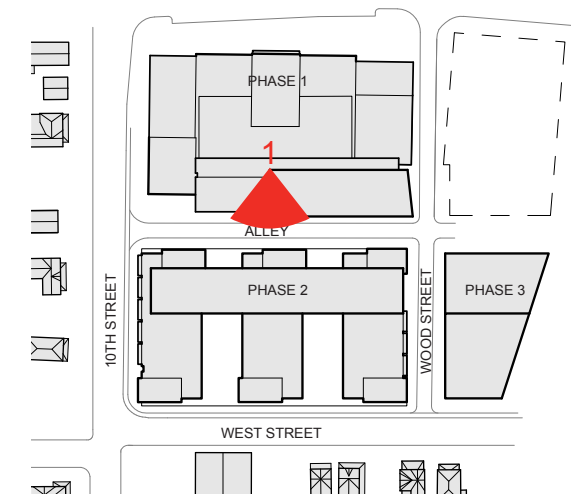
# NORTH ELEVATION



\*\*NOTE: GROUND-LEVEL FLOOR-TO-FLOOR MAY VARY FROM 11'-0" TO 14'-0", AFFECTING BUILDING HEIGHT FROM 60'-0" TO 65'-0".

1

NOTE:  
 -PHASE TWO MEASURING POINT IS BASED ON AVERAGE CURB HEIGHT ALONG 10TH STREET, NW.  
 -10TH STREET, NW IS THE PRIMARY STREET FOR PHASE TWO.



# EAST ELEVATION



\*\*NOTE: GROUND-LEVEL FLOOR-TO-FLOOR MAY VARY FROM 11'-0" TO 14'-0", AFFECTING BUILDING HEIGHT FROM 60'-0" TO 65'-0".

1

NOTE:  
 -PHASE TWO MEASURING POINT IS BASED ON AVERAGE CURB HEIGHT ALONG 10TH STREET, NW.  
 -10TH STREET, NW IS THE PRIMARY STREET FOR PHASE TWO.

ALLEY









**CITY OF CHARLOTTESVILLE**  
**DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT SERVICES**  
**STAFF REPORT**



**PRELIMINARY DISCUSSION:**  
**SPECIAL USE PERMIT & ENTRANCE CORRIDOR**

**DATE OF PLANNING COMMISSION MEETING: March 14, 2018**

**Project Planner:** Heather Newmyer, AICP

**Date of Staff Report:** March 1, 2018

**Project Name:** Gallery Court Hotel

**Property Street Address:** 140 Emmet St N

**Tax Map/Parcel #:** Tax Map 8, Parcel 4

**Current Zoning Classification:** Urban Corridor Mixed Use (URB), Entrance Corridor Overlay

**Comprehensive Plan (Land Use Plan):** Public or Semi-Public

**Property Owner:** Vipul Patel (Incaam Hotels)

**Applicant's Representative:** Daniel Hyer, P.E. (Line + Grade Civil Engineering)

**RE: Gallery Court Hotel – Redevelopment of lot 140 Emmet St (former Excel Inn & Suites)**

**Background**

Vipul Patel, owner of property addressed 140 Emmet St North (“Subject Property”), is seeking to redevelop the Subject Property with a new boutique hotel to replace the longstanding hotel (Excel Inn & Suites) that was lost to a fire on May 4, 2017. Originally named the Gallery Court Motor Hotel, the former hotel dates back to the 1950’s. The hotel hosted Dr. Martin Luther King Jr in 1963 when the Civil Rights leader was invited by Robert F. Kennedy to Charlottesville for a lecture at the University. For more background information, please see the applicant’s preliminary project proposal narrative (Attachment 1). The applicant has also included a Preliminary Site Exhibit (Attachment 2), Preliminary Gallery Court Hotel Rendering and Preliminary Floor Layout (Attachments 3 & 4). It is the applicant’s desire to discuss with the Planning Commission the proposed preliminary plans and to obtain feedback that will inform their planning process prior to moving forward with formal submittals.

The preliminary proposal calls for a boutique hotel comprised of:

- Building Size: 74,605 gross square feet (GSF)
- Height: Seven (7) Stories
- Rooms: 72
- Parking: Structured containing 92 spaces



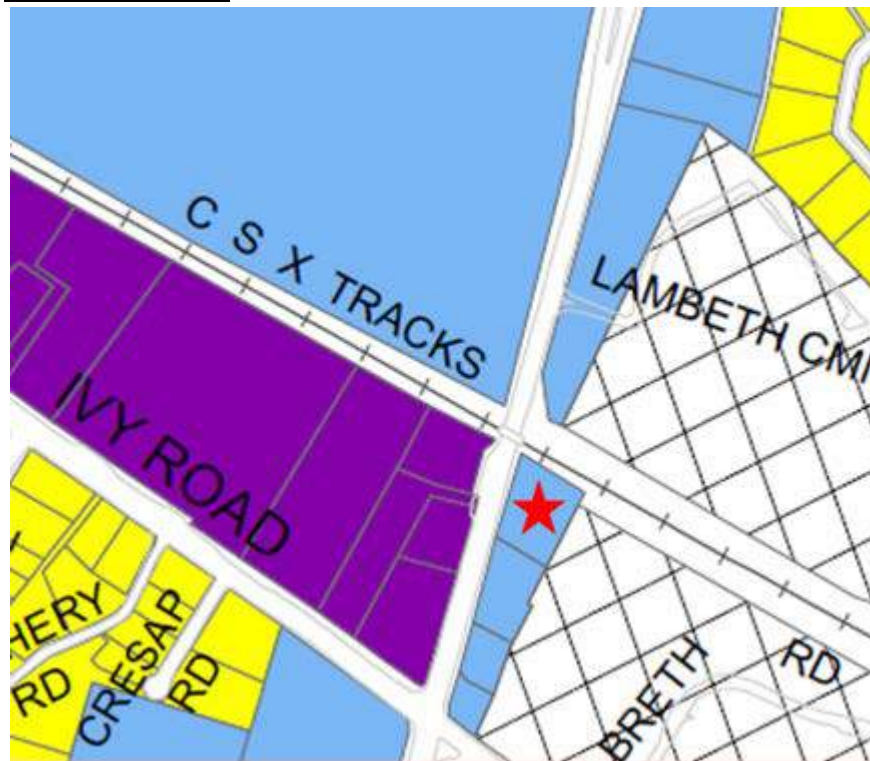


**Zoning Map**



Magenta: URB, Light Yellow: R-1, Light Blue Cross-Hatch: Entrance Corridor Overlay

**2013 Comp Plan**



Yellow: Low Density Residential, Purple: Mixed Use, Light Blue: Public or Semi-Public, Hatched Area: University (Not Subject to City of Charlottesville municipal authority)

### **Preliminary Analysis**

The Subject Property is located within one of the City's Entrance Corridors, is in close proximity to the University of Virginia as well as the 14 acre-site that will house the future redevelopment by UVA once their Ivy Corridor planning process is complete, and is an area that experiences high volumes of vehicular and pedestrian traffic. Because of the factors mentioned, how the Subject Property's redevelopment creates a sense of place and tailors its design to the pedestrian experience is important.

In addition, the Subject Property's location is of importance in the City's Smart Scale Emmet Streetscape Project, a planning process that kicked off in February 2018.

The **Emmet Streetscape Project** is for the design of streetscape improvements along Emmet Street from the intersection of University Avenue and Ivy Road to Arlington Boulevard. The streetscape improvements include: landscaping with street trees, intersection improvements for better ADA and pedestrian access, bike lanes and a shared use path, consolidated bus stops/optimized bus shelters, and a shared use path connection under the CSX railroad tracks.

The shared use path connection under the CSX railroad tracks will be determined through City-CSX railroad coordination and will either be on the east (Subject Property's side) or west side of Emmet St N. Should the connection run along the east side of Emmet St N (the Subject Property's side), the City will need to coordinate with the Subject Property as the shared use path will run adjacent to the Subject Property.

City staff has met with the owner/applicant and applicant's representative to have preliminary discussions regarding the project. City staff has made the owner aware of the Emmet Streetscape Project, its scope and the future coordination efforts. (Please note: Regardless of if the path will run along the west or east side of Emmet St N, the owner will be involved in the Emmet Streetscape Project's ongoing public process and has been invited to sit on the Steering Committee). Staff wants to highlight the Gallery Court Hotel Design Team is aware of the Emmet Streetscape Project potentially locating the shared use path along the east side of Emmet Street and has expressed it is their intent to cooperate with the City and make reasonable accommodations for the path.

In addition, City staff has passed along the Streets That Work Plan and the Entrance Corridor Guidelines to inform their planning process should they move forward with the formal special use permit request. It should be noted the Preliminary Site Exhibit (Attachment 2) depicts a seven (7) foot sidewalk and four (4) foot curbside buffer with future street trees; both street elements conform to the *Mixed Use A Street Typology* design parameters found in Streets That Work (Emmet St N is categorized as *Mixed Use A*).

Based off of the Subject Property's current zoning (URB, Entrance Corridor Overlay), the Gallery Court Hotel preliminary proposal will require:

- 1) **Special Use Permit** – The preliminary proposal calls for a 7-story building that will exceed the maximum height allowed by-right in the URB Zoning District. The maximum height allowed in the URB District is sixty (60) feet; however, per Sec. 34-757, up to eighty (80) feet is allowed in this zoning district via a special use permit.
  - a. Per Sec. 34-157(7), the Entrance Corridor Review Board (ERB) is to provide a recommendation to City Council regarding if the SUP request would have an adverse impact to the district, and for recommendations as to reasonable conditions which, if imposed, that would mitigate such impacts.
  
- 2) **Entrance Corridor Review** – The Subject Property falls within the Corridor 1 (Route 29 North from the Corporate Limits to Ivy Road); Sub Area C (Barracks Rd to Ivy Rd).

Staff highlights a few items taken directly from the Vision Statement for Planning Commission's discussion including: this area has the potential to become more of an urban boulevard with greater pedestrian activity, mixed use projects are to front on Emmet St N and the magnolia street trees along Emmet should be retained. See Attachment 7 for more detail on the description and vision of this area found within the Entrance Corridor Guidelines. To access the full Entrance Corridor Guidelines, see Attachment 8.

- a. *Should the SUP be approved* - Per Sec. 34-309(c), development requiring a site plan within an Entrance Corridor requires that a **Certificate of Appropriateness (COA) be obtained**.

See the Preliminary Site Exhibit (Attachment 2) and Preliminary Gallery Court Hotel Rendering (Attachment 3). When meeting with the applicant, Preservation and Design planning staff made the following suggestion to the applicant specific to their preliminary rendering: Consider enhancing the pedestrian experience along the structure parking portion of the front building wall. This can be done by adding additional plantings at ground level or looking into potential green wall for that side of the building.

Lastly, one of the preliminary meetings held with the applicant was considered a formal pre-application meeting for the special use permit request complying with Sec. 34-41(b)(1). The meeting was held on January 8, 2018 (See Pre-Application Verification Form (Attachment 5)). Should the applicant formally submit a special use permit request application, staff has requested in addition to general application requirements, per Sec. 34-41(d):

- *Project Proposal Narrative (Sec. 34-41(d)(1))*
- *Comprehensive Plan Analysis (Sec. 34-41(d)(2))*
- *Other Information – Traffic Analysis/Streets That Work Narrative (Sec. 34-41(d)(9))*

## **Questions/Topics for Discussion**

- Given the Subject Property's prominent location in a City Entrance Corridor and in a high traffic volume area, discuss the pedestrian experience providing feedback on what is proposed. Concerns? Suggestions?
- What is some initial feedback the Planning Commission can provide on the preliminary hotel rendering, site exhibit, and floor layout (Attachments 2-4) in light of Entrance Corridor guidelines (Attachments 7-8) specific to this area?
  - What is the initial reaction to the applicant's proposed massing and scale? Suggestions? Concerns?
- Discuss the proposed special use permit request in light of the following:
  - Upon initial review, do any of the Planning Commissioners foresee adverse impacts including but not limited to: traffic or parking congestion, noise, massing and scale of project.
  - Does the Planning Commission recommend any mitigations to the proposed building mass due to the requested increase in building height?
  - Is this project harmonious with surrounding area?
  - Does this use conform to the Land Use Map and future vision for this area?

## **Attachments**

1. Applicant Preliminary Project Proposal Narrative dated February 20, 2018
2. Preliminary Site Exhibit dated February 20, 2018
3. Preliminary Gallery Court Hotel Rendering received February 20, 2018
4. Preliminary Floor Layout dated February 20, 2018
5. Pre-Application Verification Form January 10, 2018
6. Corridor 1 (Route 29 North from the Corporate Limits to Ivy Road); Sub Area C (Barracks Rd to Ivy Rd) Entrance Corridor Excerpt
7. Entrance Corridor Guidelines: <http://www.charlottesville.org/departments-and-services/departments-h-z/neighborhood-development-services/development-ordinances/entrance-corridor-review-board-erb>
8. Sec. 34-157 – Special Use Permit General Standards of Issuance

# THE GALLERY COURT HOTEL

140 Emmet Street North, Charlottesville, VA 22903

**TO: Heather Newmyer, City Planner – City of Charlottesville**  
Neighborhood Development Services  
610 East Market Street, Charlottesville, VA 22902

**FROM: Vipul Patel**  
Incaam Hotels  
140 Emmet Street North, Charlottesville, VA 22903

**DATE: February 20, 2018**

**RE: The Gallery Court Hotel -**  
A boutique hotel redevelopment at the site of Excel Inn & Suites  
Planning Commission Workshop on March 13, 2018  
Parcel ID: 080004000

## **General Description:**

This project is best described as a redevelopment of an existing hotel which was lost to fire on May 04, 2017. The hotel property has deep and longstanding roots in Charlottesville dating back to 1950's: originally named the Gallery Court Motor Hotel with an adjoining Howard Johnson's Restaurant. The hotel has had a long and successful life due to the convenient location adjacent to the intersection of Emmet St & Ivy Rd (State Routes 29 & 250) as well as the University of Virginia Grounds. As an interesting historic insight: the hotel in 1963 was the host to Dr. Martin Luther King Jr. when the Civil Rights leader was invited by Robert F. Kennedy to Charlottesville for a lecture at the University.

In short: this redevelopment project seeks to replace the lost building with a new boutique hotel comprised of 74,605 Square Feet, a 7-story structure that will house 72 standard and suite rooms and 92 effective parking spaces in structured parking. The parcel is bound by Emmet Street (East), C&O RR (North) and the University of Virginia (West and South). The total parcel area is 0.574 acres.

## **Design for a Corridor Vision:**

The building is designed in an architectural language consistent with recent buildings built on the University of Virginia Grounds including the materials, scale, mass and color. The exterior building facades are predominately stone, brick, stucco and painted aluminum windows and shall be broken down into a scale compatible with buildings in the nearby vicinity. To maintain a human scale to the development the overall mass of the building has been broken into smaller blocks. The corner tower feature and the first three floors in a façade of stone recall the historic buildings of Charlottesville. The window features of the first three floors visually conceal the parking structure. The upper three floors have a native brick veneer. A tall frieze in light stucco color provide a cap to the building as a recollection of traditional buildings. The hotel is consistent with the City's architectural character and respect of the qualities that have made Charlottesville a world class city.

## **Preserve History:**

The original hotel, now left in ruins, shall not to be restored as a result of this redevelopment project. However, the name of the hotel shall create the verbal connection to the original hotel.

### **Facilitate Pedestrian Access:**

The site design shall facilitate pedestrian access to the building by virtue of the compactness and simplicity of accessing the hotel from the enclosed parking structure. Patrons will not need to leave the parking structure to enter the hotel. The wayfinding from parking space to hotel will be apparent and clearly indicated for those who have entered the hotel site.

### **Maintain Human Scale in Buildings and Spaces:**

A low-rise mass in the front of the building and the entry Porte-cochere makes the building scale appropriate at the pedestrian level. Walkway along with the property facilitates the proposed pedestrian walkways concept by the city. The open area on the site will be landscaped to enhance the natural character of the site, and to facilitate human interaction. The façade treatment to the parking floors and the windows will conceal unwanted views of the parking deck.

### **Preserve and Enhance Natural Character:**

The existing site is 99% impervious cover. The proposed redevelopment plan anticipates reducing the impervious cover close to 93% impervious cover. And, of this reduced impervious cover, much of it will be devoted to urban stormwater practices and landscaping adjacent to the Emmet Street – thus contributing to a sense of place (see below). In addition to the reduction in runoff associated with impervious areas and associated runoff reduction strategies, the proposed work shall provide street trees to provide shade for pedestrians as well as to promote the stormwater benefits such as tree canopy interception.

### **Create a Sense of Place:**

The portion of the Emmet Street Corridor where this project is located experiences a high volume of pedestrian traffic – specifically UVA students walking between Grounds and their dorms/residences (Lambeth Field Apartments). The proposed work seeks to enhance the pedestrian experience in several ways. First, the portion of the site fronting on Emmet Street shall be designed in general conformance with the City’s Streets that Work Design Guide. According to this guiding document this portion of Emmet Street falls into the Category of Mixed Use A. Though, it is noteworthy to express that in most areas Mixed Use A street typologies contain a raised, landscaped center median and this portion of Emmet Street does not. That said, according to guidance this street frontage shall provide a 7-foot pedestrian sidewalk and a 4’ planted verge (curbside buffer). Both elements shall be provided in conformance with this published guidance.

It is noteworthy to express that the Gallery Court Hotel Design Team is aware of the City of Charlottesville’s Plans to provide a shared use path along this portion of the Emmet Street corridor. As such, we would like to express that we intend to cooperate with the City to the greatest extent practicable and will make reasonable accommodations for this path.



Furthermore, this project shall devote a pedestrian access easement to the City as a result of the 7' wide sidewalk which falls within the parcel boundary.

Finally, the sense of place will be enhanced by the incorporation of an urban stormwater system which shall be introduced along the sidewalk within a trapezoidal buffer space between the sidewalk and the building façade. The design intent of this stormwater system shall be aesthetically attractive and well planted with a diverse, yet intentional, palette of native species. The intent is to create a stormwater management experience that visually connects the passer-by with an opportunity to interact with the engineered and visually designed stormwater feature.

### **Create an Inviting Public Realm:**

For the reasons described above (Create a Sense of Place) we anticipate the public realm will feel inviting.

### **Create Restrained Communication:**

The signage associated with the hotel will be of appropriate scale and in aesthetic harmony with the building itself.

### **Screen Incompatible Uses and Appurtenances:**

As described previously, the parking garage shall be concealed by means of the provided landscape elements and the selected building materials which shall make the parking deck visually unobtrusive. Based on the unique nature of this site, the refuse storage will be contained within the building envelope and rolling trash containers will be wheeled nearer to the street edge for pickup. The design intent is such that even in their street-side position, the containers will be screened from view for the people who pass the site.

### **Respect and Enhance Charlottesville's Character:**

What started as a mere pass-through of Charlottesville in 1981 ended with a conversation between my father and the good-hearted owners George & Nell Eby and Herbert Monte Jr. of the University Lodge Motel (formerly Gallery Court Motor Hotel). Negotiations were completed on April 14, 1981, and as the saying goes: the rest is history.

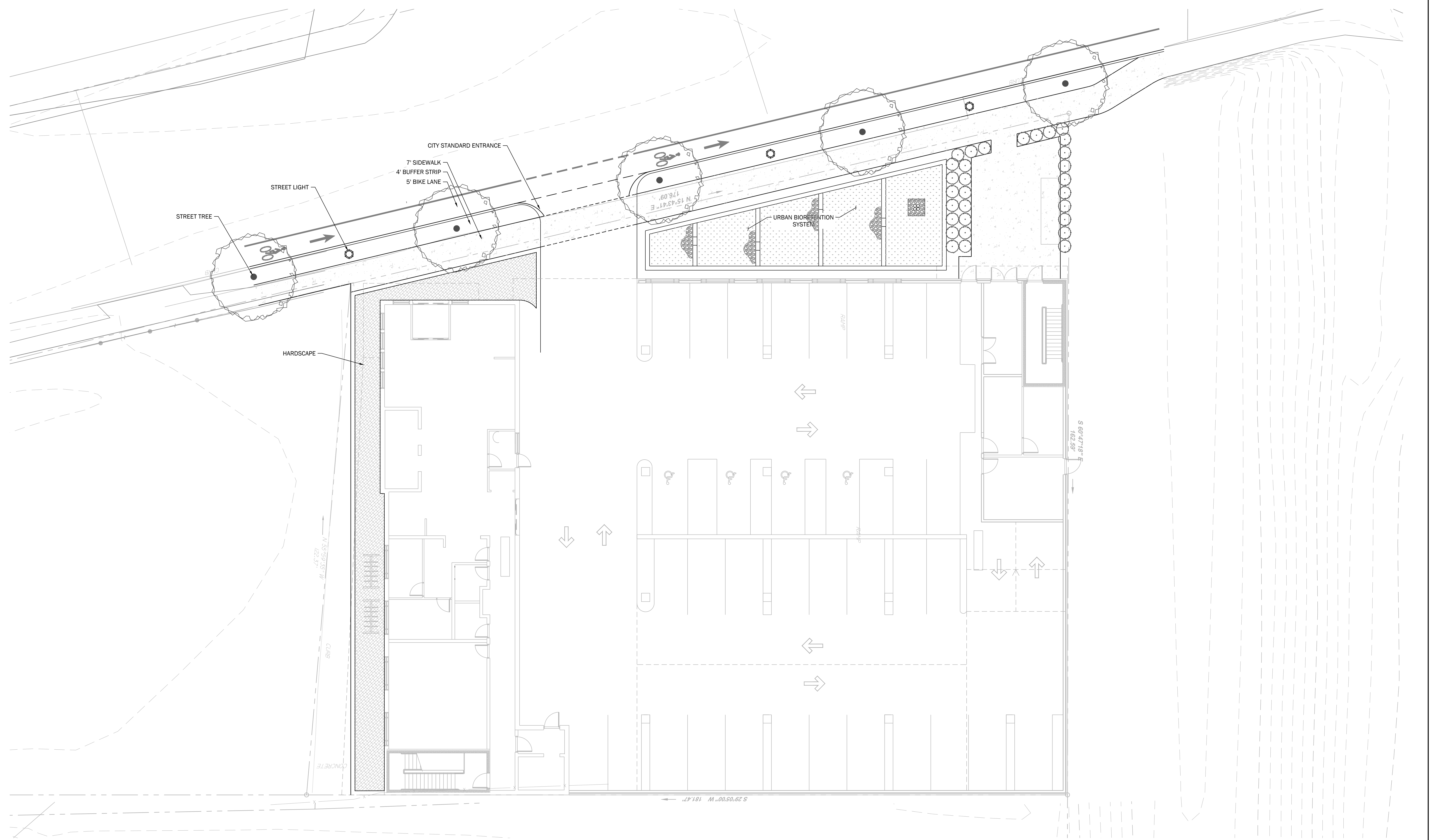
In retrospect, the University Lodge Motel was much more than livelihood for my family. The ownership and operation of this family business was our real-life American Dream. And despite inevitable hardships, owning and operating a mom-and-pop motel gave us purpose and vision for the future—the motel was our silver lining (not to mention the added bonus of being next door to Thomas Jefferson's University didn't hurt).

Though the name has changed throughout the years (University Lodge Motel, Budget Inn, and finally Excel Inn & Suites), the motel has been my lifelong passion. My parents quickly put down roots in Charlottesville, and chose it as the place to raise their family. While attending Charlottesville High, class of '84—sharing a lunch table with Boyd Tinsley and all—I became fully involved in the day-to-day operations of the motel

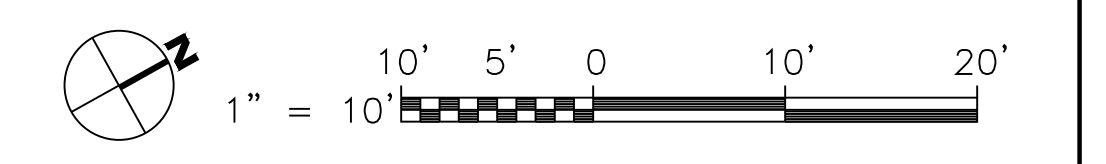
After completing my degrees at Roanoke College and the VCU Medical College of Virginia, followed by a brief career in pharmacy, my wife and I made a conscious decision to commit to the hotel/motel business full time. In 1996, we took full control of operations from my parents, since then expanding to properties in Staunton, VA, Orange, VA and Belle Vernon, PA.

The fire of May 4<sup>th</sup> was devastating beyond words. Though we are profoundly grateful that there was no harm done to our staff or guests, we never imagined losing Excel Inn & Suites entirely. We are thankful to the City Fire, City Police and others for their valiant efforts. Our hearts were shattered, and this continues to be a difficult time for my family. However, we find comfort in knowing that this is not the end, but the opportunity for a new beginning. Though rumors persisted that we plan to sell or have sold the property to UVA and/or other developers, I can unequivocally state that that new beginning is the redevelopment of our boutique hotel: *The Gallery Court Hotel*. Towards this endeavor, I am proud to have on my team Neil Bhatt and Asim Kumar of Nbj Architecture and Daniel Hyer of Line + Grade with others to follow.

Charlottesville has meant the world to my family and me—not only for its rich history, strong sense of community, incredible restaurants, and natural beauty—but for the opportunities it has provided us. Charlottesville has given my children a world-class education in the halls of Albemarle High, and later at the University of Virginia. And, it's offered my wife and me the ability to create the career we've always dreamed of. We continue to love and cherish this town and all it has to offer and promise that we are here to stay.



GALLERY COURT HOTEL  
 CONCEPT SITE LAYOUT  
 CHARLOTTESVILLE, VA

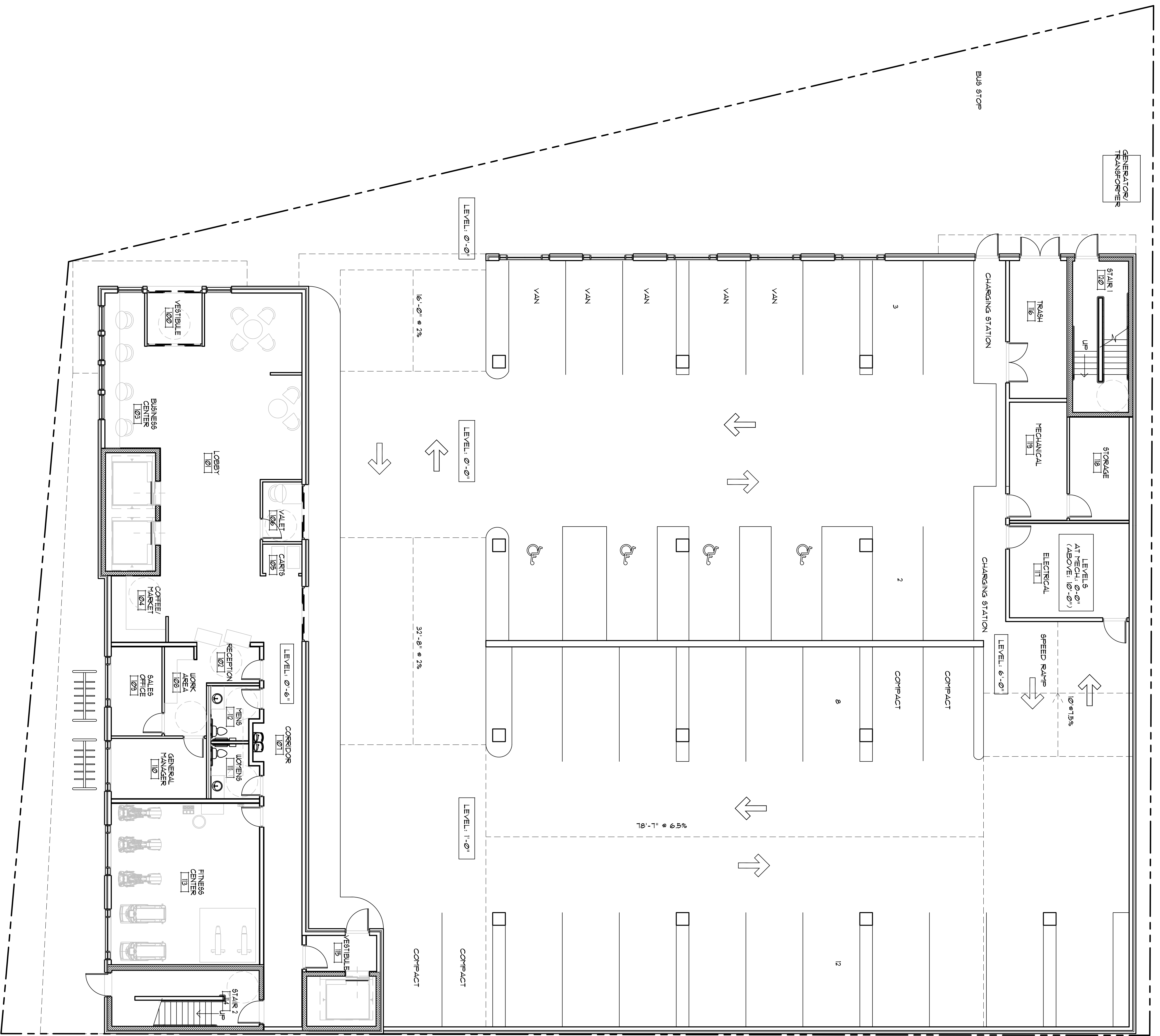




THE GALLERY COURT HOTEL

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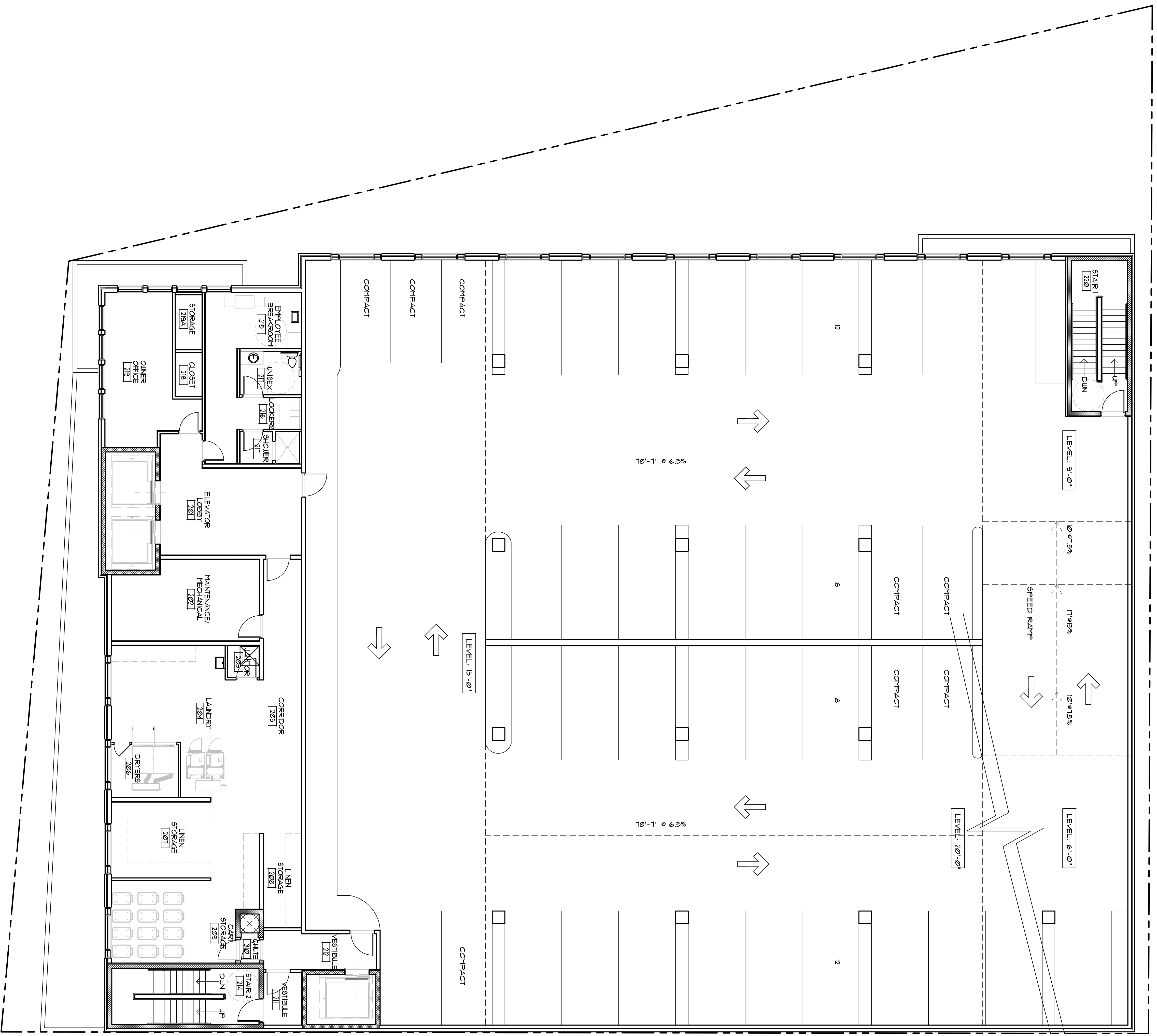
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1 SECOND FLOOR PLAN  
SCALE: 1/8" = 1'-0"

**mbj** ARCHITECTURE  
A Professional Limited Company  
Grove Park Square  
15349 Nock Road  
Charlotte, NC 28211  
Tel: (804) 273-8811  
Fax: (804) 273-8843

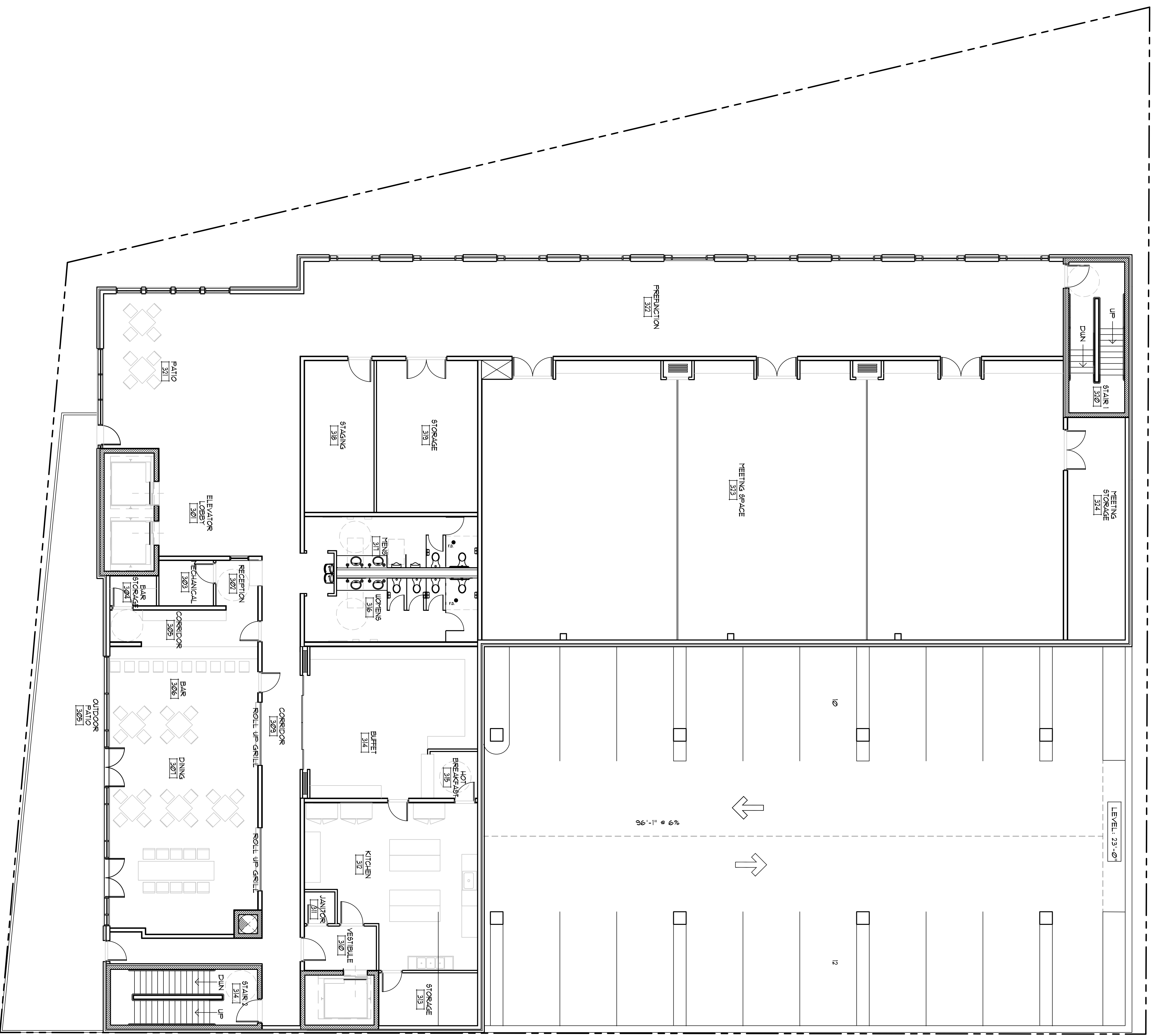
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**INCAAM 140, INC.**

ARCHITECT'S PROJECT NUMBER  
**SCHEMATIC DESIGN 2077009**  
**THE GALLERY COURT HOTEL**  
CHARLOTTEVILLE VA

**PROPOSED SECOND FLOOR PLAN**

NO.	REV'S/DATE	DATE

ISSUE DATE: 5.20.08  
SHEET: A102  
PROJECT DOCUMENTS  
Architect's Project Number: 2077009  
File Name: 2-29-08



1 THIRD FLOOR PLAN  
SCALE: 1/8" = 1'-0"

**mbj** ARCHITECTURE  
A Professional Limited Company  
Grove Park Square  
15375 Nock Road  
Charlotte, NC 28217  
Tel: (804) 273-8811  
Fax: (804) 273-8843

A DEVELOPMENT BY  
**INCAAM 140, INC.**

ARCHITECT'S PROJECT NUMBER  
**SCHEMATIC DESIGN**  
2877009  
**THE GALLERY COURT HOTEL**  
CHARLOTTEVILLE, VA

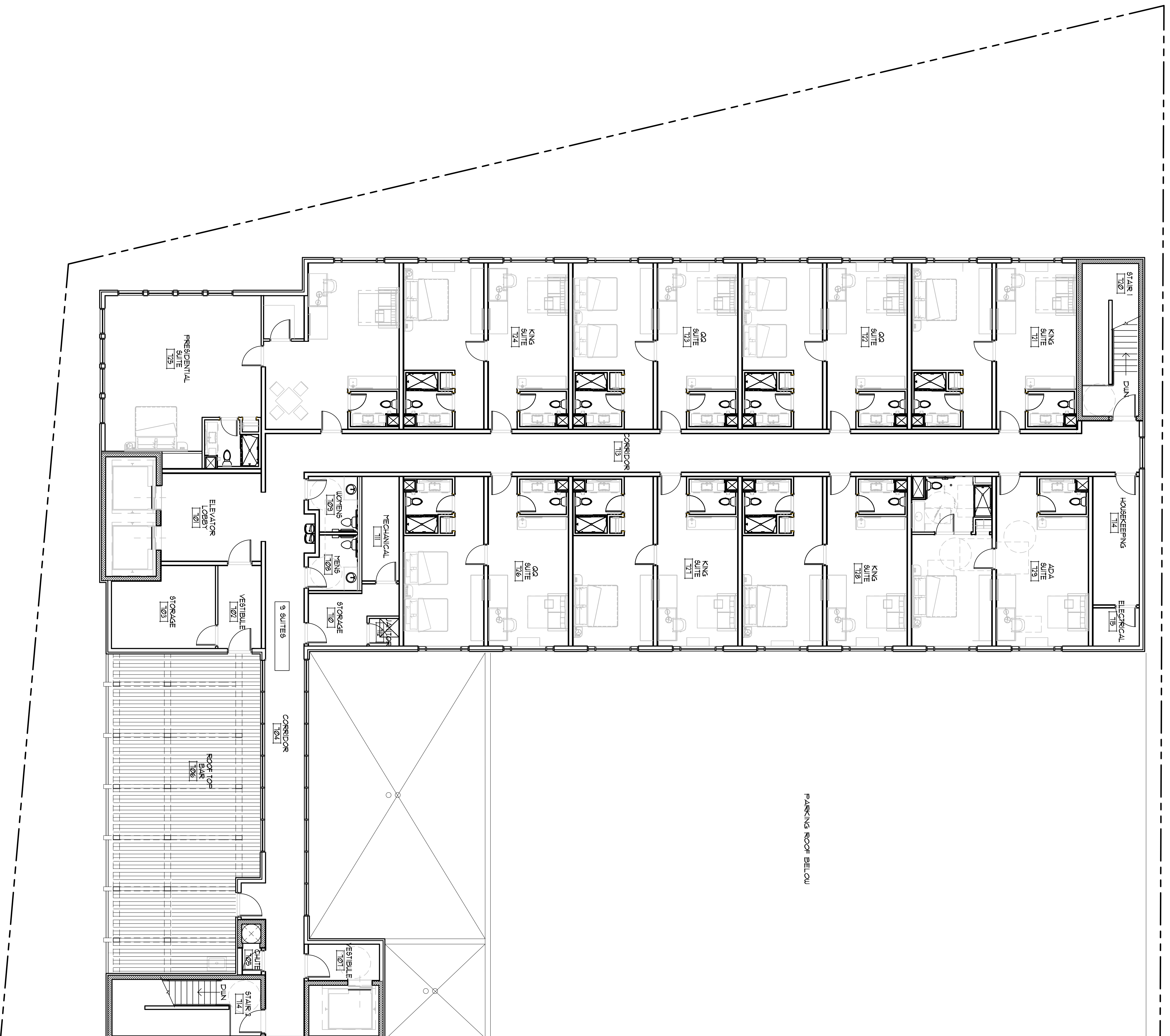
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SHEET: B.1018  
**A103**  
PROJECT DOCUMENTS  
Architect's Project Number:  
2877009  
File Name:  
7-29-09







1 SEVENTH FLOOR PLAN  
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 1/8" = 1'-0"



**mbj ARCHITECTURE**  
 A Professional Limited Company  
 Grove Park Square  
 1530 Northside Road  
 Charlotte, NC 28203  
 ☎ (804) 273-8811  
 ☎ (804) 273-8843

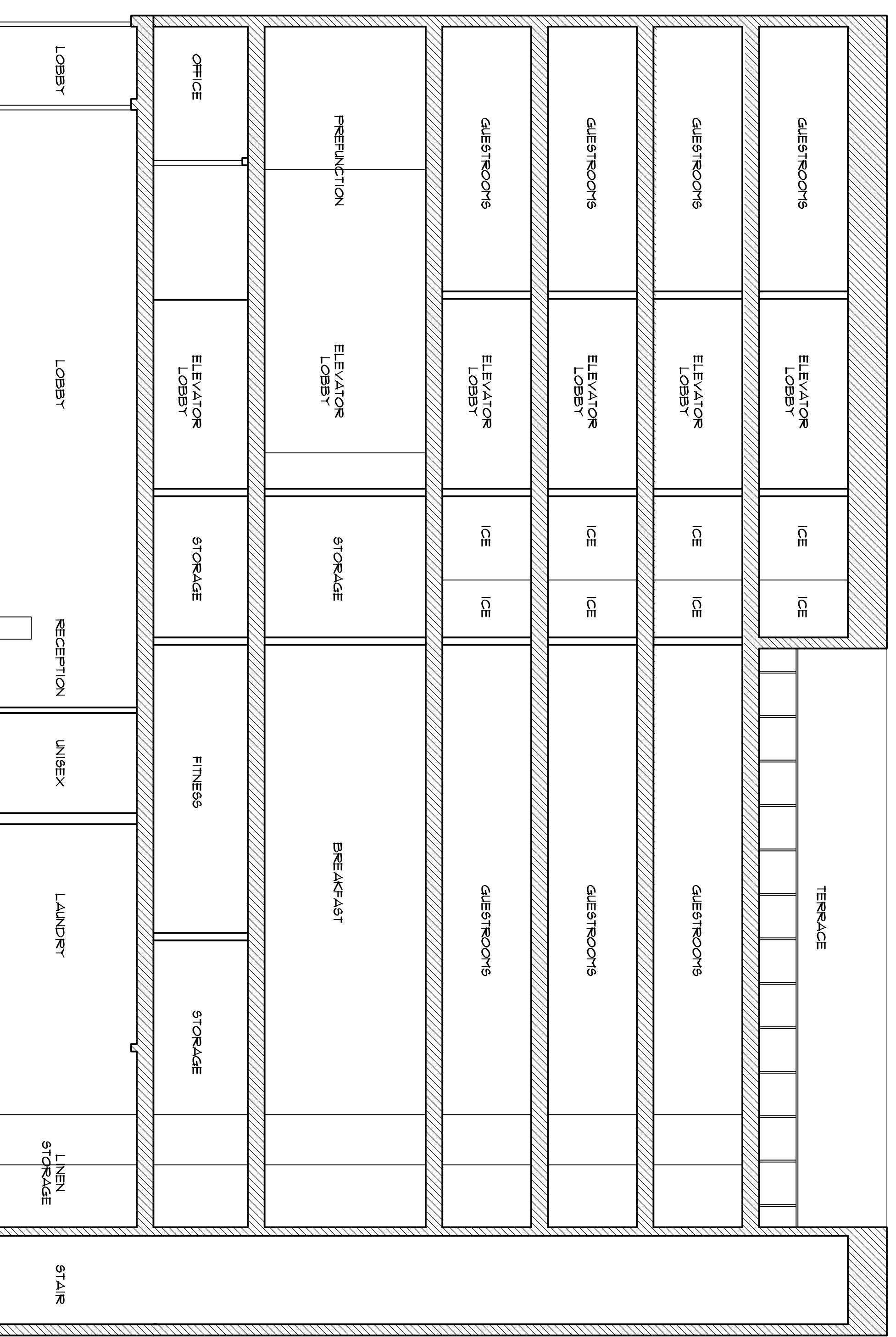
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**INCAAM 140, INC.**

ARCHITECT'S PROJECT NUMBER  
**SCHEMATIC DESIGN**  
 28/7/09  
**THE GALLERY COURT HOTEL**  
 CHARLOTTEVILLE, VA

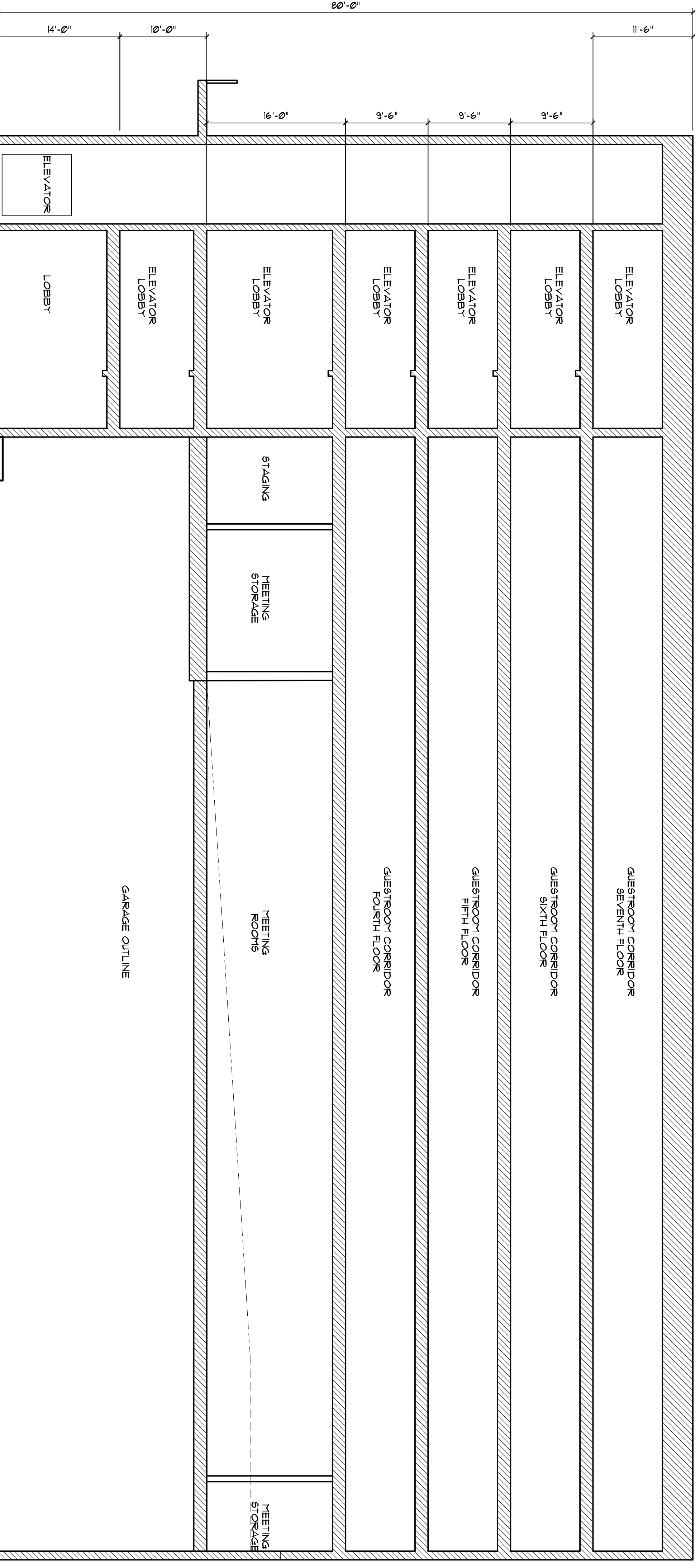
**PROPOSED**  
**SEVENTH FLOOR PLAN**

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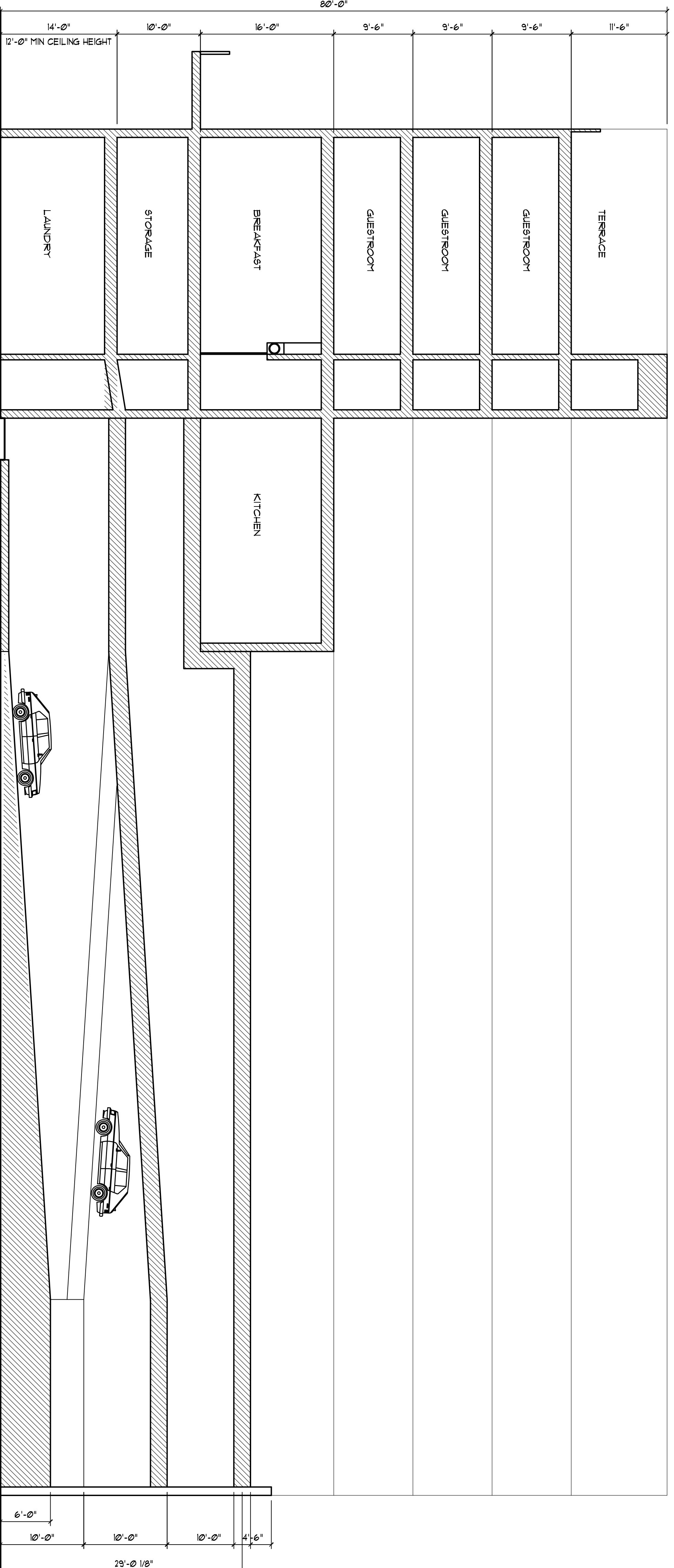
ISSUE DATE: 28/7/09  
 SHEET: 15 OF 18  
**A105**  
 ARCHITECT'S PROJECT NUMBER:  
 28/7/09  
 FILE NAME:  
 7-29-09



3 PROPOSED SECTION C  
SCALE: 1/8" = 1'-0"



2 PROPOSED SECTION B  
SCALE: 1/8" = 1'-0"



1 PROPOSED SECTION A  
SCALE: 1/8" = 1'-0"



**mbj** ARCHITECTURE  
A Professional Limited Company  
Grove Park Square  
15375 Nock Road  
Charlotte, NC 28258  
Tel: (814) 273-8811  
Fax: (814) 273-8843

A DEVELOPMENT BY  
**INCAAM 140, INC.**

ARCHITECT'S PROJECT NUMBER  
SCHEMATIC DESIGN  
**THE GALLERY COURT HOTEL**  
2871009  
CHARLOTTEVILLE VA

PROPOSED  
SECTION

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ISSUE DATE: FEBRUARY 5, 2008  
Street  
**A301**  
FEBRUARY 5, 2008  
Architect's Project Number: 2871009  
File Name: 2871009



# City of Charlottesville

## Pre-Application Meeting Verification

Project Name. Gallery Carvet Hotel

Pre-Application Meeting Date: January 10, 2018

Applicant's Representative: Viral Patel (owner), Daniel Hyea (Project Engineer)

Planner: Heather Newmyer

**Other City Officials in Attendance:**

Marty Silman, City Engineer

Beennen Duncan, Traffic Engineer

Amarda Poney, Bicycle/Pedestrian Coordinator

Carrie Mess, Acting Preservation & Design Planner

Chris Stodd, Assistant City Engineer

**The following items will be required supplemental information for this application and must be submitted with the completed application package:**

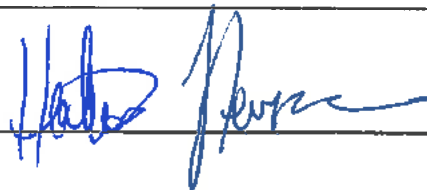
1. Traffic Analysis / Streets That Work Narrative  
- Sec 34-41(d)(9)

2. Comprehensive Plan Analysis  
Sec. 34-41(d)(2)

3. Project Proposal Analysis  
Sec 34-41(d)(1)

4. \_\_\_\_\_

5. \_\_\_\_\_

Planner Signature: 

## B. CORRIDOR 1: ROUTE 29 NORTH FROM THE CORPORATE LIMITS TO IVY ROAD

### Recommended General Guidelines

- Mid Scale
- Mixed-use
- On site/shared parking
- Consolidation of smaller parcels
- Upgrade existing building and site elements

### Guidelines Specific to the Zoning

(URB) Urban Corridor: The intent of the Urban Corridor district is to continue the close-in urban commercial activity that has been the traditional development patterns in these areas. Development in this district is both pedestrian and auto-oriented, but is evolving to more of a pedestrian center development pattern. The regulations provide for both a mixture of uses or single use commercial activities. It encourages parking located behind the structure and development of a scale and character that is respectful to the neighborhoods and University uses adjacent.

- Height regulation:  
1 to 5 stories; recommend 2 to 4 stories.
- Setbacks:  
Primary street frontage: 5 feet minimum; 30 feet maximum, recommend 5 to 10 feet.  
Linking street frontage: 5 feet minimum; 20 feet maximum.  
Side and Rear, adjacent to any low-density residential district: 10 feet, minimum.  
Side and Rear, adjacent to any other zoning district: none required.

- Buffer regulations:  
Adjacent to any low-density residential district, side and rear buffers (S-2 type) shall be required, 5 feet, minimum.

### SUB-AREA C: BARRACKS ROAD TO IVY ROAD

#### Description

North of Arlington Boulevard, this sub-area is dominated by the very successful Barracks Road Shopping Center on the west side and University offices on the east. Between Arlington Boulevard and Ivy Road, two motels, a hotel, two restaurants, and other University related structures predominate. The University has a new sports arena on Massie Road and plans to develop a new arts center on the northwest corner of Emmet Street at Ivy Road. A new pedestrian bridge over Emmet Street, between the existing CSX railroad bridge and Massie Road, has also been constructed to connect the Central Grounds to the North Grounds.

*Streetscape:* Overhead utilities, 4 lanes, grass median, cobra-head lights, row of magnolia street trees along shopping center, heavily landscaped wooded edge, pedestrian and railroad bridges, University planted street trees at southern end, creek bed plantings.

*Site:* Parcels dominated by front site parking with buildings to rear, monument signs, concrete and brick retaining walls.

*Buildings:* Franchise retail buildings, shopping center, landscaped slope to east with elevated University-related office structures, multi-family residential, restaurants, motels,

and University offices in former commercial buildings. Heights vary from 1 to 4 stories, and there is a variety of architectural scales, forms and materials.

*Recent past:* bank buildings on the northwest corner of Emmet Street and Arlington Boulevard and on the southwest corner of Emmet Street and Barracks Road.

#### Vision

Emmet Street has the potential to become more of an urban boulevard, with lively pedestrian activity and a greater mix and integration of uses. Both Barracks Road Shopping Center and Meadowbrook Shopping Center may redevelop with retail, office, hotels, housing, and structured parking. The attractive magnolia street trees along Emmet Street should be retained and new landscaping added to the streetscape as redevelopment occurs. There are opportunities for unified landscaping along the corridor that would help enhance the pedestrian connection. If possible, character-defining architecture should be incorporated into redevelopment plans. As the University redevelops its property on the southern end of the sub-area, including the University Arts Center, there may be opportunities to include student housing and community-related facilities in mixed-use projects that front on Emmet Street.

## Sec. 34-157. - General standards for issuance.

- (a) In considering an application for a special use permit, the city council shall consider the following factors:
- (1) Whether the proposed use or development will be harmonious with existing patterns of use and development within the neighborhood;
  - (2) Whether the proposed use or development and associated public facilities will substantially conform to the city's comprehensive plan;
  - (3) Whether proposed use or development of any buildings or structures will comply with all applicable building code regulations;
  - (4) Whether the proposed use or development will have any potentially adverse impacts on the surrounding neighborhood, or the community in general; and if so, whether there are any reasonable conditions of approval that would satisfactorily mitigate such impacts. Potential adverse impacts to be considered include, but are not necessarily limited to, the following:
    - a. Traffic or parking congestion;
    - b. Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment;
    - c. Displacement of existing residents or businesses;
    - d. Discouragement of economic development activities that may provide desirable employment or enlarge the tax base;
    - e. Undue density of population or intensity of use in relation to the community facilities existing or available;
    - f. Reduction in the availability of affordable housing in the neighborhood;
    - g. Impact on school population and facilities;
    - h. Destruction of or encroachment upon conservation or historic districts;
    - i. Conformity with federal, state and local laws, as demonstrated and certified by the applicant; and,
    - j. Massing and scale of project.
  - (5) Whether the proposed use or development will be in harmony with the purposes of the specific zoning district in which it will be placed;
  - (6) Whether the proposed use or development will meet applicable general and specific standards set forth within the zoning ordinance, subdivision regulations, or other city ordinances or regulations; and
  - (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 BAR or 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.
- (b) Any resolution adopted by city council to grant a special use permit shall set forth any reasonable conditions which apply to the approval.

(9-15-03(3); 11-21-05; 2-21-06)

# City of Charlottesville

## Neighborhood Development Services

### MEMORANDUM



“A World Class City”  
[www.charlottesville.org](http://www.charlottesville.org)

**TO:** Planning Commission  
**FROM:** Alex Ikefuna, NDS Director  
**DATE:** March 6, 2018  
**SUBJECT:** Hydraulic-29 Small Area Plan – Transportation Phase Update

---

#### **Background**

The City of Charlottesville and Albemarle County expressed interest in a joint Small Area Plan to address land use and transportation issues in the Hydraulic-Route 29 Intersection Area. Because of the inter-jurisdictional interests, the City, County and the Charlottesville-Albemarle Metropolitan Planning Organization (TJMPO) in partnership with the Virginia Department of Transportation (VDOT), expressed a mutual interest in establishing an agreeable framework for coordinating and providing planning and engineering studies necessary to provide a Transportation and Land Use Development Plan for this geographic area. The main area of study includes the Route 29 Hydraulic, Route 250 Bypass and Hillsdale highway intersections and surrounding that directly influence current and future traffic, bicycle and pedestrian travel patterns within this portion of the Route 29 Solutions Program encompassing approximately 600 acres; 300 acres in the City and 300 acres in the County. The area is bounded by Greenbrier Drive/Whitewood Road in the North, US Highway 250 in the South, Meadow Creek in the East and North Berkshire Road in the West.

The project has two phases. The first phase of the project is the land use element which was completed last fall and has already been presented to the Planning Commission. The second phase of the Small Area Plan is the preliminary engineering that addresses transportation needs for the project area.

The land use element was prepared by Kimley-Horn consulting firm and the transportation and engineering component by Baker International.

#### **Land Use Element – Key Vision Statements**

- ***Strong Sense of Place*** (Create great streets and connected public spaces; establish an authentic urban form)
- ***Vibrant, Dynamic Economy*** (A vibrant mixed-use destination for business; integrate a variety of housing and affordability options)
- ***Equitable, Environmentally Sustainable Community*** (Promote housing within the core area; Create a multi-modal development system; Plan for environmentally sustainable stormwater management practices)

- *Connected by an Efficient, Multi-Modal Transportation Network, enhanced transit service; safe options for crossing Route 29; (Improved pedestrian and bicycle facilities; better neighborhood connectivity to the core area.)*

### **Transportation Elements**

- US 29 and Hydraulic Road Intersection Improvement (3 potential scenarios)
- Hydraulic Road and District Avenue Roundabout
- Hydraulic Road and Hillsdale Drive Roundabout
- Zan Road Grade Separation-Connection over Route 29.
- Angus Road Grade Separated Intersection with right turn only access and signalized US 29 South Bound U-Turn.
- Hillsdale Drive Connection to Holiday Drive
- Relocation of West Bound US 250 Ramps to Hillsdale Drive Extension.
- Extend East Bound US 250 left-turn lane at Hydraulic

There are three potential scenarios proposed for the US 29 and Hydraulic Intersection improvement; one of which will be selected.

**Scenario 1:** This scenario has three options: a) pedestrian crossing over US Route 29, unsignalized pedestrian crossing, barrier at pedestrian crossing and shared-use path/sidewalk; b) pedestrian tunnels under Right-Turn Ramps, pedestrian crossing under US Route 29, and shared-use path/sidewalk; and c) pedestrian ramp system, unsignalized pedestrian crossing, barrier at pedestrian crossing and shared-use path/sidewalk. Estimated Cost: \$29 - \$35 million (does not include Right of Way acquisition)

**Scenario 2:** At-grade pedestrian crossing, signalized pedestrian crossing, dedicated bike lanes and shared-use path/sidewalk. Estimated cost: \$9.5 - \$12 million (does not include Right of Way acquisition)

**Scenario 3:** Grade-separated roundabout, bike/pedestrian accommodations, roundabout approach and shared-use path/sidewalk. Estimated cost: \$40 - \$48 million (does not include Right of Way acquisition).

**Community Engagement Process:** Several Advisory Panel and community meetings have been held to present information and solicit input that guide the development of the resulting plans.

**Next Steps:** The transportation plan will be presented to the Planning Commission in April, at its regular monthly meeting and will include a request to formally endorse the land use and transportation plans. This will subsequently go to the City Council for consideration.

The City intends to partner with the Thomas Jefferson Metropolitan Planning Organization and Albemarle County in submitting application for Smart Scale funding to implement the intersection improvement this summer.

All related information on the process can be accessed at: **[www.route 29 solutions.org](http://www.route29solutions.org)**.