

2005 JPA - ERB Review - Entrance Corridor Design Guidelines (Feb 3, 2023)		
Chapter I: Design Principles	Applicant's Comment	Staff Comment
Design for a Corridor Vision: New building design should be compatible (in massing, scale, materials, colors) with other neighboring structures that contribute to the overall quality of the corridor. Existing developments should be encouraged to make upgrades consistent with the corridor vision. Site designs should contain some common elements to provide continuity along the corridor. New development, including franchise development, should complement the City's character and respect those qualities that distinguish the City's built environment.	Exterior material selections are predominantly brick and stucco, consistent with other buildings along the JPA corridor. The color palette falls in a compatible range. Building massing is varied, not monolithic. The scale evident in fenestration, entrances, site stairs, canopies and porches is appropriate for this district. The landscape design along JPA-- consisting of multiple terraces and plantings-- has the potential to enhance the corridor's character, creating opportunities for pedestrian comfort and interaction in a shaded environment that is a marked improvement over other student housing that fronts this corridor.	Staff concurs.
Preserve History: Preserve historic buildings and distinctive architecture from earlier periods. Encourage new contemporary design that is respectful of historic building design.	There are no historically designated buildings on this site. The property is in an Entrance Corridor, but it does not fall within any of the city's Historic Districts	Staff concurs.
Facilitate Pedestrian Access: Encourage compact, walkable developments. Design pedestrian connections from sidewalk and car to buildings, between buildings, and between corridor properties and adjacent residential areas.	The potential pedestrian experience along JPA represents a significant improvement over streetscapes found elsewhere on the corridor. The existing sidewalk will be rebuilt to current city standards with a narrow planted buffer between parked cars and pedestrians. On site, easily accessible plaza spaces adjacent to the sidewalk will give pedestrians a kind of wayside where they can relax and socialize in the shade and beauty of new plantings. At the rear of the property, a paved walk is proposed, available for public use, allowing nearby residents a second, alternative connection between Washington and Observatory Avenues	Staff concurs.
Maintain Human Scale in Buildings and Spaces: Consider the impact of building design, especially height, mass, complexity of form, and architectural details, and the impact of spaces created, on the people who will pass by, live, work, or shop there. The size, placement and number of doors, windows, portals and openings define human scale.	The building height is similar to multiple nearby structures along the corridor. Buildings at 1725 JPA, 1815 JPA and 1800 JPA are five to nine stories tall. Mass and form of the proposed building is varied. Multiple walks and terraces provide usable spaces, traversable by visitors and passers-by. Street trees will provide screening, shade and beauty. The dimensions and arrangements	Staff concurs.

	of windows, openings and entries are consistent with neighboring apartment buildings.	
Preserve and Enhance Natural Character: Daylight streams, and retain mature trees and natural buffers. Work with topography to minimize grading and limit the introduction of impervious surfaces. Encourage plantings of diverse native species.	The landscape plan proposes a variety of native plantings in a variety of sizes-- from smaller shrubs to large trees.	Staff concurs.
Create a Sense of Place: In corridors where substantial pedestrian activity occurs or is encouraged, or where mixed use and multi-building projects are proposed, one goal will be creating a sense of place. Building arrangements, uses, natural features, and landscaping should contribute, where feasible, to create exterior space where people can interact.	In addition to the multiple terraced areas along JPA, several of the apartments fronting Observatory Avenue have porches and walks connected to the sidewalk. Not only will these benefit the scale of the project, they provide outside spaces from which tenants can easily see and communicate with other students and city residents as they move to and fro. In its current state the site makes little contribution to the street wall. It lacks architectural presence on the corridor. Very few buildings front the street to contribute to a sense of place. The proposed development will engage the street corners and contribute to the existing street wall-- one defined by variation more than uniformity.	Staff concurs.
Create an Inviting Public Realm: Design inviting streetscapes and public spaces. Redevelopment of properties should enhance the existing streetscapes and create an engaging public realm.	A generous array of plaza spaces and planting beds will create a comfortable, shaded environment along the public realm, creating a kind of expanded sidewalk with places to sit, rest, eat and talk. At the corner of Jefferson Park and Observatory Avenues, a corner space is proposed with the potential to serve future commercial use, connected to an outside terrace convenient to passers-by	Staff concurs.
Create Restrained Communications: Private signage and advertising should be harmonious and in scale with building elements and landscaping features.		n/a. No signage proposed. Signage will require separate signage permits

Mask the Utilitarian: Provide screening from adjacent properties and public view of: parking lots, outdoor storage and loading areas, refuse areas, mechanical and communication equipment, and other uses that have adverse impacts. Where feasible, relegate parking behind buildings.	All on-site parking is concealed under the building. Access to the basement parking is located on Washington Avenue, over 200 feet away from JPA. Storage areas, refuse areas and mechanical equipment will all be concealed within the building or on rooftops behind parapets	Not specified
Respect and Enhance Charlottesville's Character: Architectural transplants from other locales, and shallow or artificial imitations of the Jeffersonian architectural style are examples of building designs that are neither appropriate nor desirable. Objectionable or incompatible aspects of franchise design or corporate signature buildings must be modified or customized to fit the character of this community.	By and large, traditional materials are proposed, but the building's architecture does not rely on historic references deployed superficially or romantically. It does not indulge vernacular details associated with places outside Charlottesville	Staff concurs.
Chapter II: Streetscapes, B. Plantings & Open Space	Applicant's Comment	Staff Comment
1. Use street trees to provide shade, a sense of enclosure and to define edges.	Many street trees are proposed along Jefferson Park, Observatory and Washington Avenues. In the site's current condition, street trees are uncommon.	Staff concurs.
2. Include appropriately scaled trees, shrubs and other plantings to provide beauty as well as shade, within a pedestrian gathering place, and as screening for parking, utilities, and service areas.	A varied selection of plantings-- from large trees to medium trees to shrubs-- will benefit the environment around the building, encouraging people to gather and socialize within the color, comfort and shelter of the landscape. In addition to street trees, multiple planting beds-- as buffers along JPA, in transitional spaces between sidewalks and entrance terraces/porches, and along the building edge-- will host smaller plantings. The combination of plantings will enhance a sense of scale around the building, emphasizing the edges of and enclosing outdoor space.	Staff concurs.
3. Maintain existing plantings in all public areas.		
4. Use hardy native species that require minimal maintenance.	Most planting selections come from the Charlottesville Tree Packet of recommended species. Over-used species-- Bradford Pear and Crepe Myrtle, for example-- are not proposed.	Staff concurs.

5. Replace damaged or missing street trees with appropriate species.		
6. Avoid over-used species such as Bradford pear.	n/a	
7. Use larger tree species where appropriate to space and function.	Certain species-- London Planetree, Honeylocust and Kentucky Coffeetree, among them-- will attain significant height when mature. They are proposed along the streets, where in time they will provide abundant shade and an ever-changing screen of the upper stories of the new building	Staff concurs.
8. Expand use of seasonal color in plantings.	Multiple species-- black gum, ? and ? among them-- will provide potentially great colors in fall and spring	
9. Use landscaping to create an identity within a particular corridor or sub-area by selecting specific species, sizes, colors or shape of plants and trees.		
10. Use plantings to promote visual order and help integrate buildings into the corridor.	In time, the varied scale of plantings will create a layered environment from which the building emerges, avoiding abrupt or stark transitions.	Staff concurs.
11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual.	Acknowledged	
12. Encourage day lighting of streams where appropriate.	n/a	
Chapter II: Streetscapes, C. Pedestrian Routes	Applicant's Comment	Staff Comment

1. Provide, where feasible, unbroken pedestrian routes between developments. Place paths in a logical pattern where people will want to walk. Place sidewalks on both sides of streets where feasible and separate them from the curb by a minimum five (5) feet wide landscape zone if possible.	The continuity of sidewalks will be significantly improved with this project. Currently sidewalks along both Observatory and Washington Avenues are discontinuous on both sides, with stretches of more than 200 feet without sidewalks at all. Where there are sidewalks currently, they are frequently crossed by parking drives and aprons. After this project is complete, the sidewalks will continue, without break, along all three street edges. Only one vehicular drive-- at the Washington Ave. entry to the parking deck-- will cross the new sidewalks. At JPA, a landscape buffer is proposed. Because of utility limitations it will be three feet wide, sufficient for smaller plantings. To compensate, we propose a sufficiently wide planting bed for larger street trees to be located on the building side of the sidewalk.	Staff concurs.
2. Within developments, identify a complete internal pedestrian pathway system linking all buildings, parking and green spaces. Ensure that this network connects to public pedestrian pathways that link schools, recreation areas, and other major destinations.	All building entries, porches and plazas are connected to public pathways, often in multiple locations. At the rear of the property, there is currently a surface parking lot with few trees. For years this lot has served an informal, but illicit, function as a pedestrian connection between Washington and Observatory Avenues. With this project, a new pedestrian path behind the building-- and open to public use-- will replace the parking lot. The new path will enjoy screening and shade from a wide planted buffer along the north property boundary	Staff concurs.
3. Add designated pedestrian pathways through larger parking lots.	No visible surface parking lots are proposed in this project.	
4. Provide crosswalks at intersections, between major pedestrian destinations and in front of building entrances that link to parking.	A crosswalk will be provided where the Washington Ave. sidewalk intersects with the vehicular drive accessing the parking levels.	
5. Design crosswalks to highlight their visibility by slightly raising them, by making them wider, by constructing them of materials other than asphalt and by using bulb-out corners that reduce their length.	At the entrance to the under-building parking, the crosswalk will not be paved in asphalt, and it will be wider than the sidewalk.	

6. Provide breaks in large building masses to allow pedestrians to pass through, particularly through shopping centers.	The concealed parking levels do not permit accessible passage across the full site within the building's perimeter. However, at the rear of the property, not far from JPA, a public pathway is proposed that crosses the entire property. Currently, it's unusual for people to walk between Observatory and Washington Avenues except at the rear parking lot and at JPA. Connections at these locations will be retained and improved	
7. Place sidewalks throughout residential areas.		
8. Avoid excessive curb cuts for vehicular access across pedestrian ways. Where curb cuts are necessary, mark them with a change in materials, color, texture or grade.	The project requires only a single curb cut, marked with a change in material, at the entry to the under-building parking on Washington Ave. This is a significant reduction to existing curb cut conditions. Currently, there are at least eight curb cuts or driveway crossings located along Observatory and Washington Avenues accessing this site.	Staff concurs.
9. Design sidewalks appropriately for the site and the expected amount of foot traffic. In commercial areas where foot traffic is expected, sidewalks should be a minimum of (10) ten feet. Sidewalks in residential areas can be five (5) feet, depending on the type of street and size of road.	In this largely residential district, a seven foot wide sidewalk is proposed along Jefferson Park Ave.	
10. Use brick or patterned concrete, or a combination of these materials, that relates to the existing architectural vocabulary of the corridor or sub-area.	Currently, there is little precedent in this corridor for brick or patterned concrete walks... however, we propose brick and stone for numerous low site walls contiguous to walks and plazas	Staff concurs.
11. Avoid concrete curbing poured in continuous strips.	Acknowledged	
12. Avoid excessive variation in sidewalk and curb materials.	Acknowledged	
Chapter II: Streetscapes, D. Bicycle Routes	Applicant's Comment	Staff Comment
1. Provide for bicycle traffic along major corridors and between major destinations, with particular emphasis on connecting residential areas to schools, recreation areas, and commercial centers.	Currently there is a dedicated bike lane along JPA adjacent to the site. This will remain.	

2. Provide new bike paths to connect to planned or existing municipal paths or paths of adjoining developments.		n/a
3. Provide facilities to store or lock bicycles at appropriate sites, including schools, major recreation areas, office parks, public institutions, and large commercial centers.	Indoor, secure storage for bicycles will be provided on site	
4. Develop an easily identifiable graphic system of signs and road markings to designate bicycle routes and crossings.		n/a
Chapter II: Streetscapes, E. Lighting	Applicant's Comment	Staff Comment
1. Use full cutoff luminaires in accordance with City lighting requirements to provide better lighting and prevent unwanted glare.	Full cutoff luminaries will be used	See recontended conditions in staff report
2. Where appropriate, replace modern cobra-head type lamps and poles with painted metal, traditionally designed fixtures that have a base, shaft and luminaire.		n/a
3. Consider using a different but compatible style of fixture for each of the corridors.		n/a
4. Light pedestrian areas with appropriately scaled poles.		n/a
5. Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.		n/a
6. Provide lighting of intersections in high traffic areas.		n/a
7. Include any lighting upgrades as a part of an overall streetscape plan for each corridor.		n/a
Chapter II: Streetscapes, F. Street Furniture	Applicant's Comment	Staff Comment
1. Develop and use a common palette of colors, materials and design.	The furniture materials, colors and design will be coherent	

2. Coordinate furniture along corridors. While they need not match, they should be compatible and not clash.	There is little presence or continuity of street furniture along JPA now. We do not anticipate furniture choices for this project to clash.	
3. Place benches at key locations such as transit stops. Use traditional designs constructed of wood and/or painted metal.	No transit stops are currently located along the site’s JPA boundary, but built-in benches and tables are planned to be included on the front entry plaza. These are very close and convenient to the sidewalk. They will allow a place to wait, rest and meet with friends. If a transit stop is placed here in the future, the project’s benches have the potential to create alternative waiting areas close-by and within sight of it	
4. Avoid placing too many elements on narrow sidewalks.		n/a
Chapter II: Streetscapes, G. Public Signs	Applicant's Comment	Staff Comment
1. Develop a system of public wayfinding and informational signs to reflect the character of Charlottesville to be used on all corridors.		Signage not reviewed under this CoA. Signage requires a separate sign permit; must comply with EC design guidelines.
2. Coordinate the colors and design of signs within a corridor.	The color scheme and design of signs will be consistent and coherent.	
3. Keep signs to the minimum number and size necessary for the use.	The number of signs will not be excessive	
4. Scale and place signs for both automobile traffic and pedestrians.		
5. Avoid placing signposts in locations where they can interfere with the opening of vehicle doors.		
6. Consider using decorative color banners within a specific corridor		
Chapter II: Streetscapes, H. Public Art & Monuments	n/a	

Chapter II: Streetscapes, I. Utilities & Communication Equipment	Applicant's Comment	Staff Comment
1. Locate and screen utilities to limit their visibility from the street and from nearby development.	Power and communication cables will remain above ground and suspended from utility poles. but transformers and meters will be located out of view from JPA.	
2. Place existing and proposed utilities underground.	Utilities will not be buried, as is typical of almost all other buildings along this corridor.	
Chapter III: Sites, B. Connectivity Between Entrance Corridor Areas & Neighborhoods	Applicant's Comment	Staff Comment
1. Maintain or provide a strong sense of community, by providing pedestrian and vehicular links from a corridor site to nearby neighborhoods, parks, schools and other public destinations.	Pedestrian connections to the neighborhoods on Observatory and Washington Avenues are enhanced by improved continuous sidewalks that are minimally interrupted by vehicular crossings	Staff concurs.
2. Use common streetscape elements, materials and designs to visually link the corridor areas and neighborhoods.	Materials typical of the surrounding neighborhoods-- brick, stone, concrete-- will be used in walks and site walls	Staff concurs. See precedent images.
3. Provide continuous pedestrian routes along corridors where feasible.	Pedestrians routes along the corridor will be enhanced and expanded.	Staff concurs.
4. Site grading should promote connectivity with adjacent sites.	Site grading will not affect adjacent sites.	Staff concurs.
Chapter III: Sites, C. Connectivity Between & Within Sites	Applicant's Comment	Staff Comment
1. Create a complete pedestrian pathway system within a site and between adjacent sites, linking all buildings, parking areas and green spaces. Ensure that this network connects to any nearby public pedestrian pathway.	All building entries, porches and plazas are connected to public pathways, often in multiple locations. At the rear of the property, there is currently a surface parking lot with few trees. For years this lot has served an informal, but illicit, function as a pedestrian connection between Washington and Observatory Avenues. With this project, a new pedestrian path behind the building-- and open to public use-- will replace the parking lot. The new path will enjoy screening and shade from a wide planted buffer along the north property boundary.	Staff concurs.

2. Design pedestrian and vehicular circulation to maximize the quality and safety of pedestrian experience through:	At the entrance to the under-building parking, the crosswalk will not be paved in asphalt, and it will be wider than the sidewalk. The change in materials and wider dimension will call attention to pedestrians where the garage entry/exit crosses the sidewalk at Washington Ave.	Staff concurs.
a. Design approaches such as “shared space” that slow vehicle speeds and enhance pedestrian experience.		n/a
b. Designated, separate sidewalks with planted areas through large parking lots.		n/a
c. Crosswalks at points of vehicular access routes and in front of building entrances.		n/a
d. Crosswalks designs that highlight their visibility by slightly raising them, by making them wider, by constructing them of materials other than asphalt and by using bulb-out corners that reduce their length.		n/a
3. Ensure that new paving materials are compatible with the character of the area. Scored concrete with broom finishes, colored, exposed aggregate concrete, and brick or unit pavers are examples of appropriate applications. Avoid large expanses of bright white or gray concrete surfaces.	At the entry plaza, associated walks and the corner terrace at the intersection of Jefferson Park and Washington Avenues, paving materials will be scored concrete in a buff stain. The walks leading to the Observatory Ave. porches will be paved in brick.	Materials are appropriate
4. Provide passageways within large building masses to allow pedestrians to pass through, particularly through shopping centers	The concealed parking levels do not permit accessible passage across the full site within the building’s perimeter. However, at the rear of the property, not far from JPA, a public pathway is proposed that crosses the entire property. Currently, it’s unusual for people to walk between Observatory and Washington Avenues except at the rear parking lot and at JPA. Connections at these locations will be retained and improved.	Staff concurs.
Chapter III: Sites, D. Building Placement	Applicant's Comment	Staff Comment

1. Orient the facade of new buildings to front on the corridor.	The main building entry and entry plaza front Jefferson Park Avenue.	Staff concurs.
2. Limit setback of new buildings according to the zoning of the particular corridor.	The front yard is between 20 and 30' deep, which is consistent with multiple other similar buildings along the corridor.	Staff concurs.
3. Limit setbacks at major intersections so that the architecture can help define the area.	While the intersections may not be regarded as major, they are not insignificant. The architecture-- both in the street-level terracing and prominent entry areas-- serves to define the corners	Staff concurs.
4. Use compact building arrangements to reduce the feeling of seas of parking, encourage pedestrian activity and define space.	No exposed, surface parking is proposed. The building is not sited too far from rights-of-way, but enough to allow expanded pedestrian spaces and ample plantings.	Staff concurs.
5. Strive for contiguous building arrangement along the street face, and avoid large breaks between buildings in identified development sites.	We seek a balance in the building arrangement. While the base of the building is contiguous along JPA, the residential wings above step back independently of one another-- one offset from the other-- to introduce varied massing and temper the impression of formality that a more symmetrical form might impose	Staff concurs.
6. Ensure that larger developments orient their design to any adjoining neighborhoods and to side streets.	The introduction of brick facades along Washington and Observatory Avenues creates the impression of independent attached dwellings-- not unlike townhouses-- fronting on the side streets and their associated neighborhoods. Porches at multiple ground level apartments along Observatory reinforce this perception	Staff concurs.
7. Provide breaks in large developments and building masses to allow pedestrian connections between developments.		
8. Orient service areas to limit their impact on the development and any neighboring areas.	The building will be serviced largely at the entrance to the under-building parking on Washington Ave. This will help minimize the presence of service vehicles like trash trucks along the JPA corridor	Staff concurs.
9. Each side of a corner building that faces a street should be considered a facade of the building for design purposes.	Building corners, especially at Washington Ave., turn to face side streets with prominent entry points and fenestration	Staff concurs.

Chapter III: Sites, E. Parking	Applicant's Comment	Staff Comment
1. Reduce the scale of parking lots by:		n/a
2. Where existing parking lots are located on the street, screen such lots from the street and from adjoining development, using low fences or walls, or year-round plantings.		n/a
3. Reduce the visibility of residential garages by:		
a. Not allowing a garage to become the primary architectural feature when a development is viewed from the street, especially for attached housing.	The garage entry is on the project's east side yard, over 200 feet from the JPA corridor	Staff concurs.
b. Placing garages behind the building setback, preferably facing to the side or rear of attached housing.	The entry drive to the garage is not in the front yard	Staff concurs.
c. Placing garages and parking in the rear with alley access	Because of grading concerns and to prevent vehicle access from conflicting with rear yard pedestrian use and planted screening, we elected not to access the garage from the rear yard.	Staff concurs.
4. Accommodate pedestrian needs within parking areas by:		
a. Providing clear pedestrian paths and crossings from parking spaces to main entrances and to the street.	Ways from parking spaces to building entrances will be clearly marked	N/A. Parking is within the building and not visible from the EC.
b. Planning parking so that it least interferes with appropriate pedestrian access and connections to adjoining developments.	Primary building entrances are connected directly to public sidewalks, away from subterranean parking.	Staff concurs.
5. Construct parking lots that reinforce the existing street wall of buildings and the grid system of rectangular blocks.		n/a
6. The number and width of curb cuts should be the minimum necessary for effective on- and off-site traffic circulation. Whenever possible, curb cuts shall be combined with adjacent entrances.	Only one curb cut for vehicular access is proposed. This will be on Washington Avenue, over 200 feet up from the corridor.	Staff concurs.

7. Design any detached parking structures to be architecturally compatible with its setting or to be screened by other buildings or by landscaping. If it fronts on a street or pedestrian path, design the street level facade with storefronts, display windows, bay divisions, and other pedestrian oriented features.		n/a
8. Bicycle parking facilities should be provided within areas where significant bicycle traffic is anticipated. They should be located in designated areas close to buildings and pedestrian paths. The design, materials, and color of the bicycle racks should coordinate with other site elements and should be well-lit for night time uses.	Bike storage will be located securely inside the building, convenient to an exterior entry along Washington Avenue with continuous sidewalk access to JPA	
Chapter III: Sites, F. Plantings & Open Spaces	Applicant's Comment	Staff Comment
1. Provide landscaping within parking areas by:		n/a
a. Separating parking aisles with medians planted with shade trees along the length of the islands.		n/a
b. Including pedestrian walkways with planted medians to reinforce connectivity and separate pedestrians from vehicular traffic.		n/a
c. Avoiding isolated islands of single trees and instead providing landscaped tree aisles between every other row of cars.		n/a
d. Using shade trees of sufficient number and size at maturity to shade a substantial portion of the lot. Consider orientations that would provide the greatest shade during summer months. Smaller, more decorative trees can be used closest to buildings.		n/a

2. The majority of the open space should be located at the perimeter of the site where it is visible and it should be of sufficient width and depth to provide adequate contrast to any adjoining site parking. Planting zones should be consolidated into areas large enough to give a natural character to a site rather than randomly distributed in small and narrow open spaces that do not match the context and scale of the project.	Most open space is located along the perimeter. Planting zones vary. Some are linear and narrow, creating an edge along walks. Others are more spacious, allowing generous green areas suitable for larger tree species. Planting zones are designed deliberately to help define and shade public sidewalks. At the rear of the site, a broad swath of mixed plantings will provide a buffer between this project and smaller scaled neighboring houses to its north.	Staff concurs.
3. Planted areas should also be located along the public boundaries of the site, within parking areas, along drainage or stormwater management areas, around buildings, and at building entries.	Plantings are proposed in all of these locations (with the exception of parking areas, because all parking is under the building).	Staff concurs.
4. The existing topography should be preserved intact as much as possible to minimize disruptions in drainage.	Outside the building perimeter, significant regrading is not proposed	Staff concurs.
5. Different scales of plantings (trees, shrubs, flowers) should be incorporated into site design to the extent possible and such features as mature woods and riparian areas should be retained.	A variety of plantings of different sizes and colors are proposed	Staff concurs.
6. Use species appropriate for site conditions including available sunlight, water and root and canopy space.	Selected species are appropriate for site conditions.	Selected trees are on the City tree list
7. Use trees, shrubs and other landscaping features to provide screens for service areas, parking and utilities.	Plantings will be used to screen utilities where necessary	Staff concurs. Will confirm via site plan review.
8. Use large specimen street trees along pedestrian routes to provide shade and to define edges.	Large trees, selected from Charlottesville's Tree Packet of recommended species, are proposed along all sidewalks.	Staff concurs.
9. In the core of larger commercial and office centers, street trees and more formal urban plantings organized around public open spaces are recommended.		n/a
10. Consider using landscaping areas that also provide storm water treatment, such as rain gardens.	Planted Bioretention is planned along parts of Observatory and Jefferson Park Avenues.	Staff concurs.
11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual	Acknowledged	

12. Encourage day lighting of streams where appropriate.		n/a
Chapter III: Sites, G. Lighting	Applicant's Comment	Staff Comment
1. Use full cutoff luminaires in accordance with City lighting requirements to provide better lighting and prevent unwanted glare. Lighting should at all times be designed to prevent light pollution in the form of light transmission laterally beyond site boundaries or upward to the sky.	All relevant lighting will follow the city's cutoff luminary requirements	See recommended conditions in the staff report.
2. Coordinate the lighting plan with the landscape plan to ensure pedestrian areas are well-lit and that any conflict between trees and light fixtures is avoided.	Lighting is being coordinated with the landscape design	
3. Lighting should provide for appropriate and desirable nighttime illumination for all uses on and related to the site to promote a safe environment.	LED lighting at levels and temperatures recommended by BAR guidelines will be specified. Most exterior lighting will be motion-activated	
4. Light pedestrian areas with appropriately scaled poles and luminaires. Their heights are typically ten to fourteen feet.	Most lighting of pedestrian areas will not be mounted on poles. Those lights that are will not be mounted above appropriate heights	
5. Avoid using building accent lighting that is too bright and draws too much attention to the building. Reasonable levels of accent lighting to accentuate architectural character may be appropriate in individual instances when it is shielded and is not aimed towards neighboring properties, sidewalks, pathways, driveways, or public right-of-ways in such a manner as to distract travel.	Accent lighting will be subtle and used only around building signs	
6. Gasoline station/convenience store aprons and canopies should utilize fully shielded lighting fixtures. 7. Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.		n/a
Chapter III: Sites, H. Walls & Fences	Applicant's Comment	Staff Comment

1. Choose high-quality materials and designs using materials such as brick, stone, metal, and wood. Avoid untreated wood, vinyl, chain-link, or wire fences or concrete block walls. Consider selecting materials used elsewhere on the property or the structures within the site.	Site walls will be built out of quality, durable materials.	Staff concurs.
2. Use a scale and level of ornateness of the design of any new walls and fences that relate to the scale and ornateness of the building within the site. Use simpler designs on small lots.	In detailing and scale, the site walls will be compatible with the building.	Staff concurs.
3. Avoid exceeding the average height of other fences and walls of surrounding properties.	Site walls will typically be low-- in many cases, seat wall height-- especially along the JPA corridor.	Staff concurs.
4. Fences should be set back from the street right-of-way to allow a clear area for utilities and landscaping.		n/a
5. When walls or fences stretch longer than 50 feet, use designs with texture and modulation to provide a regular rhythm without being monotonous. For example, use vertical piers (generally spaced no more than 25 feet apart) of a different material or width or height. Plantings and street trees should be used in conjunction with a wall or fence to break up a long expanse.	The brick wall around the upper terrace at Jefferson Park and Observatory Avenues is punctuated by recesses that keep the wall face from being too monotonous. Where other site walls stretch more than fifty feet without interruption, these are typically low, seat-height walls where modulation is of negligible value.	Staff concurs.
6. Use paint or opaque stains on pressure treated or unpainted wooden fences.		n/a
7. Fence stringers (the structural framing of the fence) should be located facing the interior of the subject lot, with the finished side facing out away from the subject property.		n/a
8. Fences at intersections and driveways should comply with City requirements for site distance. (See Article IX, Division 7 of the Zoning Ordinance for detailed site triangle requirements.)		n/a
9. Transitional screening should consist of a densely planted buffer strip to provide an adequate visual screen. The screen should be of appropriate plant materials to form an effective buffer for all seasons. Mature vegetation should be retained in		

such areas and supplemented as necessary by new vegetation to screen sight lines.		
Chapter III: Sites, I. Signs	Applicant's Comment	Staff Comment
1. Place signs so that they do not obstruct architectural elements and details that define the design of the building.	Signs will not obscure architecture. They will be well integrated.	Signage is not being reviewed under this CoA. All signage will require a separate sign permit and must comply with EC design guidelines.
2. Respect the design and visibility of signs for adjacent businesses.	Signs on the subject property will not obscure or clash with signs on properties elsewhere.	
3. Use colors and appropriate materials that complement the materials and color scheme of the building, including accent and trim colors.	Sign materials and design will enhance building materials and design.	
4. Use a minimal number of colors per sign where possible. Avoid jarring overly bright color schemes.	Signs will not have a busy color palette. Bold colors may be selected in special cases, but we believe these are potentially interesting choices.	
5. Exterior illumination of signs shall comply with the City’s outdoor lighting requirements. Exterior neon is discouraged.	Sign lighting will adopt the city’s BAR’s recommendations for exterior lighting.	
6. Illumination of any sign shall not be directed toward any residential area or adjacent street.	Sign lighting will be discreet and indirect, not shining outward toward the property edges	
7. Consider using a comprehensive signage plan for larger developments.	Signs will be compatible with one another.	
8. Encourage the use of monument signs with accent landscaping at the base along corridors.	Large signs may be used along the corridor with or without associated landscaping.	
9. Internally lit signs should use an opaque background so only letters are lit.	Sign lighting will be indirect, illuminating only the text/numbers.	
10. Flashing lights are prohibited.	None proposed.	

Chapter III: Sites, J. Utilities, Communication Equipment & Service Areas	Applicant's Comment	Staff Comment
1. Locate utilities to minimize their visual impact from the street and adjoining developments.	Utilities will be away from or screened from the JPA Corridor	Staff concurs.
2. Screen and landscape dumpsters with wood board or solid barrier wall when multiple sides of a building are highly visible.	Trash dumpsters/bins will be stored in the building, out of sight.	Clarify location
3. Place utilities underground if at all possible or locate behind buildings.		See comments in staff report.
4. Screen service areas and loading docks that are visible from streets or adjoining development with berms, landscaping, structures or fences.		To be located near garage entrance.
5. Site noise-generating features away from neighboring properties especially residences, or use noise barriers or other means of reducing the impact.	The pool deck-- the only potential generator of noise-- is located at the already busy and active JPA thoroughfare rather than facing the houses on the quieter side avenues.	
6. Screen roof-top communications and mechanical equipment.	Rooftop equipment will typically be screened behind parapet walls.	See comments in staff report.
Chapter IV: Buildings, B. Architectural Compatibility	Applicant's Comment	Staff Comment
1. Charlottesville seeks new construction that reflects the unique character, history, and cultural diversity of this place. Architectural transplants from other locales or shallow imitations of historic architectural styles, for example, are neither appropriate nor desirable.	The building's architecture does not rely on historic references deployed superficially or romantically. It does not indulge vernacular details associated with places outside Charlottesville.	Does not replicate <i>historic Charlottesville</i> , but that is not the goal. Does it reflect "anywhere" architecture or architecture not consistent with Cville? Staff suggests it does not.

<p>2. A distinctive identity for each corridor should be created through a combination of materials, forms and features that create a coordinated and inviting mix of buildings and spaces.</p>	<p>Exterior material selections are predominantly brick and stucco, consistent with other buildings along the JPA corridor. The color palette falls in a compatible range. Building massing is varied, not monolithic. The scale evident in fenestration, entrances, site stairs, canopies and porches is appropriate for this district. The landscape design along JPA-- consisting of multiple terraces and plantings-- has the potential to enhance the corridor's character, creating opportunities for pedestrian comfort and interaction in a shaded environment that is a marked improvement over other student housing that fronts this corridor.</p>	<p>Look at precedents and photos. Not unlike other contemporary buildings in City and at UVA. Proposal is consistent with Com Plan goals to transform this corridor.</p>
<p>3. Encourage a diversity of architectural materials, forms and styles that respect the traditions of architecture in the Charlottesville area including gable or hipped roof forms, standing seam metal roofing, brick, and wood siding.</p>	<p>Exterior material selections are predominantly brick and stucco, consistent with area traditions. The flat roof with parapets is common among the city's larger apartment buildings, including older ones (see 300 Fourth St SE, the Altamont Circle Apts, 39 University Circle, the Preston Court Apts, etc...)</p>	<p>Contemporary design featuring brick and stucco, which are typical for Charlottesville.</p>
<p>4. <u>New development should strive to implement the intended vision</u> rather than repeat existing inappropriate development patterns.</p>	<p>Multiple examples of buildings along JPA that do not present engaging facades along the corridor (ex. 1909, 1905, 1801, 1721, 1719, 1715, 1713, 1709 and 1712 JPA). On these properties, surface parking is prominent and visible in the front yards. Pedestrian walks are negligible and typically connect front doors not to public sidewalks but to asphalt parking. Street trees are uncommon, in many cases nonexistent. Trash cans are visible throughout the week. These properties do little to contribute to a sense of a street edge. Architectural character is often indistinct. The proposed project will not perpetuate any of these patterns. It represents a design that aspires to a better vision for this Corridor.</p>	<p>Consistent with revised Comp Plan re: density</p>
<p>5. New development should respect existing historic buildings and excellent examples from the recent past.</p>	<p>No buildings on the property are historically designated.</p>	<p>PC established that historic context was compromised. Property is not locally designated</p>

6. Existing development should be upgraded as opportunities arise.		n/a
Chapter IV: Buildings, C. Building Mass, Scale & Height	Applicant's Comment	Staff Comment
1. Break up the front of a large building by dividing it into individual bays of 25 to 40 feet wide.	Along the side avenues, brick facades at three stories above the base stories are less than 30 feet wide and are intended to create the impression of individual dwellings attached to one another, not unlike townhouses.	Staff concurs
2. Use variation in materials, textures, patterns, colors and details to break down the mass and scale of the building.	Material, textures and colors are varied. Brick veneer is used both to establish a building base and to emphasize smaller scale building faces within the longer facades, an effort to differentiate volumes within the mass.	Staff concurs
Avoid an unmodulated mass	Perspective views reveal modulated massing.	Staff concurs
Use stepped-back height	Stepbacks occur frequently at upper stories.	Staff concurs
Use varied wall surfaces	Wall surfaces do not extend for long stretches in the same plane. Facades are distinguished by projections and interrupted by recesses at regular intervals	Staff concurs
Use varied heights with regular width	Parapet walls are taller over some locations, creating both variation in wall heights and places to screen mechanical equipment.	Staff concurs
3. Use building mass appropriate to the site. Place buildings of the greatest footprint, massing, and height in the core of commercial or office developments where the impact on adjacent uses is the least. Follow setback requirements for upper story according to zoning classification of the corridor.	not an office or commercial development	n/a

4. When making transitions to lower density areas, modulate the mass of the building to relate to smaller buildings. Heights can be greater if the mass is modulated and other scale techniques are adopted. Reduce height near lower density uses.	Because the grade rises from JPA to the rear of the site, the lower parking levels of the building can be submerged. This results in fewer stories above grade at the rear half of the site, where the proposed building is closer to the smaller scale houses along Observatory Avenue. The foremost brick faces here are limited to three stories. The two stories above are faced in darker, desaturated, muted colors, ones intended to help these upper levels withdraw into the background	Guidance of Comp Plan conflicts with 2011 Corridor Plan. (See May 10, 2022 staff memo re: SUP request.)
5. Use massing reduction techniques of articulated base, watertables, string courses, cornices, material changes and patterns, and fenestration to reduce the apparent height of a large building. Fake windows and similar details are not appropriate articulation. Floor-to-floor heights of a building can have an impact on the mass of a building. For instance, typical ceiling heights in a residence are 8-9 feet. First floors of office buildings or retail shops can range from 10-15 feet. Upper floors that include residential or office are generally 8-12 feet in height. When actual or implied floor-to-floor heights exceed 15-20 feet on the exterior, then a building may begin to read as more massive than human-scaled. When articulating large buildings, keep these dimensions in mind.	Multiple massing reduction techniques are employed. Floor-to-floor heights are typically 11', appropriate for a multi-family building	Staff concurs
Space: Creating human-scaled spaces that are defined by either buildings or landscape features provide more friendly, inviting places.	Spaces along the streets, those pedestrians are most likely to encounter, benefit from plantings, site walls, terraces and porches that support human scaled environments. On the building, windows, doors and canopies will further enhance this sense of scale.	Staff concurs. Project features terraces, bench's, walls, landscaping.
Chapter IV: Buildings, E. Facade Organization & Storefronts	Applicant's Comment	Staff Comment
1. Orient primary entrances on a building facade to the street or corridor.	The primary entrance faces on the corridor, close to the corner of JPA and Washington Ave	Staff concurs

2. Use a hierarchy of entry design on any complex, if the building has more than one orientation, and focus main entry on street/corridor facade.	The inclusion of an entry plaza + site stair aligned with the main entrance creates a visible arrival sequence, complimented by beautiful native plantings.	Staff concurs
3. Secondary entries may be created to allow convenient access from adjacent buildings, sidewalks, parking, bicycle paths and transit stops.	Secondary entrances are located at both side avenues, close to their intersections with JPA, promoting convenience and helpful redundancy	Staff concurs
4. Orient at least part of public elevations of shopping complexes to any adjoining neighborhoods.		Project incorporates existing grade
5. Provide attractive facade treatments on any elevation that is visible from streets/corridors or from any primary elevations of adjoining developments and avoid use of unadorned blank walls.	Primary elevation facades utilize materials, fenestration and masonry detailing that create a robust level of relief and adornment.	Staff concurs. Project has no blank walls
6. Consider using the traditional three-part facade of cornice, pattern of upper story windows and a storefront with articulated base when designing a new building or when renovating an existing structure.	While it has a masonry base, the proposed building does not present a three-part hierarchy in the most obvious, traditional form. This building does not prioritize the historical horizontal subdivisions that were more common in previous eras. Instead, we intend the use of material and facade transitions to create a richer juxtaposition, emphasizing both vertical and horizontal proportions, often overlapping the two.	Staff concurs. Achieved through contemporary design. (NYT Feb 2014: <i>Like coats and ties at a ballgame, cornices have pretty much disappeared from contemporary architecture.</i> https://www.nytimes.com/2014/03/02/realestate/the-crowning-glory.html)
7. Use a regular pattern of solids and voids for openings that relate to more traditional building design in the corridor.		Staff concurs.
8. Use a proportion of openings (vertical or horizontal) that generally is consistent with the context of the building. More traditional designed openings are typically vertically proportioned.	The windows, doors and storefront typically adopt vertical proportions in keeping with traditional buildings	Staff concurs.
9. Strive for designs and materials that reflect the architectural traditions of the region.	Typically, material choices are appropriate for the region	Staff concurs.

10. Storefronts or large display windows should be used at the street level.	Storefronts are used at the two main street-level entries at the corner of Washington Ave and JPA. At the corner of Observatory Ave. and JPA, we also call for storefronts that offer visibility into amenity space (that may be converted to commercial space at a future time).	Staff concurs.
Chapter IV: Buildings, F. Materials & Textures	Applicant's Comment	Staff Comment
1. Use material changes to help reduce mass and provide visual interest.	Materials changes are used deliberately to reduce the impression of massiveness.	Staff concurs.
2. Choose materials that offer texture and avoid monotonous surfaces. For example, use wood or brick or stone, or new synthetic materials that approximate the look and dimension of these materials.	The proposed brick and synthetic stucco will provide a range of textures and avoid monotony.	Staff concurs.
3. Use quality materials consistently on all visible sides of commercial, office and multi-family residential buildings.	Materials will be durable	Staff concurs.
4. In Charlottesville, common building materials are brick, wood or stucco siding, and standing-seam metal roofs. Stone is more commonly used for site walls than building walls.	Building walls will be faced in stucco or brick. Some stone is proposed on site walls only.	Staff concurs.
5. Avoid the use of building materials with long-term maintenance problems, such as EIFS (exterior insulation and finishing systems), or vinyl siding. Sustainable, utilitarian building materials such as concrete block, metal siding or cementitious panels may be appropriately used for a contemporary design.	Synthetic stucco is proposed as an exterior finish on some walls. Synthetic stucco problems on past projects typically resulted from poor application practices that allowed moisture to get trapped in the wall envelope. Modern application standards using a proven drainage system, such as the inclusion of a full mesh layer-- one that does not have to be conscientiously oriented to be functional-- under the insulated stucco panels, will be adopted for this project.	Staff concurs.
6. Clear glass windows are preferred.		See staff report for recommendations re: clear glass.

Chapter IV: Buildings, G. Color	Applicant's Comment	Staff Comment
1. A coordinated palette of colors should be created for each development. This palette should be compatible with adjacent developments.	The colors will be complimentary. Red brick is common along the Corridor. Dark stucco colors are intended to make upper story walls visually recede into the background, leaving the brick facades more prominent. Other than the brick color, the palette is muted and modern. White windows, storefront and trim is proposed only in the brick facade along the JPA base and at the corner entry, setting these locations apart. Dark windows are used elsewhere. We think the dark window and stucco colors will also create a nice backdrop to the brighter color range seasonally present on the perimeter site plantings. On the courtyard at the third level, vivid color is proposed on courtyard facing pavilions. These are remote enough, they are only partially visible from the Corridor and only from certain angles. They add an unexpected lining-- only occasionally glimpsed-- to an otherwise staid exterior.	Done
2. Set the color theme by choosing the color for the material with the most area. If there is more roof than wall area in a development, roof color will be the most important color choice and will set the tone for the rest of the colors.	The brick facades cover the most exterior area. The stucco colors are coordinated to look good with the brick.	Done
3. Limit the number of color choices. Generally there is a wall color, trim color, accent color, and roof color.	While there are several wall colors, the proposed massing warrants it. The variation in colors and materials are intended to mitigate the building massing.	brick, to wall, accent colors
4. Use natural tints of materials such as reds, browns, tans, grays, and greens as primary colors. Save bright accent colors for awnings and signs on commercial buildings.	Primary colors will have natural tints. Vivid color is proposed only on facades within the courtyard, turned inward. Rarely visible from the street, they will create a distinctive and vibrant interior environment	Staff concurs.
5. Use color variation to break up the mass of a building and provide visual interest.	See perspective drawings	Yes
6. Do not use strong color that has the effect of turning the entire building into a sign.	We do not	Staff concurs.

Chapter IV: Buildings, H. Details	Applicant's Comment	Staff Comment
1. Use articulated elements such as cornices, belt courses, water tables, bay divisions, variations in wall plane and roof features to create designs of interest.	A building base, bay divisions, variations in wall plane, masonry detailing and coping projections at tops of walls are among the elements used to create architectural articulation	Staff concurs.
2. Include human-scaled elements such as columns, pilasters and cornices, particularly at street level and on facades with a pedestrian focus.	Canopies and fenestration contribute to human scale	Simple, minimal. Walls and terraces. Entry features
3. Avoid large expanses of blank walls that are visible from the public right of way or neighboring developments.	Typically vertical planes, materials and colors vary often enough that large blank expanses do not result	Avoided
4. Avoid oversized decorative elements.	No big decorative elements are proposed.	Achieved
5. Avoid decorative elements that do not relate to the architecture but serve to turn the whole building into a sign.	No such elements are proposed	Achieved
Chapter IV: Buildings, I. Roof Form & Materials	Applicant's Comment	Staff Comment
1. Use roof forms that complement the building design and contribute to a human scale. Avoid tall roof areas that overwhelm the height of the building's wall. Common Charlottesville roof forms include hipped, gable, flat and gambrel.	Roofs and their materials are not visible from the ground. They are flat roofs, common for and appropriate to multi-family buildings in Charlottesville.	Flat roof
2. If a shed roof or flat roof design is used, add a parapet wall to screen the roof.	Some roofs have parapets.	
3. Avoid a visible monolithic expanse of roof on large-scale buildings. Break the roof mass with elements such as gables, dormers, or parapets. Scale these features to the scale of the building.	Roof surfaces are not visible from the Corridor	variation in the wall planes and in heights of vertical elements
4. Consider using a special roof feature on buildings located at a gateway, a prominent corner or highlight entry bays on larger structures.	Canopies are used to help distinguish prominent corners and their entries	Staff concurs.

5. Steeper forms are associated with more traditional design and can be appropriate when the development adjoins nearby neighborhoods.		n/a
6. On roofs that are visible such as gable, hipped or shed designs, use quality materials such as metal or textured asphalt shingles.		n/a
7. Any equipment located on a roof should be screened from public view.	It will be	See comments in staff report.
Chapter IV: Buildings, J. Awnings.	Applicant's Comment	Staff Comment
1. Encourage the use of awnings at the storefront level to shield displays and entry and to add visual interest.	Canopies are proposed for these purposes	
2. Coordinate the choice of colors, as part of an overall color scheme. Solid colors, wide stripes and narrow stripes should be considered as appropriate.	Canopy colors are coordinated with associated storefronts	
3. Awning forms may be angled or curved.		n/a
4. Use of a canopy as an illuminated sign is not appropriate.		n/a
5. Awning materials should be appropriate to the overall design of the building. Traditional cloth fabric, as well as standing-seam metal or newer rigid materials may be considered.	Canopies are painted or powder coated metal	
Chapter IV: Buildings, I. Appurtenances	Applicant's Comment	Staff Comment
1. Building service, loading, and utility areas should not be visible from public streets, adjacent developments or from access drives within large developments. Such service areas should be located behind the main structure in the least visible location possible.	Service, loading and utility areas will be located out of sight in the parking deck or screened by a wall near the entry drive into the parking level.	See comments in staff report.
2. Mechanical equipment on roofs or sides of buildings should not be visible from streets.	Rooftop equipment will be screened behind parapet walls	

3. When the mechanical equipment vents, meters, satellite dishes and similar equipment is ground mounted, screening should include either an opaque fence or wall made of the same material as the building or an evergreen hedge that screens objectionable views.	n/a	
4. Items such as roof ladders, railings, roll-up doors and service doors should be located on building elevations that are the least visible from public streets/corridors, adjacent developments or from access drives within large developments. Their colors should be coordinated among all these elements and with the rest of the building.	None of these are located in visible locations	
5. In some cases, appurtenances may be integrated into the building design if such integration enhances the compatibility of the overall design with the corridor vision.	n/a	
Chapter IV: Buildings, J. Additions & Corridor Conversions	n/a	
Chapter IV: Buildings, K. Franchise Design	n/a	
Chapter IV: Buildings, L. Gas Station Canopies	n/a	
Chapter IV: Buildings, M. Civic & Institutional Buildings	n/a	
Chapter IV: Buildings, N. Multi-Family Buildings	Applicant's Comment	Staff Comment
1. Follow the other guidelines within this chapter as applicable for the overall design of such buildings in such issues as massing and building footprint, scale, complexity of form, height and width, materials, textures and colors, roof forms and materials, etc.	Other applicable chapter guidelines are addressed in previous pages	See above
2. Give consideration to placing first floor retail storefronts in multi-family buildings if they face along a commercial corridor or face a pedestrian-oriented street within the downtown.		See above

3. Avoid creating street front facades that are dominated by garage doors.	No garage doors are proposed on the front facade	Garage entrance not visible from JPA
4. Ensure that the designs of such buildings are consistent with any adjoining neighborhoods and the zoning ordinance.	They are consistent	See precedents. Comp Plan goals intend for this corridor to change/be developed
Sub-Area C: Maury Avenue to Emmet Street		
Recommended General Guidelines	Staff Comment	
Put utilities underground that are now located within median	N/A. Project area does not include the median.	
Ensure that off street parking areas are well defined and screened as needed	Parking is within the building and not visible from the EC	
Design new apartment buildings to break up their large scale and use traditional materials	Design is contemporary. Typical building materials: Brick, stucco, metal, stone.	
Vision statement for Fontaine Avenue/Jefferson Park Avenue Entrance Corridor:		
Transitions quickly from accommodating highway speed autos to more congested auto, transit, pedestrian and bicycle traffic.		
Foremost considerations are traffic calming, provisions for pedestrian safety, and pedestrian amenities such as sidewalks, landscaping and transit stops		
The neighborhood center, Maury Avenue intersection, is currently a bustling, mixed use pedestrian activity area that newer developments strive to emulate.		
Pedestrian and mixed use characteristics of this neighborhood intersection should not be lost as redevelopment occurs		
New mixed use and apartment project design should reflect the character and importance of this major entrance to the City and the University		
Historic assets to be protected include the JPA median that formerly accommodated a trolley line, the Fry Spring’s Service Station, and the Oakhurst-Gildersleeve Neighborhood.		
This corridor is a potential location for public way-finding signage.		