

Agenda

PLANNING COMMISSION REGULAR TUESDAY, July 8, 2025 at 5:30 P.M. Hybrid Meeting

I. Planning Commission Closed Session

Beginning: 5:00 p.m.

Location: (NDS Conference Room, 610 East Market Street, Charlottesville, VA 22902)

II. Commission Regular Meeting

Beginning: 5:30 p.m.

Location: (Council Chambers, 605 E. Main Street, Charlottesville, VA 22902 and Electronic/Virtual)

A. COMMISSIONERS' REPORTS

B. UNIVERSITY REPORT

C. CHAIR'S REPORT

D. DEPARTMENT OF NDS

1. Affordable Housing Tax Abatement Exploration Project

E. MATTERS TO BE PRESENTED BY THE PUBLIC NOT ON THE FORMAL AGENDA

F. CONSENT AGENDA

(Items removed from the consent agenda will be considered at the end of the regular agenda)

No items for Consent

III. PLANNING COMMISSION PUBLIC HEARING

Beginning: 6:00 p.m.

Continuing: until all public hearings are completed

Format: (i) Staff Report, (ii) Applicant, (iii) Hearing

No Public Hearing Items

IV. COMMISSION'S ACTION ITEMS

Beginning: following the hearings

Continuing: until all public hearings and action items are completed

Format: (i) Staff Report, (ii) Applicant, (iii) Hearing (as applicable)

1. Entrance Corridor Review_- 1185 Seminole Trail

V. FUTURE MEETING SCHEDULE/ADJOURN

Tuesday August 12, 2025 – 5:00 PM	Pre-Meeting	
Tuesday August 12, 2025 – 5:30 PM	Regular Meeting	<u>Minutes</u> – June 10, 2025 – Regular Meeting, <u>Minutes</u> – May 27, 2025 – Work Session

Anticipated Items on Future Agendas

PLEASE NOTE: THIS AGENDA IS SUBJECT TO CHANGE PRIOR TO THE MEETING.

PLEASE NOTE: We are including suggested time frames on Agenda items. These times are subject to change at any time during the meeting.

Individuals with disabilities who require assistance or special arrangements to participate in the public meeting may call the ADA Coordinator at (434) 970-3185 or submit a request via email to ada@charlottesville.gov. The City of Charlottesville requests that you provide a 48 hour notice so that proper arrangements may be made.

Planning Commission premeeting and regular meetings are held in person and by Zoom webinar. The webinar is broadcast on Comcast Channel 10 and on all the City's streaming platforms including: Facebook, Twitter, and www.charlottesville.gov/streaming. Public hearings and other matters from the public will be heard via the Zoom webinar which requires advanced registration here: www.charlottesville.gov/zoom. You may also participate via telephone and a number is provided with the Zoom registration or by contacting staff at 434-970-3182 to ask for the dial in number for each meeting.



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

- Tax abatement concept raised during zoning rewrite that culminated in the inclusionary zoning ordinance approved in December 2023

What is Tax Abatement:

- **Mechanism:** Performance-based reimbursement of a portion of real estate taxes on the incremental assessed value of qualifying projects
- **Purpose:** To improve financial feasibility of ADU production while preserving base tax revenue
- **Legal Basis:** *Authorized under § 15.2-4905 (Industrial Development and Revenue Bond Act)*

April 21, 2025: Charlottesville City Council discusses tax abatement at a work session and asks staff to evaluate **if tax abatement could meet needs for ADU financial feasibility and how such a program would work**



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

How does tax abatement work?

Affordable Housing Tax Abatement: Base Value and Increment Value Calculation Explained

	Existing Charlottesville Property to be site of new rental housing project	New Charlottesville Property after housing <u>construction</u> completed		<u>Outcomes of Affordable Housing Tax Abatement</u>	
					
			<u>Increment / (Difference):</u> <u>New - Base = Increment</u>		
Real Estate Valuation by City Assessor:	\$100,000	\$250,000	\$150,000	City Tax Revenue	Developer Abatement Benefit
				New ADUs Built	
Real Estate Tax Due on Property:	\$100	\$250	\$150	\$175	\$75

Under the tax abatement program, the tax incentive is a percentage applied to the INCREMENT TAX DUE that is based upon the INCREMENT VALUE, and that amount is refunded to the developer.

So in the above illustration, lets set the tax abatement percentage at 50% → \$150 INCREMENT TAX DUE x 50% = \$75 TAX ABATEMENT

In this case, after the construction is completed, the developer will receive their first tax bill in the amount of \$250; they will pay that in full, and then receive a refund of \$75 as their Affordable Housing Tax Abatement incentive.

The city will receive \$175 in net real estate tax revenue; \$100 of that is the BASE and \$75 of that is from the INCREMENT. Thus, the amount invested in affordable housing tax incentive is a portion of the new, increment revenue that would not exist but for the completion of the development. The original \$100 of base revenue and part of the new increment revenue goes into the city general fund for appropriation as part of the annual budget process.

OUTCOMES:

City gets remaining percentage of non-abated NEW REVENUE that would not exist but for the new housing construction.

Developer gets a real estate tax abatement that defers the cost of the Zoning Ordinance ADU Requirement.

The ADU's required by the new Charlottesville Inclusionary Zoning Ordinance are built and increase the affordable housing stock.



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

Why Tax Abatement Research Now?

- **New Development Code = New financial constraint on housing construction over 10-units**
 - 10% ADU requirement creates a long-term revenue gap
 - Can market rate rents fill this gap and subsidize the cost?
 - Particularly applies to private market-rate rental housing developers
- **Affordability of Housing Construction Pressures Rising**
 - Property values/land cost, construction costs, labor costs, and interest rates remain high
 - Will these costs remain high, and potentially trend higher going forward?
 - What is the quantifiable impact of the ADU requirement and how impactful within context of other costs
 - Would a tax abatement incentive have an impact to jumpstart housing development



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

Would Tax Abatement be a Good Strategic Fit for Charlottesville

■ BENEFITS:

- Supports long-term housing affordability goals
- Aligns with 2021 Affordable Housing Plan and 2023 Strategic Plan
- Uses future revenues – not existing general fund allocations to fund affordable housing
- May be more sustainable option than grants from current revenues and bonding
- Spends city funds AFTER projects are built and delivered – at the END of the pipeline

■ COSTS:

- Committing future revenue for as long as 15, 30 or more years
- Committing future revenue well in advance of knowing what city budget needs will be...priorities, etc.
- Creates budget risks going forward in the event of an unforeseen budget emergency

DO THESE COSTS OUTWEIGH THESE BENEFITS?!?!



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

City Council charged staff to perform due diligence and commission market analysis

Market Data Analysis:

- What are the cost drivers of affordable housing development and how are these costs trending; quantify these
- What is the cost of the ADU requirement and what is the best way to fairly and accurately quantify that cost
 - Breakout by construction type and submarkets
- How significant is the ADU requirement within the context of the other cost drivers
 - Would a tax abatement have a material impact on housing construction; at what level
- What other options are there that could also incentivize housing construction



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

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Program Development Policy Options to Research:

- Should a tax abatement merely offset the ADU cost to make the developer whole from the additional 10% ADU cost **or** be more generous to jump start projects
- What is the maximum percentage of new incremental tax revenue to reimburse via abatement
- Should eligibility for the abatement start at:
 - Just meeting the 10% ADU requirement or something more than that...15% or 20%
 - Just meeting the 60% AMI requirement or something deeper than that...50% AMI or 40% AMI
 - How many years should the abatement last...15 years...30 years...something else
 - Should abatements be granted anywhere or be targeted to specific areas
 - Could an abatement payment schedule be front loaded and scale down over time
- Should the program provide abatement bonus opportunities:
 - Provide additional abatement for each additional 10% ADUs
 - Provide additional abatement for deeper affordability ADUs



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

City Council charged staff to perform due diligence and commission market analysis

Outcome Options of this due diligence effort:

- Recommend creating an affordable, within city budget, tax abatement program with a simple, transparent formula, an efficient application, and administrative efficiencies to make developers whole from the additional 10% ADU requirement

OR

- Determine that tax abatement does not provide a meaningful ability to address financial feasibility given the extent to which costs exceed funding and financing needs; thus, no tax abatement is recommended and other strategies are identified for future study to support the pace and volume of housing construction needed in Charlottesville and the building of 10% ADU's.



Affordable Housing Tax Abatement Program

Is there a need in the Charlottesville market?

City Council charged staff to perform due diligence and commission market analysis

3TP VENTURES
A LINE AND GRADE COMPANY



MIKE CALLAHAN, AICP
PRESIDENT

Biography

Mike is the president and director of community planning with 3TP. He is an experienced planner, facilitator, and communicator with expertise in translating complex technical analyses into plain speak common language for policy makers and the public alike. He has a broad range of experience in transportation and land use planning, public engagement, facilitation, research, and writing. His planning experience spans 14 years during which he has worked with a broad array of clients across the United States including federal agencies, state departments of transportation, metropolitan planning organizations, and local governments in more than 25 states.

Education

Master of City & Regional Planning – University of North Carolina, Chapel Hill



JEREMY GOLDSTEIN
MARKET ANALYST

Biography

Jeremy leads 3TP's market and economic analysis practice. His experience includes socioeconomic forecasting, housing market analysis, and city and county-level economic analysis. Jeremy's market and economic analysis skills are matched with extensive transportation industry experience including corridor planning, transit station-area land use planning, transit-oriented development, bicycle and pedestrian planning, and transportation demand management. He specializes in using geographic information systems and spatial analysis to demonstrate the relationship between regional economies, housing and job markets, growth and development patterns, transportation systems performance, and travel behavior.

Education

Master of City & Regional Planning - University of North Carolina, Chapel Hill

Bachelor of Arts, Biological Basis of Behavior (Cognitive Neuroscience) –University of Pennsylvania

Affordable Housing Tax Abatement: Base Value and Increment Value Calculation

Explained

Existing Charlottesville
Property to be site of new
rental housing project



\$100,000

New Charlottesville Property
after housing construction
completed



\$250,000

**Increment /
(Difference):**

New - Base = Increment

\$150,000

**Outcomes of Affordable
Housing Tax Abatement**

**City Tax
Revenue**

**Developer
Abatement
Benefit**

New ADUs Built

\$175

\$75

Real Estate Valuation by City
Assessor:

Real Estate Tax Due on
Property:

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**Entrance Corridor Review Board
Certificate of Appropriateness Request for Redevelopment of 1185 Seminole Trail**

**Planning Commission Regular Meeting
Date of Planning Commission Meeting: July 8, 2025**

Project Name: Residential Seminole Trail
Property Street Address: 1175-1185 Seminole Trail (formally 1185)
Property Owner: Brownwood Properties, LLC, et al
Project Planner: Dannan O'Connell
Zoning: Highway Corridor with Entrance Corridor Overlay (prior zoning applies.)
Entrance Corridor Overlay District: Corridor 1, Route 29 North (from corporate limits to Ivy Road),
Sub-Area A (corporate limits to 250 Bypass)
FLUM designation: Urban Mixed-Use Node
Tax Map/Parcel #: 41C001000
Site Acreage: 4.04 acres.
ERB staff report prepared by: Jeff Werner, AICP, Preservation and Design Planner
Submittal: [Attached] Hord-Coplan-Mach drawings *Residential Seminole Trail ERB Exhibit*, dated May 2025, 24 sheets. (Application submitted by Collins Engineering.)

Relevant Code Section

This project has an approved Preliminary Site Plan (P23-0073). A Final Site Plan (P24-0056) is under review. Approval of the Preliminary Site Plan resulted in the project being reviewed under the prior ordinance, therefore the code sections referenced are from that ordinance. However, relative to the ERB's purview and the standards for review, the updated code is essentially unchanged from the prior.

1185 Seminole Trail is within Sub-area A of the Route 29 North EC (See maps in Appendix). The Planning Commission serves as the Entrance Corridor Review Board (*ERB*), responsible for administering the design review process in entrance corridor overlay districts (*EC*). This development project requires a site plan, and therefore also requires a Certificate of Appropriateness (*CoA*), pursuant to the provisions of Section 34-309(a)(3) of the City's Zoning Ordinance. ERB shall act on an application within 60 days of the submittal date, and shall either approve, approve with conditions, or deny the application. Appeal would be to City Council.

Background

CoA request for the redevelopment of the 4.04-acre site on the east side of Route 29, approximately one-mile north of the 250 Bypass. The existing, single-story commercial building (built c1995, 12,000 sq ft) will be razed to accommodate construction of a multi-story, 267-unit, residential building and parking structure. Fronting on Route 29 the primary facade will have five-stories (approx. 57-ft). The

elongated site, oriented east-west, drops in elevation at the eastern side. At the rear, facing Hillsdale Drive, the building is six-stories (approx. 69-ft). The new building, aligned on an east-west axis (front to back on the site), features three bays extending from the north side and enclosing two courtyards. At the rear (near Hillsdale Drive), a structured parking garage is concealed from Route 29 by one of the bays. The bays feature gabled roofs with either standing-seam metal or asphalt shingles. Between the bays and on the rear of the building, the roofs are flat behind parapet walls. The exterior walls are articulated and feature brick panels, cement board siding, and cement board panels. On the ground floor, the doors and windows are set back within the openings. On the upper floors, the windows are not recessed, but surrounded by an “L” shaped, contrasting, darker brick detail recessed approximately 1” from the lighter brick face.

The design is a contemporary interpretation of typical and traditional architectural elements, styles and building arrangements: gabled roofs, flat roofs with parapets, brick and siding, enclosed courtyards, covered entrances, private balconies.

Standards for Review: EC Certificates of Appropriateness.

In conducting review of an application, the ERB must apply the standards set forth within §34-310 of the City Code, which require consideration of certain features and factors in determining the appropriateness of the proposed construction. (Note: Signage require a separate sign permit and must comply with the City’s sign regulations.)

- *§34-310(1): Overall architectural design, form, and style of the subject building or structure, including, but not limited to the height, mass and scale;*
- *§34-310(2): Exterior architectural details and features of the subject building or structure;*
- *§34-310(3): Texture, materials and color of materials proposed for use on the subject building or structure;*
- *§34-310(4): Design and arrangement of buildings and structures on the subject site;*
- *§34-310(5): The extent to which the features and characteristics described within paragraphs (1)-(4), above, are architecturally compatible (or incompatible) with similar features and characteristics of other buildings and structures having frontage on the same EC street(s) as the subject property.*
- *§34-310(6): Provisions of the Entrance Corridor Design Guidelines.*

[EC Chapter 1- Introduction](#)

[EC Chapter 2- Streetscape](#)

[EC Chapter 3 - Site](#)

[EC Chapter 4 - Buildings](#)

[EC Chapter 5 - Corridor maps and goals](#) (See pages 6 - 10 for EC 1, Route 29 North)

Summary and Staff Recommendation

The building's massing, scale, design, and materials are compatible with the goals of the Comprehensive Plan and the EC Design Guidelines. This segment of the 29 North Corridor is intended

as an Urban Mixed-Use Node. New development should be up to ten stories, with reduced setbacks to accommodate higher intensity, mixed-uses and higher residential densities.

The design and components are contemporary vernacular, not following any particular architectural style or period, nor representing a corporate identify or branding.

Brick and stucco are commonly used throughout Charlottesville. Most nearby brick buildings have red brick; however, the tan and brown are not incompatible with the EC. Siding is a traditional material more typically seen on older houses, though it has been frequently applied on commercial buildings. The vertical alignment is a contemporary interpretation of this traditional material and architectural element. The proposed color palette is compatible with this EC.

The gabled roofs reflect a traditional roof form; however, flat roofs are prevalent on contemporary and commercial buildings, particularly within this EC. Staff suggested applicant consider extending the eaves from the wall to introduce a more pronounced cornice. However, the roof forms and materials (whether standing-seam metal or asphalt shingles) are compatible with this EC.

The guidelines recommend application of a traditional three-part façade: base, upper stories, cornice. Staff suggested applicant consider a unifying pedestal or foundation for the entire complex. For ex., use the darker brick or possibly a third brick, or maybe stone. However, the proposed design complies with the design guidelines.

Recommendation: The project meets the standards and guidelines for a Certificate of Appropriateness in this Entrance Corridor. Staff recommends approval of the requested CoA with the conditions noted in the Suggested Motion, below.

Public Comments Received

No comments received.

Suggested Motion

Having considered the standards set forth within the City Code and the Entrance Corridor Design Guidelines, I move to find that the proposed redevelopment of 1185 Seminole Trail is consistent with the Guidelines and compatible with the goals of this Entrance Corridor, and that the ERB approves the Certificate of Appropriateness application as submitted with the following conditions:

- All exterior lighting and interior lighting visible from the garage will have lamping that is dimmable, has a Color Temperature [CCT] not exceeding 3,000K, and has a Color Rendering Index [CRI] not less than 80, preferably not less than 90. Additionally, the owner will address any reasonable public complaints about light glare by either dimming the lamp or replacing the lamps/fixtures. [Note: This condition addresses two light sources: exterior lighting refers to all site and exterior lighting fixtures; interior lighting visible from the garage refers to all lighting fixtures within (inside) the garage.]
- The owner will address any reasonable public complaints about vehicular lighting emanating through the north or east walls of the parking garage, particularly at headlight level. [For ex, screening to mitigate glare and brightness of vehicular light visible outside the garage.]

- Any ground-level mechanical equipment and/or utility boxes will be appropriately screened. That screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.
- Rooftop mechanical equipment will be screened or otherwise located so as to not be visible from the corridor.
- Meters and panel boxes for utility, communications, and cable connections will be located preferably within the garage; if not, then in non-prominent locations on the side elevations only and appropriately screened. That screening will be subject to approval by design staff and must be memorialized as an amendment to the site plan.

Alternate Motions

Deferral: I move to defer action on [or, to accept the applicant's request to defer action on] the Entrance Corridor Certificate of Appropriateness request for the proposed redevelopment of 1185 Seminole Trail.

Denial: Having considered the standards set forth within the City Code and the Entrance Corridor Design Guidelines, I move to find that the proposed redevelopment of 1185 Seminole Trail is not consistent with the Guidelines and is not compatible with the goals of this Entrance Corridor, and for the following reasons the ERB denies the Certificate of Appropriateness application as submitted: [...].

Attachments

- A. Applicant's submittal.
- B. EC design guidelines re: 1185 Seminole Trail. Applicant and staff comments.

Appendix:

From the Comprehensive Plan: Mixed Use Nodes

- Description. Urban Mixed Use Node: Urban mixed use districts that support community housing, employment, and commercial development.
- Form. Create new, complete districts comprised of a walkable grid of streets, civic amenity spaces, and an intensive mix of land uses. Respond to existing residential, environmental, historic context, and recommendations provided in previously-adopted Small Area Plans.
- Height. Up to 10 stories
- Use and Affordability. Commercial, employment, residential. A mix of uses in the same building ("vertical mixed use") is encouraged. Include an inclusionary zoning mechanism to support housing affordability.



Goal 7. ENTRANCE CORRIDORS

Ensure that the quality of development in Charlottesville’s designated Entrance Corridor Overlay Districts is compatible with the City’s requirements and standards, and with the adjacent neighborhood’s historic, architectural, and cultural resources, while allowing for reuse of structures and evolution of uses in these areas.

Strategy 7.1 Within Entrance Corridors, encourage placemaking elements and look for opportunities to support community-centered destinations.

Sub-strategies:

- Encourage site designs incorporating building arrangements, uses, natural features, and landscaping that contribute to Charlottesville’s unique sense of place and character.
- Ensure that new development complements the city’s character and respects those qualities that distinguish the city’s built environment.
- Incorporate street trees and landscaping along streetscapes to provide shade, buffer pedestrians from traffic, and create a sense of enclosure.

From Section 5 of the EC Design Guidelines (Individual Corridors):

Corridor 1: Route 29 North

Overall Description

Route 29 North is the major corridor from the north and is the region’s “Retail Boulevard.” Historically it was the two-lane U. S. highway that connected the communities of the Piedmont. Recently expanded, the route now has the character of a suburban arterial highway providing opportunities for redevelopment. A series of suburban style office buildings, occupied in part by the University of Virginia, complete the ensemble, as well as small, dated motels, dormitories and the eastern edge of the University’s North Grounds.

Vision: While much of the growth of this corridor is expected to be within Albemarle County’s section as it extends north, there is great opportunity to redevelop Charlottesville’s parts with more intense retail and mixed uses. Scale of development will go from large to medium as you move south towards the City. More pedestrian scaled, mixed-use infill opportunities exist in the Barracks Road area as opposed to the auto-oriented north end.

Corridor 1: Route 29 North, Sub Area A

Vision As Route 29 traffic enters the City this area should serve to calm traffic and create a transition from auto-oriented, suburban development to more pedestrian friendly, urban scale development. Planting and maintaining street trees along the existing Route 29 sidewalks, and locating buildings close to the road will assist in this effort. Although wide roads and large traffic volumes discourage pedestrian crossings, a pedestrian environment can be encouraged within developments. Providing walking and driving linkages

between developments and providing for transit will also create alternatives to having to drive on Route 29. Individual building designs should complement the City's character and respect the qualities that distinguish the City's built environment. This corridor is a potential location for public way-finding signage.

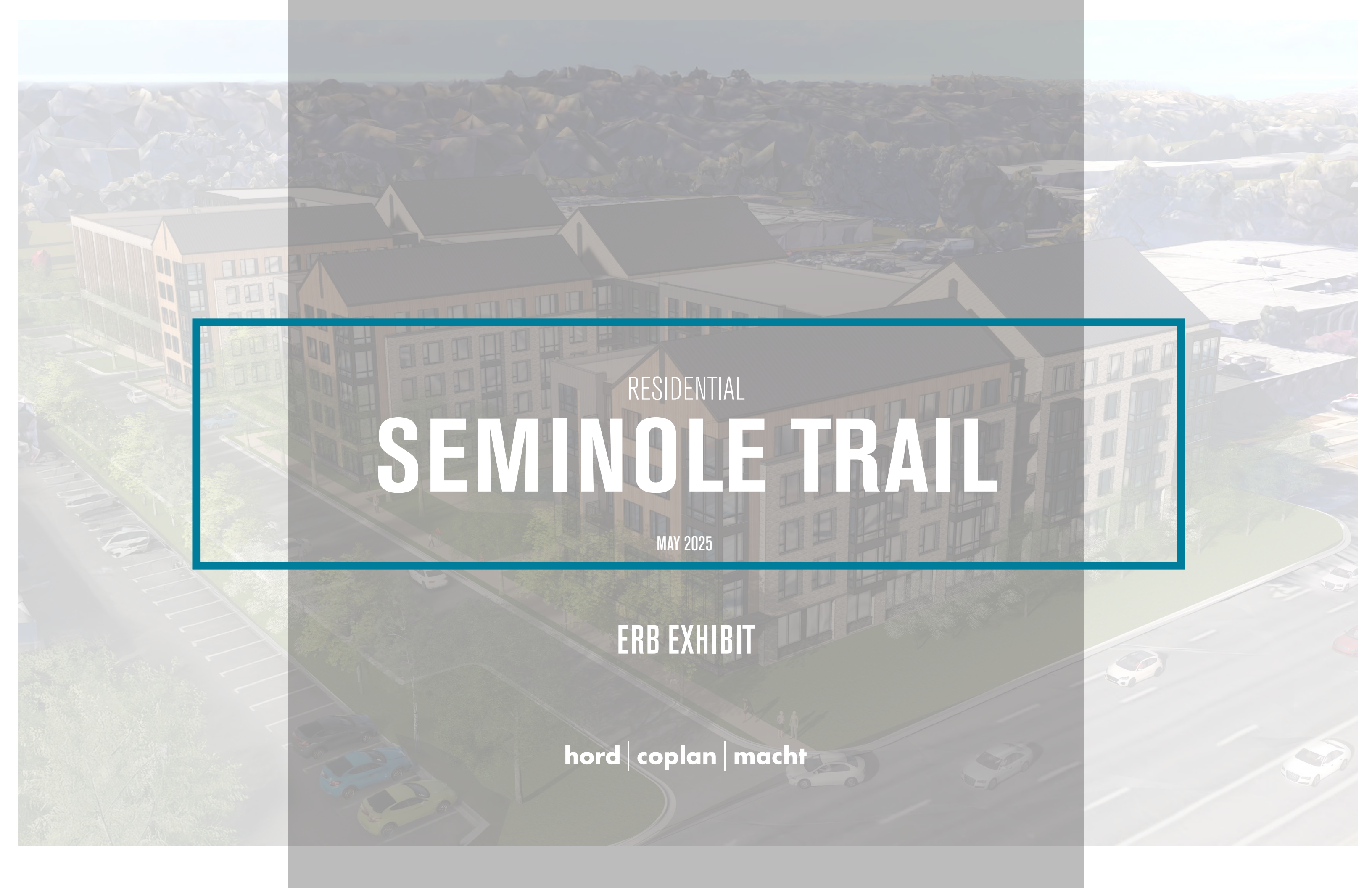
Recommended General Guidelines for Sub Area A

- Larger scale commercial retail development
- Limited residential and mixed-use
- Auto-oriented
- Surface or structured parking behind buildings
- Pedestrian connectivity within developments
- Articulated building forms to reduce mass
- Divided and planted parking lots to reduce visual impact



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





RESIDENTIAL

SEMINOLE TRAIL

MAY 2025

ERB EXHIBIT

hord | coplan | macht

- Site Information
- 01
- Landscape
- 02
- Lighting
- 03
- Renderings
- 04
- Elevations & Materials
- 05
- Building Sections
- 06

AGENDA

SITE INFORMATION



VICINITY MAP

KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025



VICINITY MAP

KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

CE COLLINS ENGINEERING

KEANE
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PROJECT SITE PHOTOS

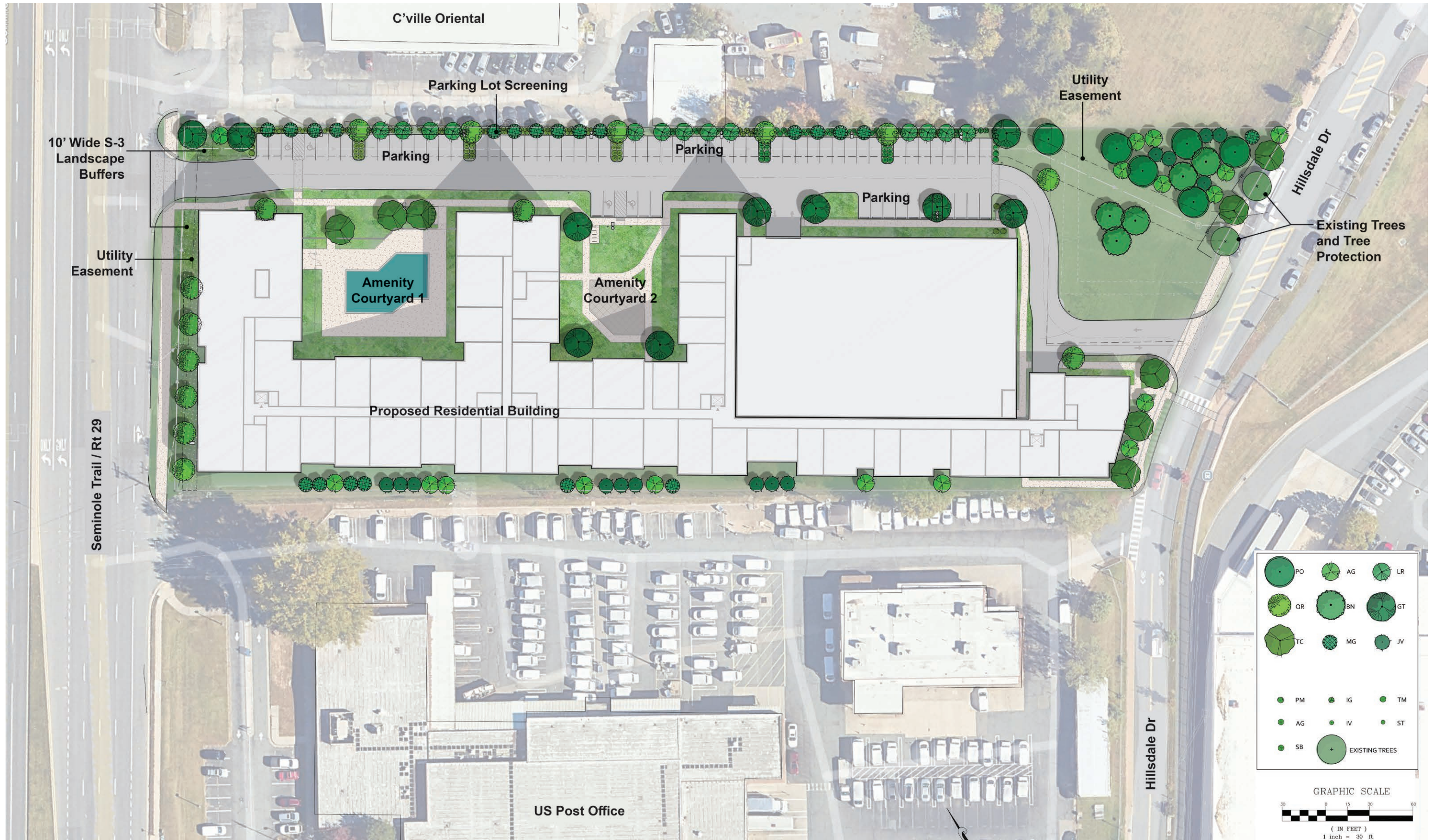
KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

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LANDSCAPE PLAN



LANDSCAPE PLAN

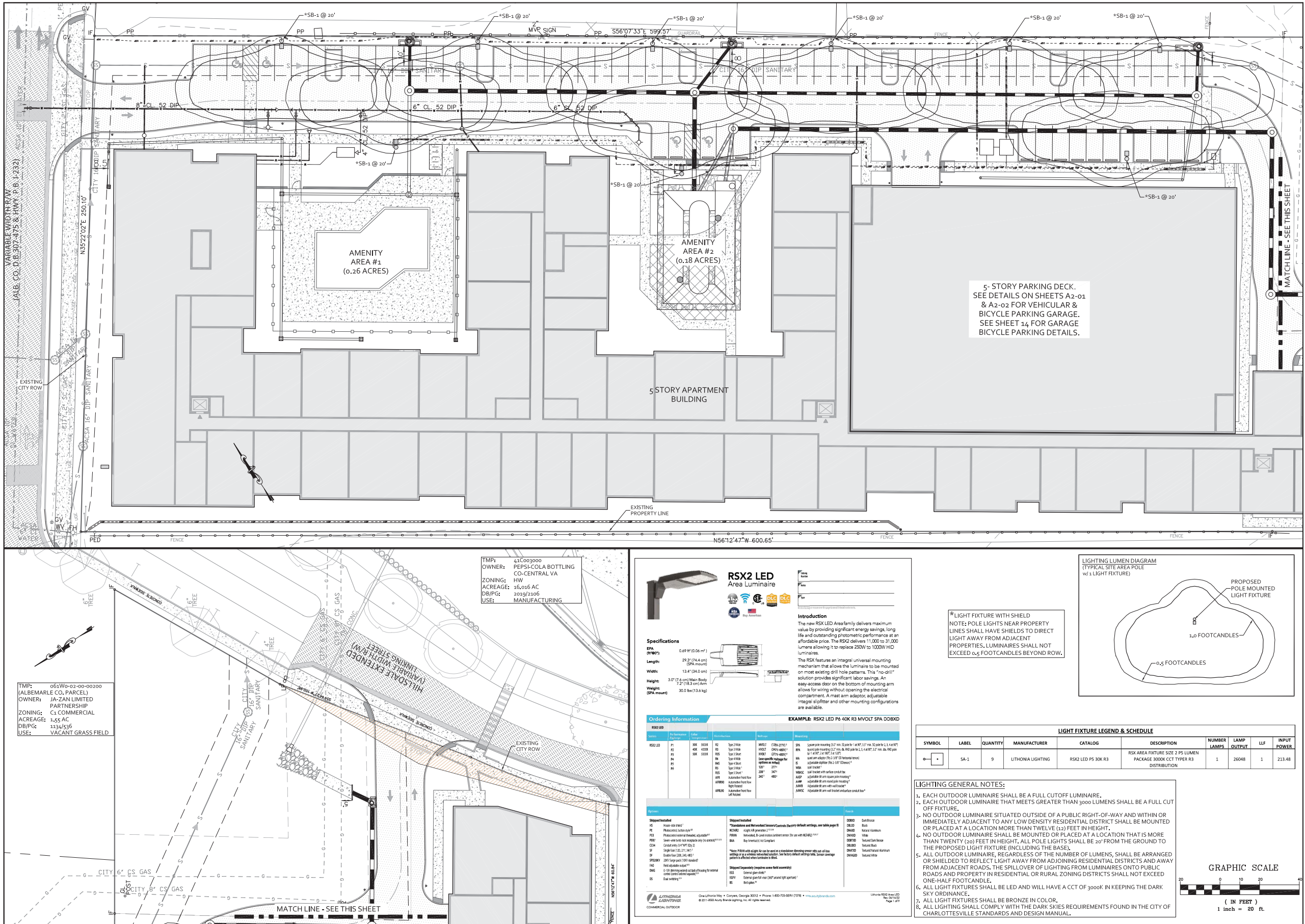
KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

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LIGHTING PLAN



LIGHTING PLAN

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RENDERINGS



AERIAL VIEW **NORTHWEST CORNER**

KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

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PERSPECTIVE VIEW **NORTHWEST CORNER**

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PERSPECTIVE VIEW **SOUTHWEST CORNER**

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PERSPECTIVE VIEW **SOUTHEAST CORNER**

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PERSPECTIVE VIEW **NORTHEAST CORNER**

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PERSPECTIVE VIEW **AMENITY COURTYARD**

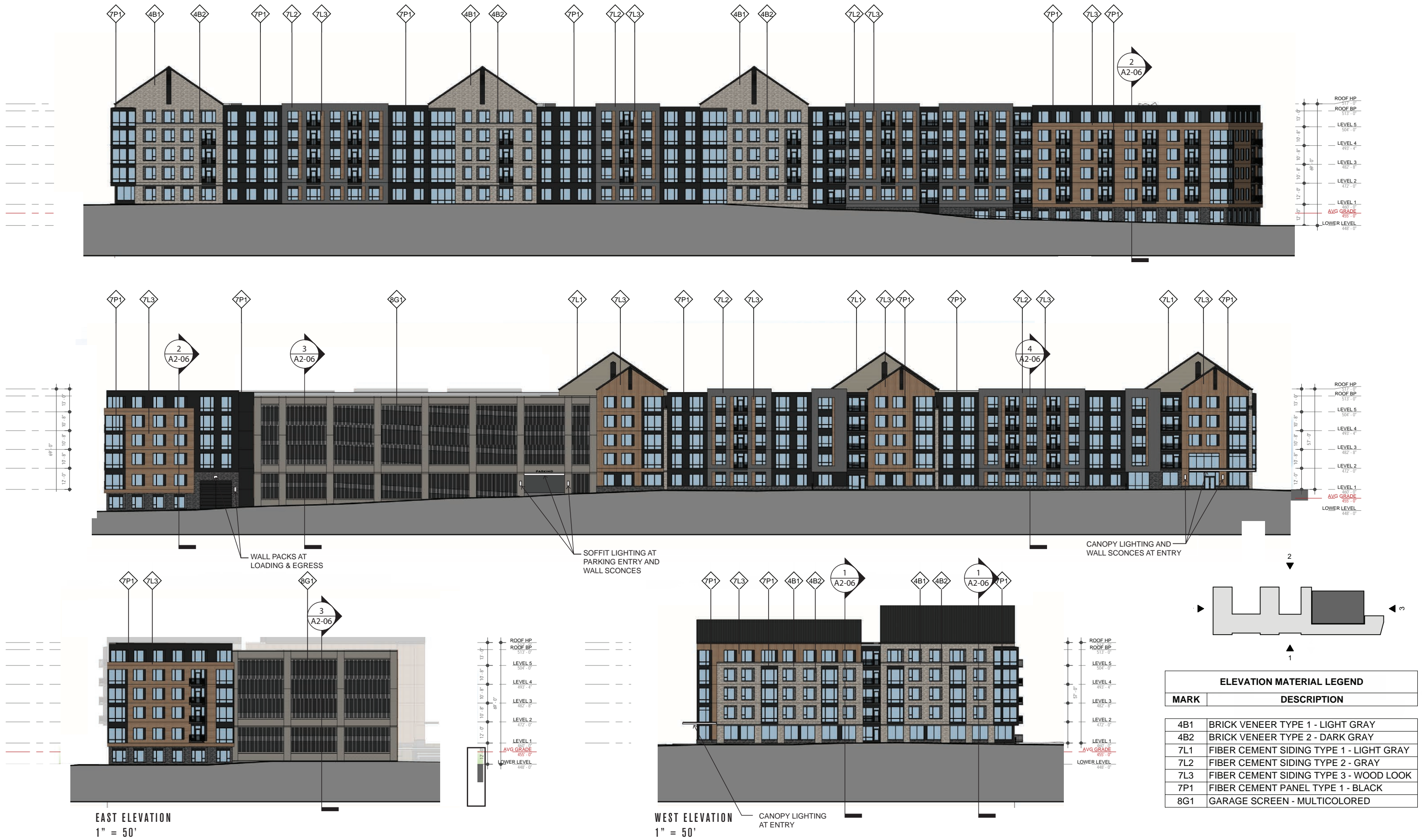
KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

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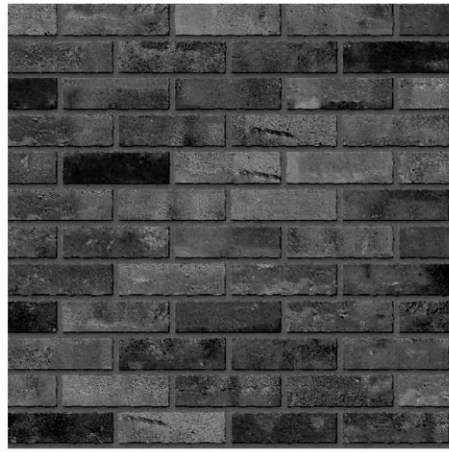
ELEVATIONS & MATERIALS



ELEVATIONS



4B1 BRICK VENEER TYPE 1
LIGHT GRAY



4B2 BRICK VENEER TYPE 2
DARK GRAY



7L1 FIBER CEMENT SIDING TYPE 1
LIGHT GRAY



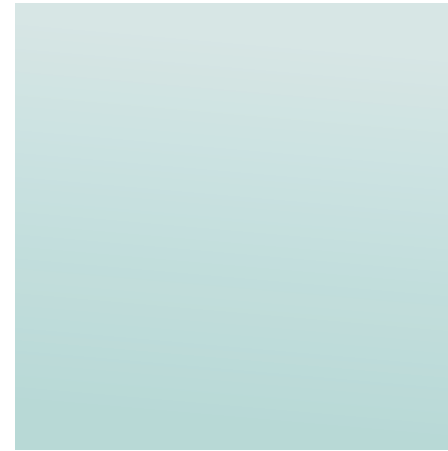
7L2 FIBER CEMENT SIDING TYPE 2
GRAY



7L3 FIBER CEMENT SIDING TYPE 3
WOOD LOOK



7P1 FIBER CEMENT PANEL TYPE 1
BLACK



WINDOW GLASS



ALUMINUM STOREFRONT & METALS



LIGHTING - WALL PACK



LIGHTING - WALL SCONCE



LIGHTING - CANOPY MOUNTED

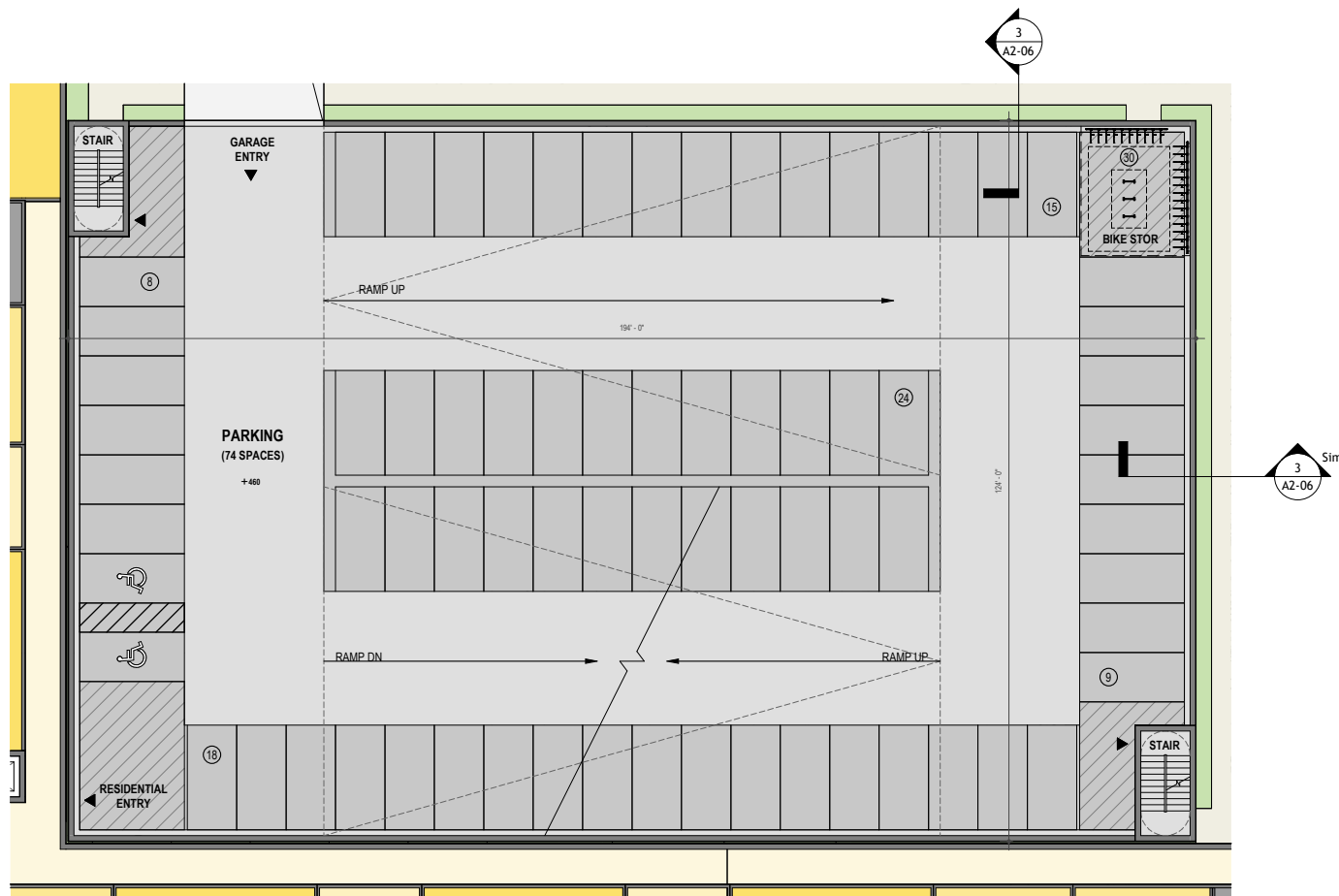
MATERIALS & LIGHTING

KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

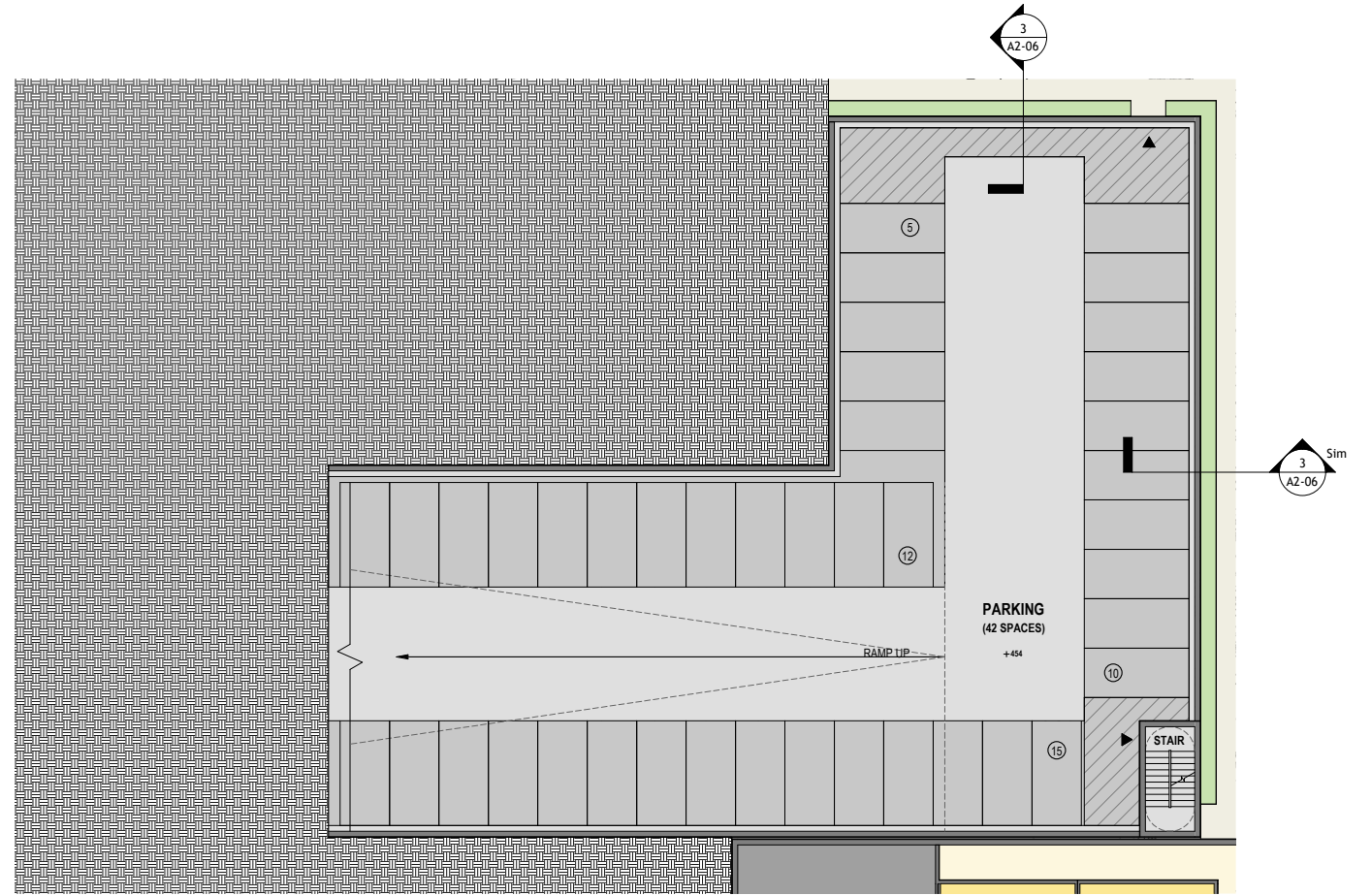
CE COLLINS ENGINEERING

KEANE
ENTERPRISES

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1 | GARAGE - LEVEL 1
 A2-01 A2-04 1/32" = 1'-0"

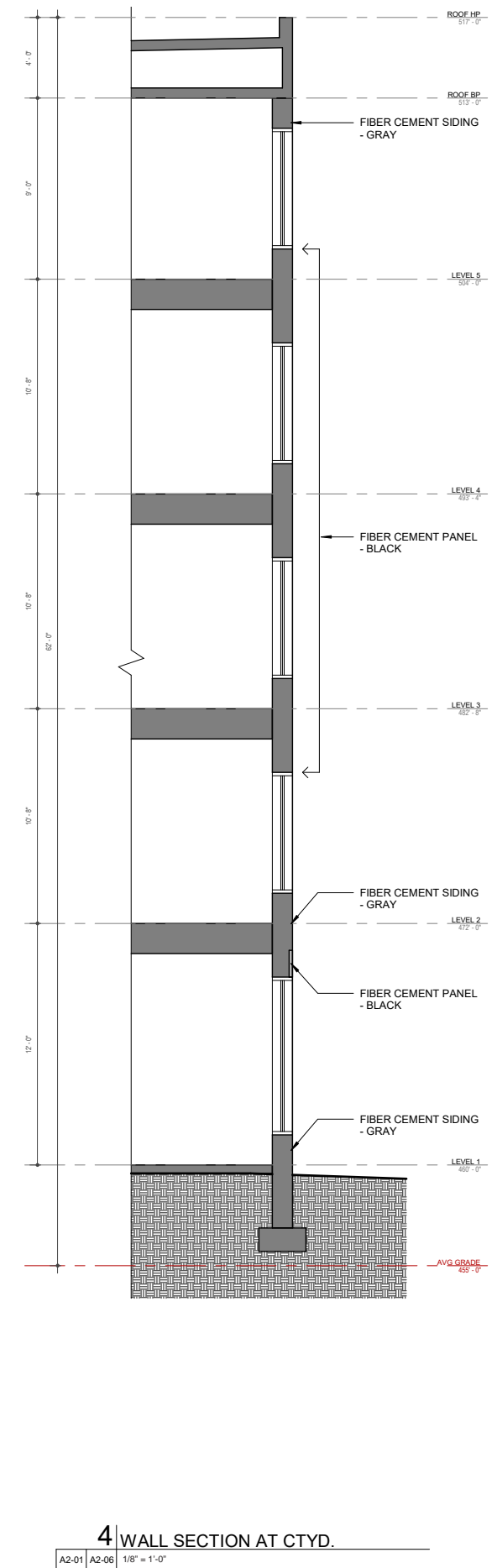
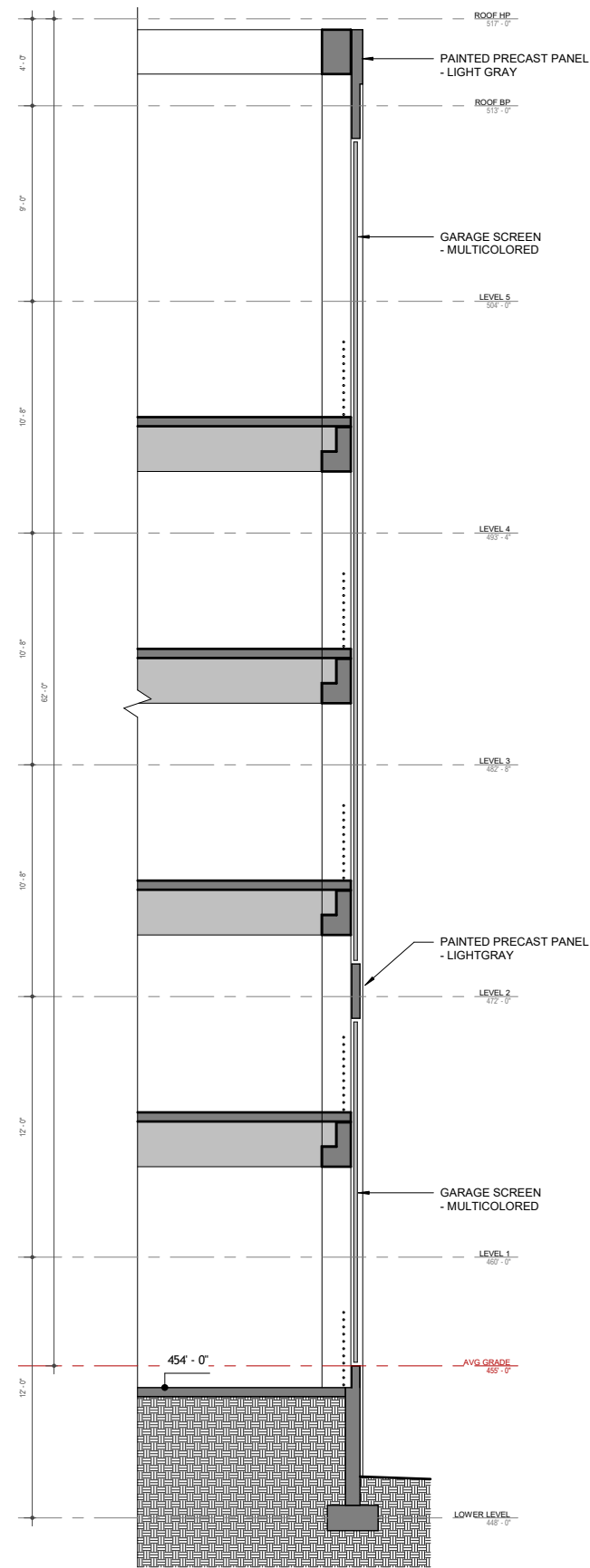
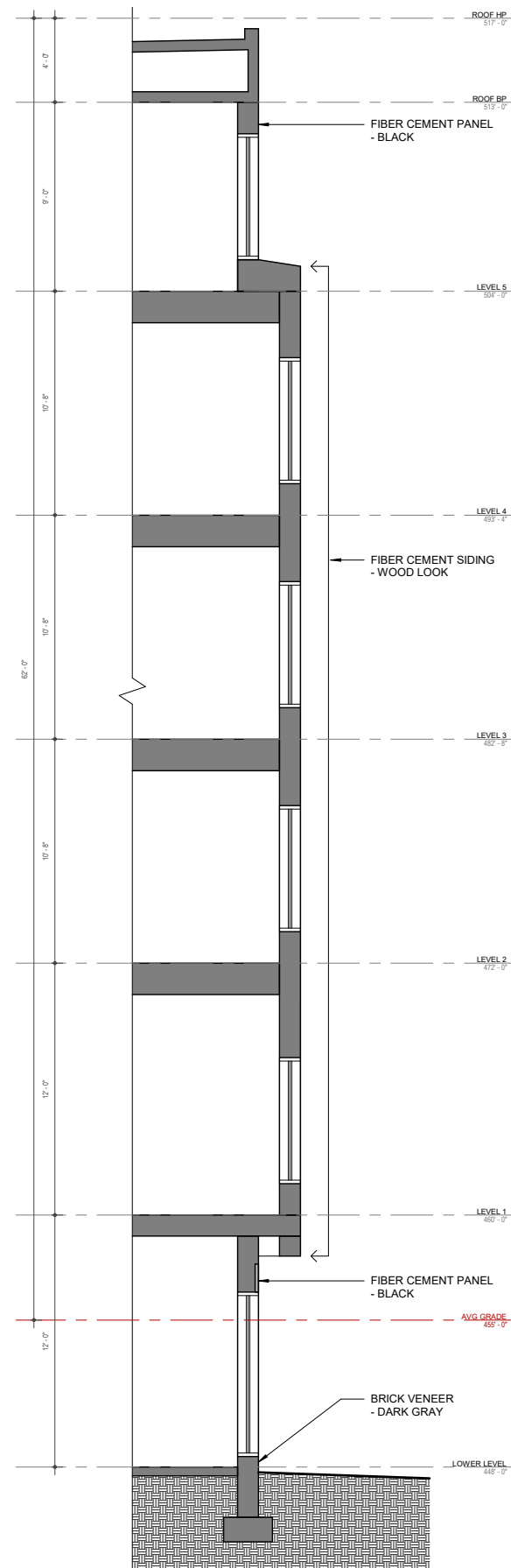
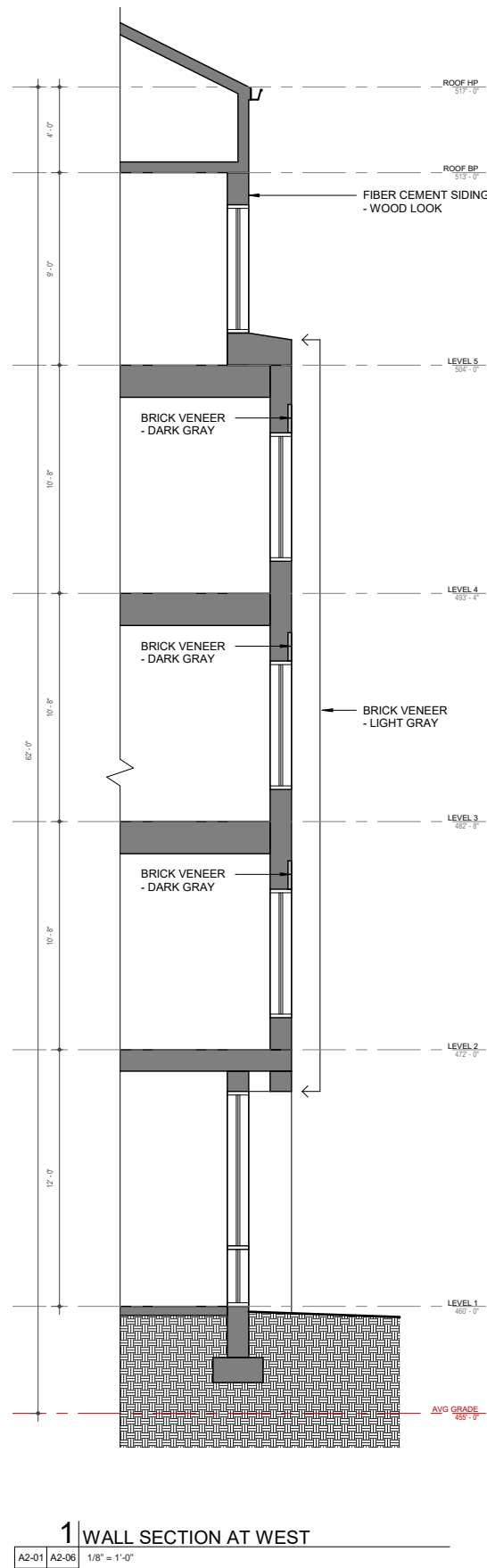


2 | GARAGE - LOWER LEVEL
 A2-01 A2-04 1/32" = 1'-0"

FLOOR PLANS PARKING

KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

BUILDING SECTIONS



BUILDING SECTIONS

KEANE ENTERPRISES - SEMINOLE TRAIL | ERB EXHIBIT - MAY 2025

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ERB Review - Entrance Corridor Design Guidelines - 1185 Seminole Trail - Applicant comments 6/17, staff comments, 6-30

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.	Our overall design strategy is to provide a contemporary and thoughtful scheme which will complement the entry corridor. The intent is for a site-specific solution which embraces the character and history of Charlottesville. This design utilizes well-proportioned repeating bays on its north face to break down the overall scale while providing a welcoming frame for two generous courtyards and screening the parking deck. Each bay is defined by a gabled element with wood-look cement board cladding and large corner windows which is contrasted with a smaller flat roof corner element. The main façade, facing US 29, is primarily clad with masonry and includes cement board accents. To add further detail, scale and rhythm, the scheme utilizes projected three-story bays. This massing is broken into two forms which are separated by a central stack of resident balconies. The main building entry is marked with a larger horizontal canopy which extends beyond the main façade towards US 29. The southern façade also utilizes alternating gable and flat roof forms to break up the long façade. The parking deck is screened by the main building on two sides and by a decorative metal screen on the other two facades.	The building's massing, scale, design, and materials are compatible with the goals of the Comprehensive Plan and the EC Design Guidelines. This segment of the 29 North Corridor is intended as an Urban Mixed-Use Node. New development should be up to ten stories, with reduced setbacks to accommodate higher intensity, mixed-uses and higher residential densities.
Preserve History: Preserve historic buildings and distinctive architecture from earlier periods. Encourage new contemporary design that is respectful of historic building design.	N/A	No known historic resources associated with this site. Existing building was constructed in 1995.
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.	Sidewalks have been included in the site plan that extend from the adjacent roads to the building entrances and courtyards.	The site is bounded on the west by Route 29 and on the east by Hillsdale Drive. At each, sidewalks provide access to adjacent and nearby services and activities.
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.	Acknowledged.	n/c
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 site layout takes advantage of the current conditions of the site, which is primarily 1 large paved parking lot with a small building. Buildings and exterior parking are proposed on existing impervious surface, while keeping vegetated areas along Hillsdale in the same condition but with additional plantings.	The site is currently dominated by a large asphalt parking lot, with sparse vegetation. Proposed landscaping will improve that.
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.	The proposed site layout contains two courtyard spaces for residents to interact outside of the buildings.	n/c
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.	Additional landscaping is proposed to enhance the existing streetscape along route 29 and Hillsdale.	Improvements to the site will provide outdoor spaces for residents. The shape and orientation of the site does not present a opportunity for significant changes to the streetscape
Create Restrained Communications: Private signage and advertising should be harmonious and in scale with building elements and landscaping features.	Agreed, signage will be incorporated into the overall design.	Signage is not shown, and will require a separate sign permit review.
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.	Acknowledged. The building service has been located far away from view from US 29. Our proposed landscape scheme will help screen the service from view from Hillsdale Drive. The parking deck is fully screened and located away from US 29. Trash and loading are located within the building.	Some surface parking will be visible from the corridor, but not a dominant feature. Most of the parking is within a structured garage located to the rear of and screened by the new residential buildings.
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.	Please see Item 1.	The design and materials are contemporary and vernacular, not following any particular style, but also not reflecting a corporate branding or standardized form.

Chapter II: Guidelines for 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.	Provided.	Concur.
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.	(See landscape plan)	n/c
3. Maintain existing plantings in all public areas.	Acknowledged	Project will redevelop an underdeveloped 4-acre site that is almost 60% parking. Eliminating the parking area and achieving limited setbacks requires removal of existing tree; except two at Hillsdale
4. Use hardy native species that require minimal maintenance.	Done where possible.	Nine tree species selected. All on the City Tree List.
5. Replace damaged or missing street trees with appropriate species.	Acknowledged.	n/c
6. Avoid over-used species such as Bradford pear.	Acknowledged.	n/a
7. Use larger tree species where appropriate to space and function.	A variety of species is proposed.	See above
8. Expand use of seasonal color in plantings.	A variety of species is proposed.	Plantings include seven deciduous tree species, two evergreen tree species, and seven varieties of shrubs
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.	N/A - Only 1 parcel	n/c
10. Use plantings to promote visual order and help integrate buildings into the corridor.	Acknowledged	n/c
11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual.	Acknowledged	See above.
12. Encourage day lighting of streams where appropriate.	N/A	n/a

Chapter II: Guidelines for 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.	Sidewalks either currently exist or are proposed, along with landscape zones for trees.	Site plan reviewed by Bike Ped Corridor
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.	Sidewalks are provided.	Concur.
3. Add designated pedestrian pathways through larger parking lots.	Only one small exterior lot is proposed with majority of parking internal.	Concur.
4. Provide crosswalks at intersections, between major pedestrian destinations and in front of building entrances that link to parking.	N/A	n/a
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.	N/A	n/a
6. Provide breaks in large building masses to allow pedestrians to pass through, particularly through shopping centers.	Just 1 building is proposed with 2 courtyards, providing multiple access points	Concur.
7. Place sidewalks throughout residential areas.	Courtyards and exterior spaces all have sidewalks.	Concur.
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.	There are only 2 access points into the development.	Concur.
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.	Acknowledged.	n/c
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.	Acknowledged.	n/c
11. Avoid concrete curbing poured in continuous strips.	Acknowledged.	n/c
12. Avoid excessive variation in sidewalk and curb materials.	Acknowledged	n/c

Chapter II: Guidelines for 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.	N/A	n/a
2. Provide new bike paths to connect to planned or existing municipal paths or paths of adjoining developments.	N/A	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.	Provided	Concur.
4. Develop an easily identifiable graphic system of signs and road markings to designate bicycle routes and crossings.	N/A	n/a

Chapter II: Guidelines for 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 luminaires are proposed	n/c
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	n/a
3. Consider using a different but compatible style of fixture for each of the corridors.	N/A	n/a
4. Light pedestrian areas with appropriately scaled poles.	Acknowledged	n/c
5. Provide pedestrian lighting at transit stops and along paths to parking lots and other destinations.	N/A	n/a
6. Provide lighting of intersections in high traffic areas.	N/A	n/a
7. Include any lighting upgrades as a part of an overall streetscape plan for each corridor.	N/A	n/a

Chapter II: Guidelines for Streetscapes, F. Street Furniture	Applicant's Comment	Staff Comment
1. Develop and use a common palette of colors, materials and design.	N/A	n/a
2. Coordinate furniture along corridors. While they need not match, they should be compatible and not clash.	N/A	n/a
3. Place benches at key locations such as transit stops. Use traditional designs constructed of wood and/or painted metal.	N/A	n/a
4. Avoid placing too many elements on narrow sidewalks.	N/A	n/a

Chapter II: Guidelines for 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.	N/A	n/a
2. Coordinate the colors and design of signs within a corridor.	N/A	n/a
3. Keep signs to the minimum number and size necessary for the use.	N/A	n/a
4. Scale and place signs for both automobile traffic and pedestrians.	N/A	n/a
5. Avoid placing signposts in locations where they can interfere with the opening of vehicle doors.	Acknowledged	n/c
6. Consider using decorative color banners within a specific corridor	N/A	n/a

Chapter II: Guidelines for Streetscapes, H. Public Art & Monuments		n/a
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Chapter II: Guidelines for 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.	Acknowledged	n/c
2. Place existing and proposed utilities underground.	Majority of utilities are already underground	Concur.
3. Consider integrating cellular communication towers into building design so as to appear visually unobtrusive	N/A	n/a

Chapter III: Guidelines for Sites, B. Connectivity Between Entrance Corridor Areas & Neighborhoods	Applicant's Comment	Staff Comment
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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.	N/A	n/a
2. Use common streetscape elements, materials and designs to visually link the corridor areas and neighborhoods.	N/A	n/a
3. Provide continuous pedestrian routes along corridors where feasible.	Provided	Concur.
4. Site grading should promote connectivity with adjacent sites.	Acknowledged	n/c

Chapter III: Guidelines for 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.	Provided.	Adjacent and nearby parcels are accessible via sidewalks at Route 29 and at Hillsdale Drive.
2. Design pedestrian and vehicular circulation to maximize the quality and safety of pedestrian experience through:	Acknowledged	n/c
a. Design approaches such as “shared space” that slow vehicle speeds and enhance pedestrian experience.	N/A	n/a
b. Designated, separate sidewalks with planted areas through large parking lots.	N/A	n/a
c. Crosswalks at points of vehicular access routes and in front of building entrances.	N/A	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	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.	Acknowledged	n/c
4. Provide passageways within large building masses to allow pedestrians to pass through, particularly through shopping centers	N/A	n/a

Chapter III: Guidelines for Sites, D. Building Placement	Applicant's Comment	Staff Comment
1. Orient the facade of new buildings to front on the corridor.	The main entry pavilion and amenities for the apartment building have been located so they face US 29.	Concur.
2. Limit setback of new buildings according to the zoning of the particular corridor.	The building has been located parallel to the southern property line, so the depth from US 29 varies. With a minimum 5' setback, we are proposing to set the building back 11.4' to 15' along US 29. This will allow for a 10' wide landscape buffer while still reinforcing the street edge.	Concur.
3. Limit setbacks at major intersections so that the architecture can help define the area.	The project does not front any intersections.	Concur.
4. Use compact building arrangements to reduce the feeling of seas of parking, encourage pedestrian activity and define space.	The proposed configuration provides two	Surface parking is limited and not a predominate feature.
5. Strive for contiguous building arrangement along the street face, and avoid large breaks between buildings in identified development sites.	See responses to Design Principals.	Concur.
6. Ensure that larger developments orient their design to any adjoining neighborhoods and to side streets.	N/A	n/a
7. Provide breaks in large developments and building masses to allow pedestrian connections between developments.	N/A	n/a
8. Orient service areas to limit their impact on the development and any neighboring areas.	Acknowledged. The building service has been located far away from view from US 29. Our proposed landscape scheme will help screen the service from view from Hillsdale Drive. The parking deck is fully screened and located away from US 29. Trash and loading are located within the building.	Concur.
9. Each side of a corner building that faces a street should be considered a facade of the building for design purposes.	Even though this project is not located on a corner, the north and south facades have been carefully considered for how they will impact the views up and down the corridor.	Concur.

Chapter III: Guidelines for Sites, E. Parking	Applicant's Comment	Staff Comment
1. Reduce the scale of parking lots by:		Exterior parking is single aisle and limited in scale.
a. Dividing parking lots into modules or multiple smaller lots using techniques such as the natural topography, logically placed landscaped pedestrian paths to destinations, and by linear aisles of plantings. Avoid large expanses of asphalt.		

b. Reducing the amount of parking lots through such methods as providing on-street parking, using off-site parking such as municipal lots, sharing parking among complementary uses, providing pull-in spaces in front of shops and creating overflow lots. These techniques may require some flexibility when applying parking standards.		
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	Surface parking screened by trees and plantings
3. Reduce the visibility of residential garages by:	N/A	n/a
a. Not allowing a garage to become the primary architectural feature when a development is viewed from the street, especially for attached housing.	N/A	n/a
b. Placing garages behind the building setback, preferably facing to the side or rear of attached housing.	N/A	n/a
c. Placing garages and parking in the rear with alley access	N/A	n/a
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.	Provided	Concur.
b. Planning parking so that it least interferes with appropriate pedestrian access and connections to adjoining developments.	Acknowledged	n/c
5. Construct parking lots that reinforce the existing street wall of buildings and the grid system of rectangular blocks.	Acknowledged	n/c
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 2 curb cuts are proposed.	n/c
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	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.	Bicycle facilities are included.	n/c

Chapter III: Guidelines for Sites, F. Plantings & Open Spaces	Applicant's Comment	Staff Comment
1. Provide landscaping within parking areas by:		
a. Separating parking aisles with medians planted with shade trees along the length of the islands.	Provided.	Concur
b. Including pedestrian walkways with planted medians to reinforce connectivity and separate pedestrians from vehicular traffic.	Provided.	Concur
c. Avoiding isolated islands of single trees and instead providing landscaped tree aisles between every other row of cars.	Only 1 bay of parking is proposed.	Concur
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.	A significant number of trees are proposed.	See above re: landscaping plan
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.	2 amenity courtyards are proposed in centrally located spots.	To accommodate higher density, open spaces are provided primarily at the two courtyard areas and a third open space near Hillsdale
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.	Provided.	Concur
4. The existing topography should be preserved intact as much as possible to minimize disruptions in drainage.	Acknowledged.	n/c
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 wide variety of trees and shrubs are proposed.	See above re: tree and plant selections.
6. Use species appropriate for site conditions including available sunlight, water and root and canopy space.	This is balanced with canopy coverage requirements.	n/c

7. Use trees, shrubs and other landscaping features to provide screens for service areas, parking and utilities.	The exterior parking is screened with plantings.	Concur
8. Use large specimen street trees along pedestrian routes to provide shade and to define edges.	This is done where possible.	Concur
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	n/a
10. Consider using landscaping areas that also provide storm water treatment, such as rain gardens.	N/A	n/a
11. Refer to the Tree Planting and Preservation BMP Manual in the Charlottesville Standards and Design Manual	Acknowledged.	n/c
12. Encourage day lighting of streams where appropriate.	N/A	n/a

Chapter III: Guidelines for 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.	Full cutoff luminaires are proposed.	Concur
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.	Acknowledged.	n/c
3. Lighting should provide for appropriate and desirable nighttime illumination for all uses on and related to the site to promote a safe environment.	A photometric plan has been prepared to ensure appropriate light levels.	Concur
4. Light pedestrian areas with appropriately scaled poles and luminaires. Their heights are typically ten to fourteen feet.	At this time, not additional lighting is proposed. If the courtyard spaces incorporate additional lighting, it will be in the form of bollards.	n/c
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.	Acknowledged.	n/c
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	n/a

Chapter III: Guidelines for 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.	There are no walls or fences proposed at this time. If a pool is incorporated into the courtyard space, it will include a decorative black aluminum picket fence and gate system.	Concur
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.	Acknowledged.	n/c
3. Avoid exceeding the average height of other fences and walls of surrounding properties.	Acknowledged.	n/c
4. Fences should be set back from the street right-of-way to allow a clear area for utilities and landscaping.	N/A	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.	N/A	n/a
6. Use paint or opaque stains on pressure treated or unpainted wooden fences.	N/A	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	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	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.	N/A	n/a

Chapter III: Guidelines for 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.	Acknowledged	n/c
2. Respect the design and visibility of signs for adjacent businesses.	Acknowledged	n/c
3. Use colors and appropriate materials that complement the materials and color scheme of the building, including accent and trim colors.	Acknowledged	n/c
4. Use a minimal number of colors per sign where possible. Avoid jarring overly bright color schemes.	Acknowledged	n/c
5. Exterior illumination of signs shall comply with the City’s outdoor lighting requirements. Exterior neon is discouraged.	Acknowledged	n/c
6. Illumination of any sign shall not be directed toward any residential area or adjacent street.	Acknowledged	n/c
7. Consider using a comprehensive signage plan for larger developments.	Acknowledged	n/c
8. Encourage the use of monument signs with accent landscaping at the base along corridors.	acknowledged	n/c
9. Internally lit signs should use an opaque background so only letters are lit.	Acknowledged	n/c
10. Flashing lights are prohibited.	Acknowledged	n/c

Chapter III: Guidelines for 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.		Applicant has not indicated location of utility boxes, etc. See proposed condition to address.
2. Screen and landscape dumpsters with wood board or solid barrier wall when multiple sides of a building are highly visible.	N/A	n/a
3. Place utilities underground if at all possible or locate behind buildings.	Acknowledged	n/c
4. Screen service areas and loading docks that are visible from streets or adjoining development with berms, landscaping, structures or fences.	N/A	n/a
5. Site noise-generating features away from neighboring properties especially residences, or use noise barriers or other means of reducing the impact.	N/A	n/a
6. Screen roof-top communications and mechanical equipment.		Applicant has not indicated location of mechanical units, etc. See proposed condition to address.

Chapter IV: Guidelines for 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.	Acknowledged. The scheme utilizes well proportioned .	The design is a contemporary interpretation of typical and traditional architectural elements, styles and building arrangements: gables, parapets, brick and siding, enclosed courtyards, covered entrances, private balconies, etc.
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.	See responses to Design Principals.	
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.	See responses to Design Principals.	
4. New development should strive to implement the intended vision rather than repeat existing inappropriate development patterns.	See responses to Design Principals.	
5. New development should respect existing historic buildings and excellent examples from the recent past.	See responses to Design Principals.	
6. Existing development should be upgraded as opportunities arise.	N/A	n/a

Chapter IV: Guidelines for 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.	See responses to Design Principals.	
2. Use variation in materials, textures, patterns, colors and details to break down the mass and scale of the building.		
Avoid an unmodulated mass		
Use stepped-back height	See responses to Design Principals.	
Use varied wall surfaces		

Use varied heights with regular width		Proposed design complies with the design guidelines.
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.	See responses to Design Principals.	
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.	See responses to Design Principals.	
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.	See responses to Design Principals.	
Space: Creating human-scaled spaces that are defined by either buildings or landscape features provide more friendly, inviting places.	Acknowledged. Two appropriately scaled courtyards have been integrated to the scheme. Both are open to the north providing long views and natural light.	Concur

Chapter IV: Guidelines for Buildings, E. Facade Organization & Storefronts	Applicant's Comment	Staff Comment
1. Orient primary entrances on a building facade to the street or corridor.	See responses to Design Principals.	Primary entrances are located along the side (north) elevation. These locations are appropriate due to the separate buildings and this being a multi-unit residential project.
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.	See responses to Design Principals.	
3. Secondary entries may be created to allow convenient access from adjacent buildings, sidewalks, parking, bicycle paths and transit stops.	Acknowledged. Secondary entries allow access to the two courtyards, parking deck and Hillsdale Drive.	
4. Orient at least part of public elevations of shopping complexes to any adjoining neighborhoods.	N/A	n/a
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.	Acknowledged.	Facades are not blank or unadorned.
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.	Acknowledged. See renderings of entry pavilion building.	Staff suggested applicant consider a unifying pedestal or foundation for the entire complex. For ex., use the darker brick or possibly a third brick, or maybe stone.
7. Use a regular pattern of solids and voids for openings that relate to more traditional building design in the corridor.	Acknowledged.	n/c
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.	Acknowledged.	The exterior wall elements--materials, form, articulation, openings vertically proportioned.
9. Strive for designs and materials that reflect the architectural traditions of the region.	See responses to Design Principals.	The design is a contemporary interpretation of typical and traditional architectural elements, styles and building arrangements.
10. Storefronts or large display windows should be used at the street level.	Large windows have been provided at the ground level amenity facing US 29.	Concur.

Chapter IV: Guidelines for Buildings, F. Materials & Textures	Applicant's Comment	Staff Comment
1. Use material changes to help reduce mass and provide visual interest.	See responses to Design Principals.	Materials and Textures comply with guidelines. Brick buildings with gabled roofs of either standing-seam metal or asphalt roofs are very common.
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.	Acknowledged. See proposed exterior material palette in submission.	
3. Use quality materials consistently on all visible sides of commercial, office and multi-family residential buildings.	Acknowledged. See proposed exterior material palette in submission.	
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.	Acknowledged. See proposed exterior material palette in submission.	

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.	Acknowledged.	No EIFS or vinyl materials are proposed.
6. Clear glass windows are preferred.	Acknowledged. Clear glass is proposed.	"Clear glass" is defined as having a VLT of 70% or greater.

Chapter IV: Guidelines for 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.	Acknowledged. See proposed palette in submission.	Color palette is compatible with this EC. Most nearby brick buildings have red brick; however, the tan and brown are not incompatible with the EC.
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.	Acknowledged. See proposed palette in submission.	
3. Limit the number of color choices. Generally there is a wall color, trim color, accent color, and roof color.	Acknowledged. See proposed palette in submission.	
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.	Acknowledged. See proposed palette in submission.	
5. Use color variation to break up the mass of a building and provide visual interest.	Acknowledged. Along with color changes, wood-look cement board has been used to create visual interest.	
6. Do not use strong color that has the effect of turning the entire building into a sign.	Acknowledged. See proposed palette in submission.	

Chapter IV: Guidelines for 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.	See responses to Design Principals.	Design details comply with guidelines.
2. Include human-scaled elements such as columns, pilasters and cornices, particularly at street level and on facades with a pedestrian focus.	See responses to Design Principals.	
3. Avoid large expanses of blank walls that are visible from the public right of way or neighboring developments.	Acknowledged. Given the nature of apartment buildings, there are very few blank walls proposed.	
4. Avoid oversized decorative elements.	Acknowledged.	The design is simple, not overly ornamented.
5. Avoid decorative elements that do not relate to the architecture but serve to turn the whole building into a sign.	Acknowledged.	

Chapter IV: Guidelines for 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.	The proposed scheme utilizes both gabled and flat roofs to break down the scale of the building and create visual interest.	Staff suggested applicant consider extending the eaves from the wall to introduce a more pronounced cornice. However, as designed, the roof forms and materials are compatible with this EC.
2. If a shed roof or flat roof design is used, add a parapet wall to screen the roof.	Acknowledged. We have provided parapets at all flat roofs.	
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.	Agreed. See response to item no. 1.	
4. Consider using a special roof feature on buildings located at a gateway, a prominent corner or highlight entry bays on larger structures.	Agreed. We are utilizing a gabled rood on the main entry pavilion facing US 29.	
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.	On sloped roofs, standing seam roof or textured asphalt shingles are proposed.	
7. Any equipment located on a roof should be screened from public view.	Acknowledged.	Re: rooftop equipment screening, see proposed condition.

Chapter IV: Guidelines for Buildings, J. Awnings.	Applicant's Comment	Staff Comment
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1. Encourage the use of awnings at the storefront level to shield displays and entry and to add visual interest.	N/A	The design incorporates awnings and overhangs at lower level entrances
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.	N/A	Colors are appropriate
3. Awning forms may be angled or curved.	N/A	n/c
4. Use of a canopy as an illuminated sign is not appropriate.	N/A	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.	N/A	Materials are appropriate

Chapter IV: Guidelines for 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.	Acknowledged. The building service has been located far away from view from US 29. Our proposed landscape scheme will help screen the service from view from Hillsdale Drive. The parking deck is fully screened and located away from US 29. Trash and loading are located within the building.	Concur
2. Mechanical equipment on roofs or sides of buildings should not be visible from streets.	Acknowledged.	Re: screening, see proposed condition
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.	Acknowledged.	
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.	Acknowledged. We have proposed darker colors at the loading to make it recede and blend in with the rest of the design.	
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.	Acknowledged.	

Chapter IV: Guidelines for Buildings, J. Additions & Corridor Conversions	N/A	n/a
Chapter IV: Guidelines for Buildings, K. Franchise Design	N/A	n/a
Chapter IV: Guidelines for Buildings, L. Gas Station Canopies	N/A	n/a
Chapter IV: Guidelines for Buildings, M. Civic & Institutional Buildings	N/A	n/a

Chapter IV: Guidelines for 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.	See responses to Design Principals.	Overall, the design is compatible with this EC.
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.	Given that this project includes no retail, the main amenity was located facing US 29 to activate the street level.	Concur
3. Avoid creating street front facades that are dominated by garage doors.	Acknowledged. No garage doors will face either street.	Concur
4. Ensure that the designs of such buildings are consistent with any adjoining neighborhoods and the zoning ordinance.	Acknowledged.	Existing buildings with this EC sub-area are predominantly single-story, strip commercial, which is inconsistent with the intent of the Comp Plan.