



Commission of Architectural Review SUBMISSION APPLICATION

City of Richmond, Room 510 – City Hall
900 East Broad Street, Richmond, Virginia 23219
PHONE: (804) 646-6335 FAX: (804) 646-5789

12 COPIES OF SUPPORTING DOCUMENTATION ARE REQUIRED FOR PROCESSING YOUR SUBMISSION

LOCATION OF WORK: 1902-1908 Princess Anne Ave DATE: May 29, 2015

OWNER'S NAME: Richard M. Cross TEL NO.: 804-306-4791

AND ADDRESS: 306 Hollyport Rd. EMAIL: richard@HollyportVentures.com

CITY, STATE AND ZIPCODE: Henrico, VA 23229

ARCHITECT/CONTRACTOR'S NAME: R. Michael Cross Design Group TEL. NO.: 202-536-3006

AND ADDRESS: 21 Dupont Circle NW, Suite 710 EMAIL: mcross@rmichaelcross.com

CITY, STATE AND ZIPCODE: Washington DC 20036

Would you like to receive your staff report via email? Yes No

REQUEST FOR CONCEPTUAL REVIEW

I hereby request Conceptual Review under the provisions of Chapter 114, Article IX, Division 4, Section 114-930.6(d) of the Richmond City Code for the proposal outlined below in accordance with materials accompanying this application. I understand that conceptual review is advisory only.

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

I hereby make application for the issuance of a certificate under the provisions of Chapter 114, Article IX, Division 4 (Old and Historic Districts) of the Richmond City Code for the proposal outlined below in accordance with plans and specifications accompanying this application.

DETAILED DESCRIPTION OF PROPOSED WORK (Required):

STATE HOW THE DESIGN REVIEW GUIDELINES INFORM THE DESIGN OF THE WORK

PROPOSED. (Include additional sheets of description if necessary, and **12 copies** of artwork helpful in describing the project. The 12 copies are not required if the project is being reviewed for an administrative approval. See *instruction sheet for requirements.*)

Demolish the existing non-historic garage and construct four (4) single family attached homes on previously developed lot. See attached plans and specifications.

Signature of Owner or Authorized Agent: X

Name of Owner or Authorized Agent (please print legibly): Richard M. Cross

(Space below for staff use only)

Received by Commission Secretary

APPLICATION NO. _____

DATE _____

SCHEDULED FOR _____

Note: CAR reviews all applications on a case-by-case basis.

1902-1908 Princess Anne Ave.

Project Description:

As the first multi-unit residential LEED for Homes project in the City of Richmond, Princess Anne will offer four families the opportunity to live in the historic Union Hill district and enjoy the benefits of 2015 energy efficiency and sustainable construction (see Exhibit 1 for a list of proposed features). Princess Anne is a new row of four three-story town homes located immediately across from Jefferson Park at the western end of Princess Anne Ave. Sited on parcel of land formerly containing four homes (two duplexes), Princess Anne is envisioned to provide its owners both a wonderful view and access to Jefferson Park as well as a panoramic view of the skyline of Richmond. Due to the severe incline at the end of Princess Anne, not only is there no current street access or parking for cars to the former lots 1902 and 1904, there is no pedestrian access to Cedar Street.

To allow the owners access to their homes and parking, it is necessary to treat this location as if it was at the end of the block and turn three of the new row of four homes 90 degrees from the street so that they face east and positioning them as far west on the land as possible so that they create an open space of land that will run from Princess Anne to the alley behind Princess Anne. **The home adjacent to Princess Anne Ave. will face the street and have its entrance directly onto Princess Anne Ave.** Although there is no street, access to the other three homes will be granted by the creation of a common area sidewalk, envisioned as a Mews, for use by the residents and their guests.

While the exterior of the building will be compatible with the existing architecture on Princess Anne Ave. and the District, the separation created by the Mews and the structure's design will clearly denote the Princess Anne homes as new construction and not a part of the historic fabric of the block. Placing four homes on the property will be compatible with currently building density as the block contains a series of single family and duplex homes.

Changes from prior submission for Appropriateness Review

Based on the comments gathered from the prior submission to the CAR and from meetings with the staff following the CAR meeting, comments from the public during the review and from letters received from the public, a number of design changes have been made since this project was originally submitted. They include but, are not limited to,

- The primary entrance to the 1902 Princess Anne Ave. has been turned to face Princess Anne Ave. with a porch and railing typical to the neighborhood.
- All exteriors visible from the historic district will be brick veneer over a parged concrete foundation. A portion of the northern elevation, although not seen from the historic district has also been changed from fiber cement siding to brick veneer.
- All exterior surfaces shown as siding will be smooth, non-beaded, horizontal fiber cement siding which will be painted SW # 2833 Roycroft Vellum, a color on the CAR's Paint Color Palette.
- The full third story penthouses have been redesigned and relocated from the roof line of the building to reduce their view from the historic district and the frontal elevation has remained at the 2 ½ stories typical of the current houses on Princess Anne (see A2).
- Mansard roofs similar to those on Princess Anne Ave. wrap around the primary and secondary elevations and will be covered with a recycled rubber faux slate.
- The balconies and porches on the 1904-1908 homes have been removed to reduce the effect of secondary entrances to enhance the effect of the structure facing the primary street and second story balconies have been added to provide those homes with additional views of Jefferson Park.
- All windows facing the historic district will be one over one aluminum clad over wood clear thermopane. The heights of all windows facing the historic district will be consistent by story. (see drawings for heights and spacing)
- Stone veneer lentils are proposed over all windows facing the historic district.
- The bay on the Princess Anne Ave. elevation has been kept at 5' and it and other portions of the secondary eastern elevation will be clad in a dark veneer brick to enhance the appearance of depth and separation.

- To address security concerns but allow freedom of access from the street, the fences and controlled access gates have been removed from the Princess Anne Ave. side and replaced by a single 6' tall wooden privacy fence with controlled access from the alley entrance.
- The houses have been moved back to the western end of the lot to enlarge the open space in front of the homes. Further movement back is subject to final foundation engineering design.
- The size and visual impact of the parapet walls have been reduced.

Standards for New Construction

New construction should be compatible with the historic features that characterize its setting and context. To protect the significance of the historic context, the new work should reference the historic materials, features, size, scale, proportions, and massing of its setting. However, new construction should be clearly discernible from the old to protect the authenticity of the historic district.

SITING

1. Additions should be subordinate in size to the main structure and as inconspicuous as possible. Locating additions at the rear or least visible side of a building is preferred.

- This guideline does not apply. The former structures on the property were demolished in the late 1970's by the RRDHA. The new construction is intended to remediate the current siting with new construction that is more appropriate for a City Old and Historic District than the garage and sheds that have been on the property for the past 30 years.

2. New residential infill construction should respect the prevailing front and side yard setback patterns of the surrounding block. The minimal setbacks evident in most districts reinforce the traditional street wall. In cases where the adjoining buildings have different setbacks, the setback for the new building should be based on the historical pattern for the block.

- The new construction is built to the current property setbacks maintaining the existing traditional street wall and respecting the prevailing setback

patterns of the historic streetscape within the district. The City Zoning dept. has performed a preliminary review and found the proposed project to be compliant (See A1).

3. New buildings should face the most prominent street bordering the site.

- The 1902 building now has its primary entrance facing Princess Anne Ave. Zoned R-63, this building could have only entrance with interior hallways to the three other homes. However, to allow the occupants better access to the park and views of the street and their neighbors, entrances to the 1904-1908 homes have been located on the secondary elevation of the building along the Mews.

As Princess Anne Ave. no longer fronts former lots 1902-1906 and, as Cedar Street is not accessible due to the steeped sloped public land between these lots and Cedar, it is not feasible to have four homes on this property all face Princess Anne Ave. with each of them having access to sidewalk and alley. If all were facing Princess Anne Ave. the homes at 1902 and 1904 would have no parking either in the front or rear or the property. Turning the houses and creating the Mews will not only provide access to street and off-street parking for the residents of Princess Anne, it will provide them a view of the park as well as allow pedestrians along Princess Anne a view of their homes. Access to the sidewalk mews will be open and unobstructed from the Princess Anne Ave. side but controlled by a 6' tall controlled access privacy fence along the alley (northern) side.

This situation is similar to most end-of-block settings as typically there is a street at the end of the block, such as Mosby at the opposite end, and the houses across the street face the side of the house at the end of the block. If there was a street at this end of block, these proposed houses would indeed be facing on the prominent street. The creation of the mews is a surrogate for the lack of a street required by the topography of the lot (see Exhibit 2)

The added advantage of this orientation is that all four families will have both a view of and access to Jefferson Park as well as the panoramic view of the skyline of the City of Richmond only found at this location versus only one family if they all were made to face Princess Anne Ave.

Prospective purchasers of these homes will, by their choice to purchase a home, obviously desire to live in and be a part of the Union Hill neighborhood and therefore, one would expect them to engage in and be part of the neighborhood fabric as much as any other home owner.

4. *If setback waivers or any other waivers are needed, the applicant may petition the Commission to support a Board of Zoning Appeals (BZA) waiver.*

- The applicant will consult with Land Use Administration and the Zoning Administrator on a number of issues following acceptance of the conceptual review by the Commission. If needed, the applicant will request the Commission's support.

FORM

1. *New construction should use a building form compatible with that found elsewhere in the historic district. Building form refers to the specific combination of massing, size, symmetry, proportions, projections and roof shapes that lend identity to a building. Form is greatly influenced by the architectural style of a given structure.*

- Princess Anne has been carefully designed to follow the building forms found on Princess Anne and in the district

2. *New residential construction should maintain the existing human scale of nearby residential construction in the district.*

- Princess Anne follows the existing two and two and one-half story residential scale found along Princess Anne Ave. (see A2)

2. *New construction should be contemporary in style yet compatible with surrounding historic structures. New construction should not mimic previous architectural styles in such a way that creates a false historical appearance*

- Although Princess Anne references existing historic structures found along the street, it incorporates a number of contemporary design elements that clearly indicate that it is not attempting to mimic previous architectural styles and would not be mistaken for a historic structure.

3. *New residential construction and additions should incorporate human-scale elements such as cornices, porches and front steps into their design. In Richmond, porches and front steps were historically an integral part of residential design and provide much of the street-level architectural character of Richmond's historic districts.*

- Although three of the homes will be facing the serene walkway created by the Mews, the home bordering Princess Anne Ave. will have a porch and entrance facing Princess Anne Ave.

HEIGHT, WIDTH, PROPORTION & MASSING

1. New construction should respect the typical height of surrounding residential buildings..

- Princess Anne respects the height of the majority of current Princess Anne Ave. homes (see A2)

2. New construction should respect the vertical orientation typical of other residential properties in surrounding historic districts. New designs that call for wide massing should look to the project's local district for precedent. For example, full-block-long row houses compositions are rare in Richmond. New residential buildings that occupy more than a third of a block face should still employ bays as an organizational device, but the new building should read as a single piece of architecture.

- As Princess Anne Ave. currently consists of mixed single family and duplex properties the property is currently zoned R-63. Respecting the massing of the block, Princess Anne is designed with bays to appear from Princess Anne Ave. to be two homes. In addition, the fronts of the homes have been separated by the creation of shallow bays and different brick colors to break up the appearance of being a row house.

3. The cornice height should be compatible with that of adjacent historic buildings.

- As proposed, Princess Anne' cornice heights are compatible with existing homes on Princess Anne Ave.

MATERIALS & DETAILS

1. Additions should not cover or destroy original architectural elements.

- This guideline does not apply in this instance of new construction as no original historic architecture is present on the site. The vinyl siding clad two car garage being demolished is not a contributing structure although it was present at the time of the creation of the historic district.

2. Materials used in new residential construction should be visually compatible with original materials used throughout the district.

- As all of the existing homes on Princess Anne are brick, Princess Anne is proposed to use frame construction with predominately a brick veneer. The choice of brick will be presented to CAR for final approval to ensure it is compatible with the historic structures. The mansard roofs will be covered with a synthetic slate made from recycled content. Portions of the buildings not facing the historic district may be covered with horizontal smooth non-beaded fiber cement siding painted in a color from the CAR Paint Color Palette. Porch roofs will be covered with a smooth black TPO or similar material. Portions of the non-visible roof are proposed to be white TPO to reduce the heat island effect. The majority of the roof top patios facing west will be covered by decking material and will not be visible.

All windows will be aluminum-clad wood one over one or special designs to match or be compatible with existing windows on the street. Doors will be insulated smooth steel doors painted in a color on the CAR Paint Color Palette.

3. Paint colors for new additions should complement the historically appropriate colors used on the primary structure. Paint colors used should be similar to the historically appropriate colors already found in the district.

- The colors for the painted surfaces will be submitted for review and approval by Commission staff.

4. Vinyl, asphalt and aluminum siding are not permitted for use in City Old & Historic Districts. Other synthetic materials with a smooth, untextured finish may be allowed in limited cases but approval by the Commission is always required.

- No vinyl, asphalt or aluminum siding will be used. Smooth non-beaded fiber cement siding will be used on portions of the northern and western sides and for the sides of the penthouses. All primary elevations facing the historic district will be brick veneer.

5. Rooftop mechanical equipment should be located as discretely as possible to limit visibility. In addition, appropriate screening should be provided to conceal the equipment from view. When rooftop railings are required for seating areas or for safe access to mechanical equipment, the railings should be as unobtrusive

as possible in order to minimize their appearance and visual impact on the surrounding district.

- To provide low energy requirements to heat and cool the homes, ground source heat pumps are proposed. Each home will be attached to a vertical well that will negate the need for any external mechanical equipment. A small amount of railing is proposed to extend the effect of the bay along the Princess Anne Ave. elevation. This railing will be painted or powder coated to match the bay material to reduce any visual impact from the street. No other roof top railing is visible from the historic district. The proposed photovoltaic panels to be used to heat the hot water, will be behind and beneath the Mansard roof line and not visible from any angle from the ground.

RAILINGS

Porch railings and balustrades are important defining features of a structure. The proportions of these railings are an important element to the appearance of both their structure and the rhythms of the entire neighborhood. When restoring a railing or balustrade there may be difficulty in maintaining the original height while meeting current building code. Always consult with the building department.

- The proposed porch facing Princess Anne Ave. will include columns and Richmond Rail railings similar to those found in the district and will be painted white to match the existing porches. The other railings visible are proposed to be aluminum powder coated dark bronze.

FENCES & WALLS

1. Fence, wall and gate designs should reflect the scale of the historic structures they surround as well as the character of nearby fences, walls and gates.

- An access controlled 6' privacy fence is proposed on the alley entrance to the mews. It will run from the front edge of the building to the eastern edge of the property.

2. Fence, wall or gate materials should relate to building materials commonly found in the neighborhood.

- See above.

3. Privacy fences along the side and rear of a property should be constructed of wood of an appropriate design. Privacy fences are not appropriate in front of a historic building.

- See 1 above.

DECKS

1. Decks should not alter damage or destroy significant site elements of the property.

- No ground level decks are being proposed for this project

2. Decks should complement the architectural features of the main structure without creating a false historical appearance. Decks should be painted or stained a neutral color that complements one of the colors found on the main structure.

- See above.

3. Deck design may include vertical picket balustrades or contemporary railing that is in scale with the house and deck.

- See 1 above.

4. Deck sub-decking should be screened with wood lattice work or with brick piers.

- See 1 above.

5. As is the case with all other auxiliary structures, decks cannot be constructed in front yards (in accordance with the Zoning Ordinance).

- See 1 above.

PARKING

- To offset the lack of street frontage, four off-street parking spaces are planned to be constructed on the northern side of property accessible from the alley behind Princess Anne Ave. that runs to Mosby Street. The existing street lamp at the end of the alley will be maintained.

1902 – 1908 Princess Anne Ave

External Finishes List

- 1) Brick Veneer - Continental Brick Company – STD 489 Modular (light)
Continental Brick Company – STD 594 Modular (dark)**
- 2) Hardie Plank – Smooth, painted, see below**
- 3) EcoStar Synthetic Slate – Midnight Gray**
- 4) Windows - Andersen 400 Series Windows:
For Historic View – Double Hung One over One, White Aluminum
over wood;
For Non- Historic view – Casement with bar to appear One over
One, White Aluminum over wood
- Transom – White Aluminum over wood**
- 5) Doors:
Entry – ThermaTru 210HD Steel Solid Panel
Patio - Andersen 400 Series Double Hinged Outswing**
- 6) Columns – HB&G Perma Cast, Round, Colonial Cap, White**
- 7) Balustrade – Wooden Richmond Rail - White**
- 8) Railings – Aluminum, Powder coated, Dark Bronze**
- 9) Fencing - 6' wooden privacy fence (Northern (Alley) elevation)**
- 9) Paint – CAR Color Palette #43 Roycroft Vellum (subject to final choice
of decorator with Staff approval)**

Princess Anne Ave.

Current Residences



Exhibit 1

Princess Anne

Summary of Proposed “Green” Features

Below are listed a number of the key features, materials, systems and techniques that are being considered for use in this project with the target being a LEED for Homes – Gold certification.

- Location. One of the “greenest” elements of Princess Anne is that is directly across from Jefferson Park a public open space for exercise and relaxation and is within walking distance to a plethora of shops and services reducing the need for using a car as well as being close to several bus lines which will allow residents use public transportation versus their car to go to many parts of town.
- Reduced energy needs. Many individual items contribute to this, including but not limited to:
 - Ground Source Heat Pump (geo-thermal) Not only will this provide very efficient heating and cooling it eliminates the need for unsightly outside HVAC equipment;
 - Direct photovoltaic hot water heating. This system of DC to AC eliminates the need to connect to the grid and use net-metering while virtually eliminating the cost to heat hot water.
 - Complete envelope soy based foam insulation. Not only is the foam a very efficient insulator it also all but stops air infiltrating into the house from the outside.
 - High efficiency clear thermopane windows
 - No Incandescent lights! All installed lights will be either LED or CFL reducing both the energy for lighting and the cooling load.
 - Energy Star ceiling fans to evenly distribute the conditioned air and reduce hot and cold spots.
 - Energy Star appliances to reduce both energy and water usage.
- Sustainability and indoor environment features:
 - Low flow WaterSense labeled faucets and showerheads, dual flush toilets and a fully insulated individually controlled re-circulating hot water loop to reduce water usage and energy costs.
 - Sustainable flooring products
 - FSC and urea formaldehyde free woods in cabinets and trim.
 - No VOC paints use throughout the interior of the house
 - Shoe removal and storage place at the main entrance.
 - Material efficient framing and construction techniques and regional product sourcing.

Exhibit 2
Princess Anne
Background on Lots 1902-1908 Princess Anne

The parcel of land now know as 1906 Princess Anne Ave. was once a sloped portion of the hill made level by the addition of fill dirt. This significantly increased the remaining slope of the western end of the property. The width of each of the four lots was approximately 20 feet. Two duplexes were constructed on these lots in the early 1920's. They faced a relatively open area at the convergence of three drives around the western end of Jefferson Park. One of these drives went over the top of the park (it has been removed and is now covered by the grass and a sidewalk around the edge of the park. The other two went down the slope of the western end of the park at different angles. One went to the south to now Jefferson Ave. (portion of it remains as a grass walking path) the other was a steep switchback going down the hill to 19th Street (it no longer exists). At that time, due to narrow width of the lots and the open area created by the drives, there was access to the front of the two duplexes from Princess Anne Ave. **The elimination of these drives and the subsequent additions of sidewalks and a shortening of Princess Anne Ave. now prohibits such access.**

The two duplexes were demolished in the late 1970's and the four lots and a portion of land to the western end were consolidated into one parcel designated as 1906 Princess Anne Ave. which is currently 100 ft. wide and 95.37 ft. deep. Due to remaining steep slope of the property along the northern (alley) side, the current alley only extends approx. 65 ft. of the width of the lot making rear access impossible for 1902 and only partially possible for 1904 if the parcel was evenly divided into lots 25 ft. wide.

Prior to the purchase of this lot, an extensive geotechnic survey was performed to determine the depth of the fill dirt and determine what type of foundation would be required to build. Test borings were done and the soil analyzed at intervals in depth. Based on the results, it was recommended that an Auger cast-in-place pile foundation be used. Each pile will be 12-18 inches in diameter and spaced approx. 10 feet apart.

Based on a projected foundation length approx. 45 piles will be dug and filled with concrete an average of 25 ft. deep. (the foundation plan is subject to final engineering based on building configuration)

The effect will be to provide a stable foundation for this project and, as the crown of the original hill was mid-block, it should improve the stability of the soil under all of the homes on the western end of the street.

1902 – 1908 Princess Anne Ave.

Current Street Frontage



1902 – 1904 Princess Anne Ave.



1906 Princess Anne Ave.



1908 Princess Anne Ave.



End of Princess Anne Ave.

R-53

1905
(3 Addresses)

1900

1906

1910

1912

1914

1916

1920
(2 Addresses)

1922

1928
(2 Addresses)

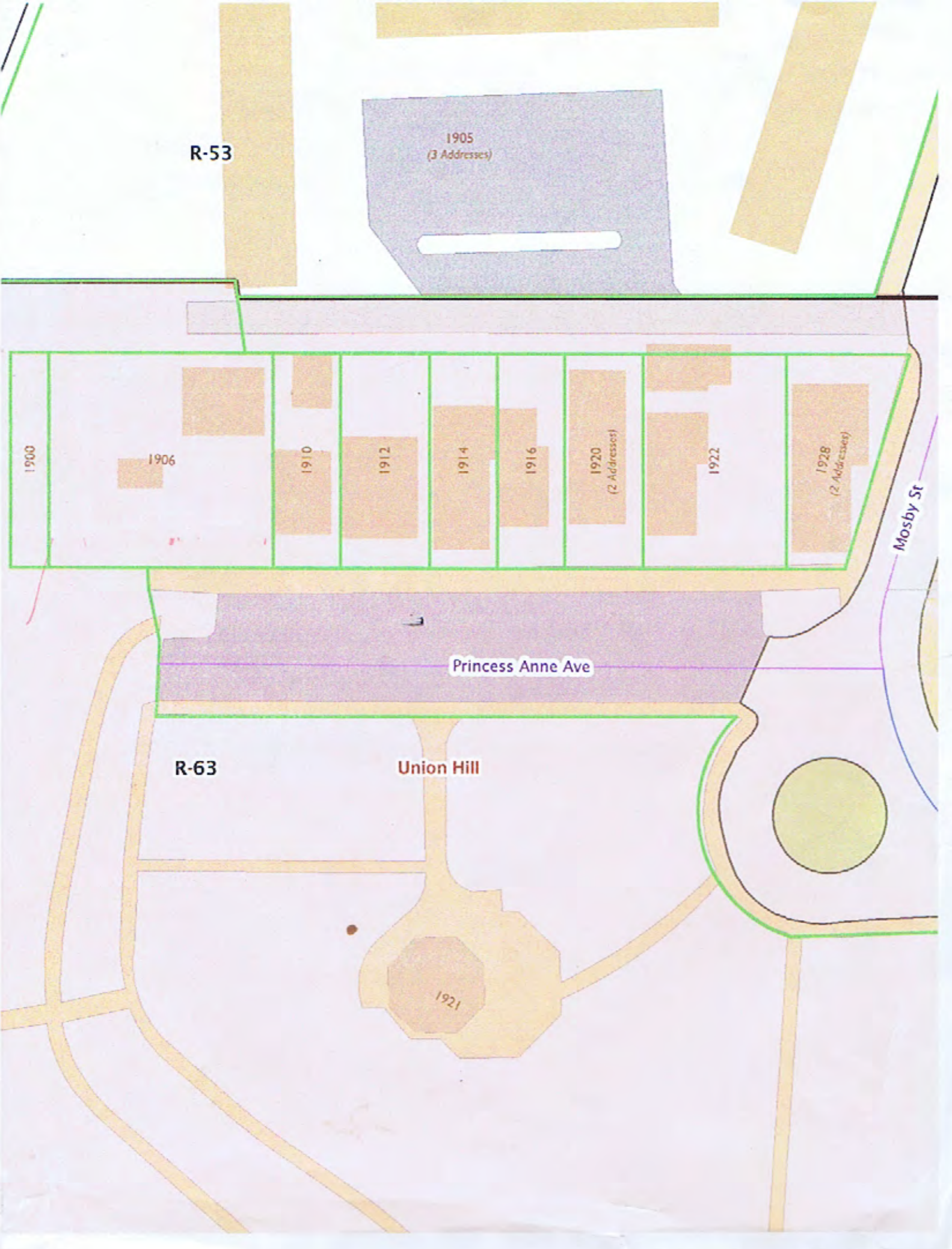
Mosby St

Princess Anne Ave

R-63

Union Hill

1921





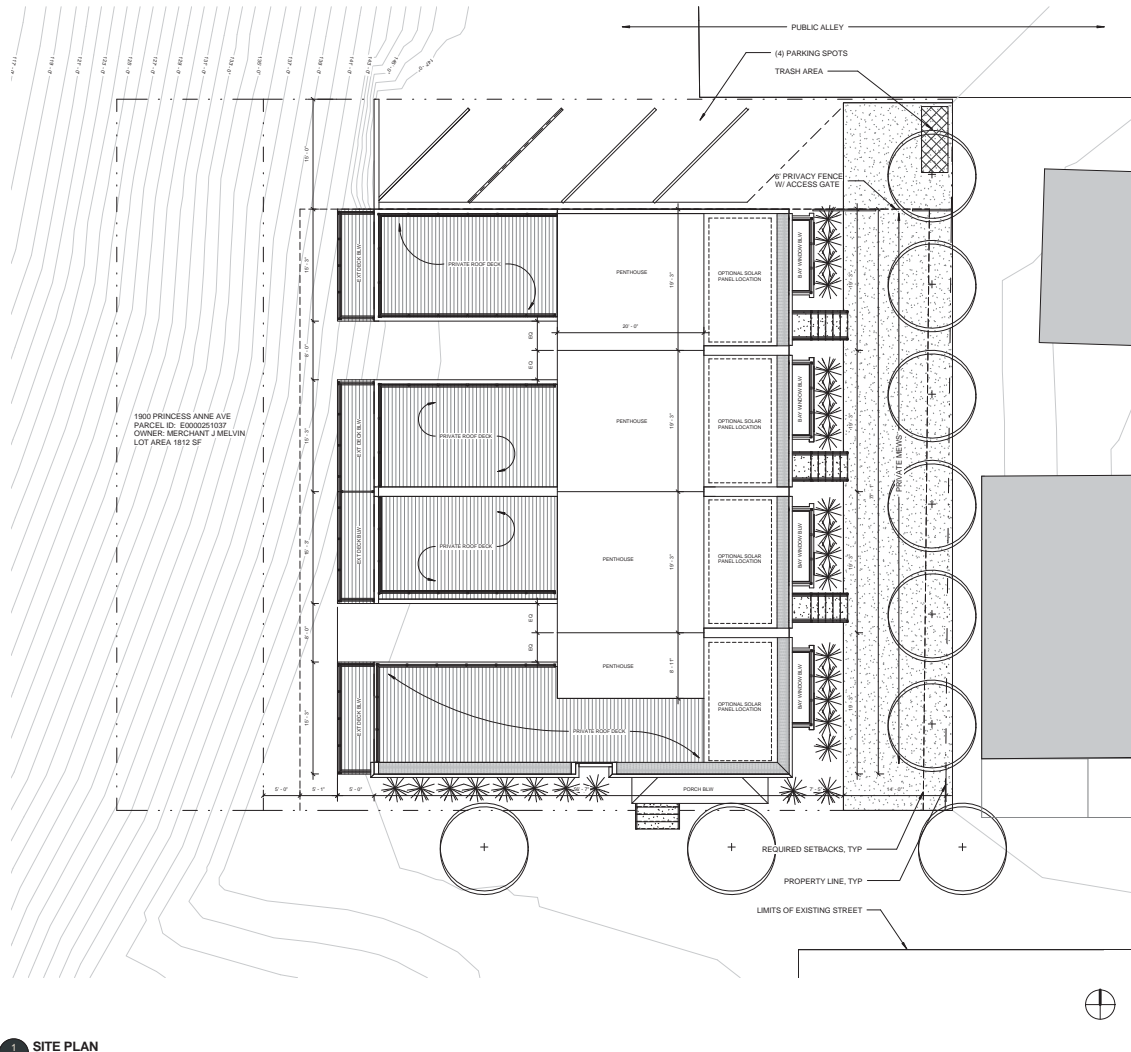
SIDEWALK VIEW FROM PRINCESS ANNE

■ ■ R. MICHAEL CROSS
■ ■ DESIGN GROUP

ZONING ANALYSIS

Address:	1906 Princess Anne Ave
Zone:	R-63
Lot Area:	9537 SF
Proposed Use:	Multi-Family (4-Unit Condo)

	Required	Provided
Min Lot Area:	4000 SF	9537 SF
Front Yard:	None Req (15' Max)	7'
Side Yard:	5' Min	10' & 18'
Rear Yard:	15' Min	15'
Open Space:	2861 SF	3258 SF
Lot Coverage:	6199 SF Max	5107 SF
Height:	3 Stories Max	2 Stories + Penthouse
Window Ratio:	30%	32%
Parking:	4 Spaces	4 Spaces - 8x17.5



SITE PLAN
1/8" = 1'-0"

RICHARD CROSS
PRINCESS ANNE
SCHEMATIC DESIGN

**R. MICHAEL CROSS
DESIGN GROUP**

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	DRAWN BY: JUB	
2	CHECKED BY: RMC	

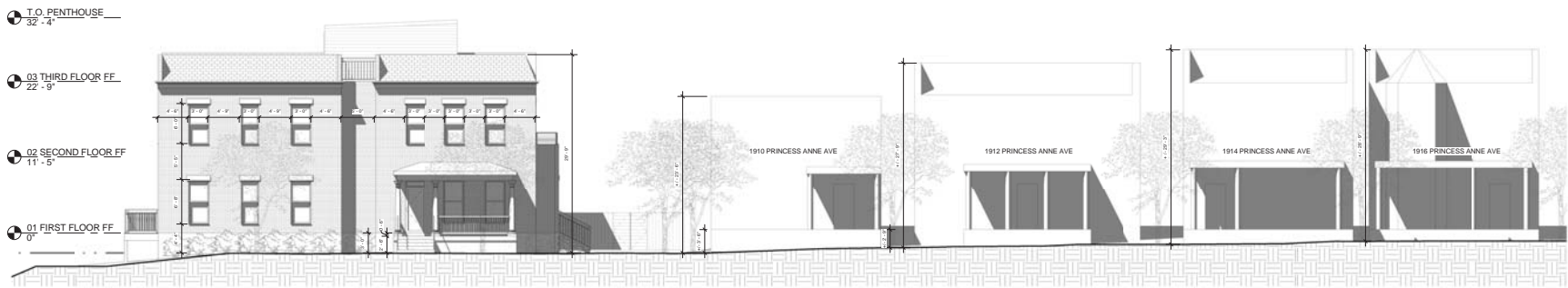
29 MAY 2015

SITE PLAN

A1

FULL-SIZE HALF-SIZE
1/8" = 1'-0"

CRS PA



1 PRINCESS ANNE ELEVATION
1/8" = 1'-0"

RICHARD CROSS
PRINCESS ANNE
SCHEMATIC DESIGN

**R. MICHAEL CROSS
DESIGN GROUP**

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAWN BY: JJB
CHECKED BY: RMC

29 MAY 2015

SITE ELEVATION

A2

FULL-SIZE HALF-SIZE
1/8" = 1'-0"

CRS | PA



EAST
1/4" = 1'-0"

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAWN: JJB
CHECKED: RMC

29 MAY 2015

ELEVATIONS

A3

FULL-SIZE HALF-SIZE
1/4" = 1'-0"

CRS | PA



SCHEMATIC DESIGN

REVISION SCHEDULE

NO.	DESCRIPTION	DATE

DRAWN: JUB
 CHECKED: RMC

29 MAY 2015

ELEVATIONS

A4

FULL-SIZE HALF-SIZE
 1/4" = 1'-0"

CRS | PA





WEST
1/4" = 1'-0"

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAWN: JJB
CHECKED: RMC

29 MAY 2015

CRS | PA | ELEVATIONS

A5

FULL-SIZE HALF-SIZE
1/4" = 1'-0"



REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAWN BY: JJB
CHECKED BY: RMC

29 MAY 2015

ELEVATIONS

CRS | PA

A6

FULL-SIZE HALF-SIZE
1/4" = 1'-0"