



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: 3/27/2015

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

AND ADDRESS: 306 Hollyport Road 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 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): _____

(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.

Revised 10-02-2014

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 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. Although there is no street, access to the 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 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 proposal submitted for Conceptual Review

Based on the comments gathered from meetings with neighbors prior to the review, comments from the public, staff and Commission members during the review, from letters received from the public and comments on the CHPN blog

site, a number of design changes have been made since this project was originally submitted. They include but, are not limited to,

- All exteriors visible from the historic district will be brick veneer over a parged concrete foundation.
- Exterior surfaces previously shown as corrugated metal are now smooth, non-beaded, horizontal fiber cement siding which will be painted in a color on the CAR's Paint Color Palette.
- The full third story has been reduced to a roof-top penthouse and the frontal elevation has been lowered to the 2 ½ stories typical of the current houses on Princess Anne (see A2).
- Mansard roofs similar to those on Princess Anne have been lowered and will be covered with a recycled rubber faux slate.
- The front open bays with third story balconies have been eliminated and the stoops and stairs replaced by front porches with columns, turned balustrade railings and smooth TPO roofing material.
- 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.
- Stone veneer lintels have replaced the steel lintels over all windows facing the historic district.
- The bay on the Princess Anne Ave. elevation has been narrowed from 10' to 5' and will be clad in a dark veneer brick to enhance the appearance of depth.
- A porch has been added to the Princess Anne Ave. elevation.
- To address security concerns, fences and controlled access gates have been added to both the Princess Anne Ave. and alley ends of the mews.
- 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 has 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.

- As Princess Anne Ave. no longer fronts former lots 1902, 1904 and 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. Thus, in the case of 1902, there would be no parking either in the front or rear of the property. The creation of 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 controlled

In response to neighborhood concerns about creating public access across this private property and thereby connecting Princess Anne to the alley and the new apartments being constructed behind the homes facing Jefferson Park.

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 the homes will be facing the serene walkway created by the Mews, porches have been designed on the front of the homes as if there were facing a street in the district. The home bordering Princess Anne Ave. will have a porch facing Princess Anne. The addition of the porches will allow residents to sit on their porches and be a part of the streetscape of the district.

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-6. 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 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 shed roof 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 the northern and western sides and for the sides of the penthouse. 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 have 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 porches visible from the historic district are proposed to include columns and turned balustrade railings similar to those found on most of the existing Princess Anne houses; however, they will be made from synthetic material painted white to match the existing porches. The only other railing visible will be the open guard rail over the bay on the Princess Anne elevation. This railing is proposed to be aluminum powder coated black.

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.

- Access controlled gated fences are proposed on both the Princess Anne and alley entrance to the mews. These are proposed to be black powder coated aluminum and be approx. 4 feet high and will only extend from the front edge of the property to the property line of the adjoining property approx. 18 feet.

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.

- The only privacy fence will be around the trash bin enclosure on the alley side. This is proposed to be a wooden fence and gate approx. 6 feet high.

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. There are first floor balconies and roof top decks but neither will be visible from the historic district.

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 on 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.

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)

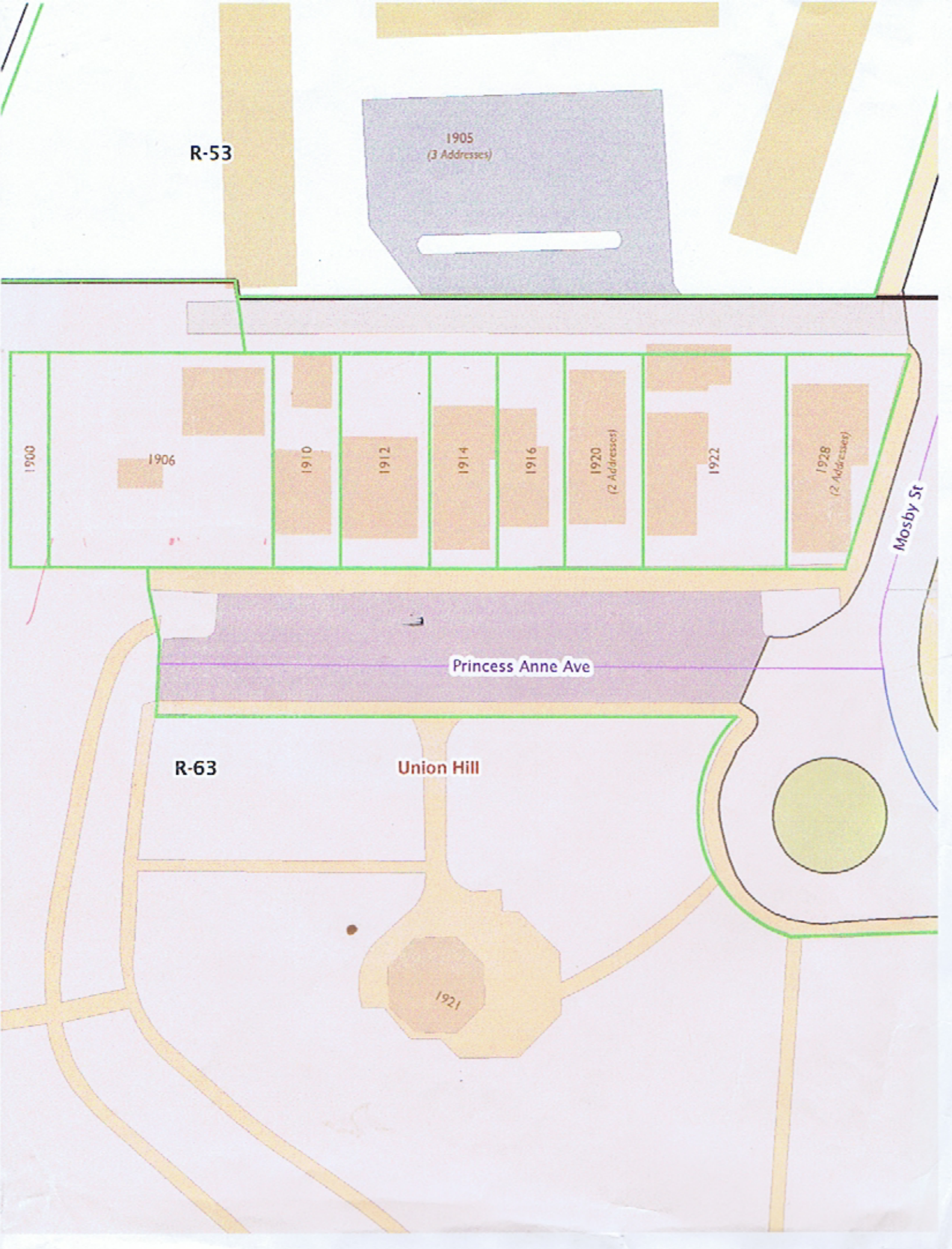
Mosby St

Princess Anne Ave

R-63

Union Hill

1921



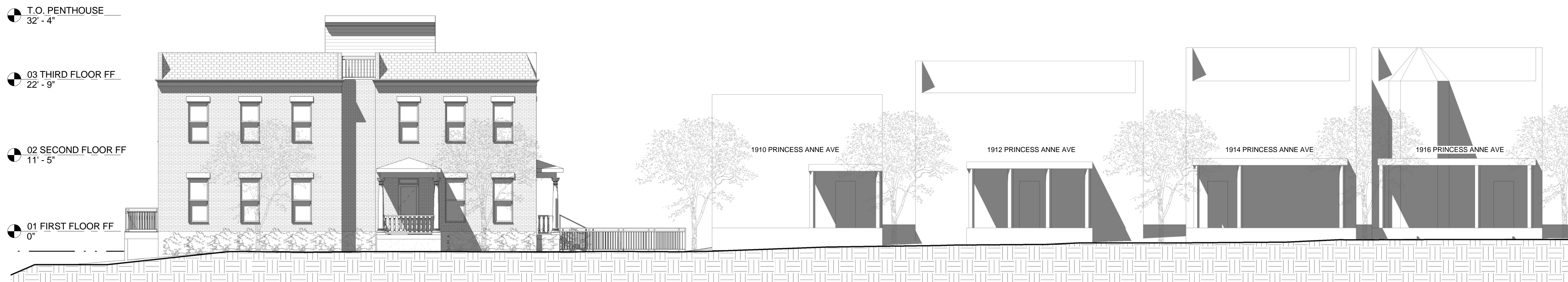
T.O. PENTHOUSE
32' - 4"

03 THIRD FLOOR FF
22' - 9"

02 SECOND FLOOR FF
11' - 5"

01 FIRST FLOOR FF
0"

1 PRINCESS ANNE ELEVATION
D100/A2 1/8" = 1'-0"



RICHARD CROSS
PRINCESS ANNE

R. MICHAEL CROSS
DESIGN GROUP

SCHEMATIC DESIGN

REVISION SCHEDULE
NO. DESCRIPTION DATE

DRAW: JJB
CHECK: RMC

26 MAR 2015

SITE ELEVATION

A2

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

CRS PA

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1 EAST
0100/A3 1/4" = 1'-0"

REVISION SCHEDULE		
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26 MAR 2015

CRS | PA
ELEVATIONS
A3
FULL-SIZE HALF-SIZE
1/4" = 1'-0"



1 SOUTH
D100 | A4 1/4" = 1'-0"

REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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CHECK : RMC

26 MAR 2015

CRS | PA
ELEVATIONS
A4

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



WEST
D100 AS 1/4" = 1'-0"

REVISION SCHEDULE

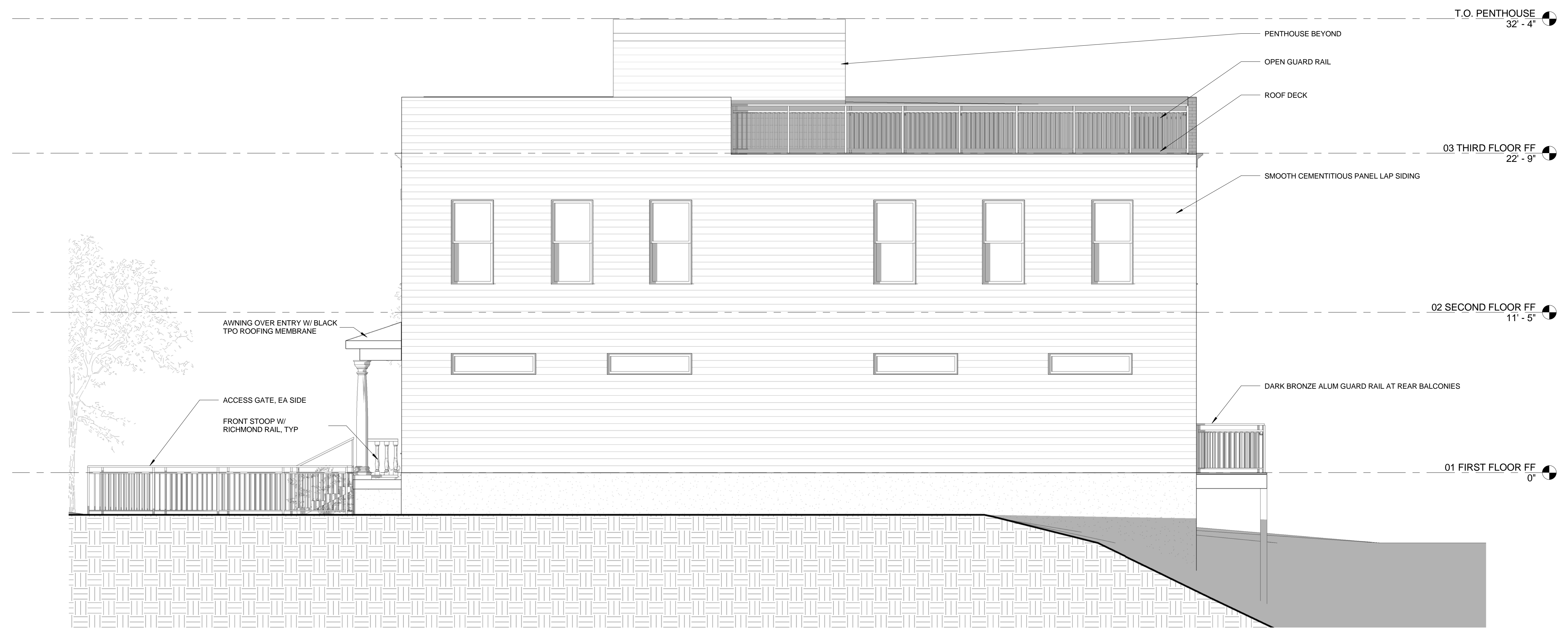
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26 MAR 2015

CRS | PA
ELEVATIONS
A5

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



REVISION SCHEDULE		
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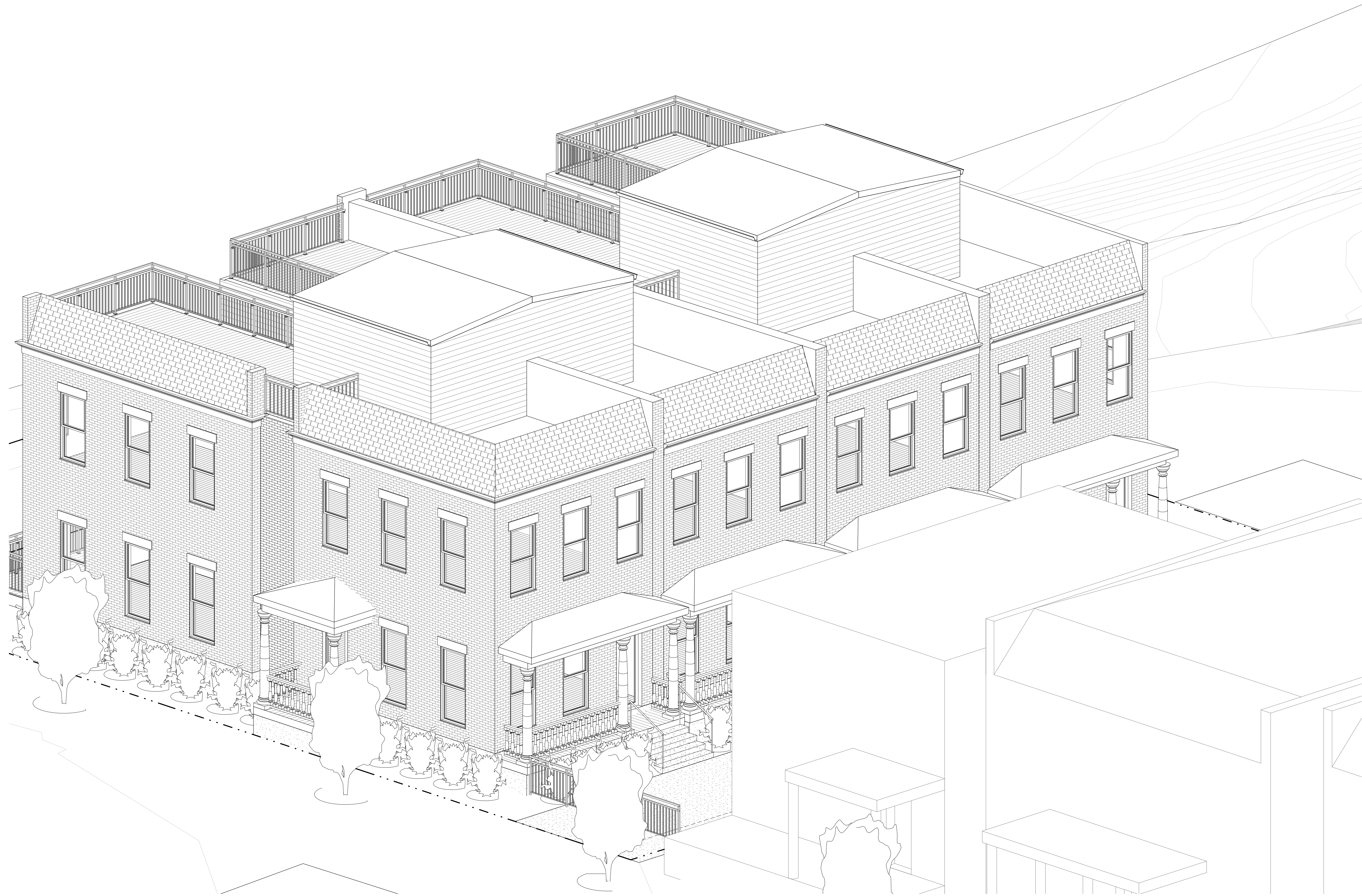
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26 MAR 2015

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ELEVATIONS
A6

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

1 NORTH
D100/A6 1/4" = 1'-0"



1 FRONT AXONOMETRIC
A7

RICHARD CROSS
PRINCESS ANNE

R. MICHAEL CROSS
DESIGN GROUP

SCHEMATIC DESIGN

REVISION SCHEDULE
NO. DESCRIPTION DATE

DRAW: JJB
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26 MAR 2015

CRS PA

3D VIEWS

A7

FULL-SIZE HALF-SIZE



1 REAR AXONOMETRIC

A8

RICHARD CROSS
PRINCESS ANNE
SCHEMATIC DESIGN

R. MICHAEL CROSS
DESIGN GROUP

REVISION SCHEDULE
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26 MAR 2015

3D VIEWS

A8

FULL-SIZE HALF-SIZE

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