



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: 1906 Princess Anne Ave. DATE: 1/30/2015

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.*)

See attached details on the development of this parcel into 4 single family homes.

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.

Jefferson Mews 1902-1908 Princess Anne Ave.

Project Description:

As the first multi-unit residential LEED for Homes project in the City of Richmond, Jefferson Mews 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. Jefferson Mews 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), Jefferson Mews is envisioned both as an architectural bookend to an outstanding row of existing historic homes and, as a result of the Mews, a pedestrian bridge between Jefferson Park and the new multi-family family developments going up behind Princess Anne Ave. Due to the severe incline at the end of Princess Anne, not only is there no current street access for cars to the former lots 1902 and 1904, there is no pedestrian access to Cedar Street at this end to the block forcing pedestrians to walk back to Mosby Street to access their homes from the western end of Jefferson Park.

The Mews is made possible by turning 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 and the new Shockoe Valley View Apartments development behind it.

This alignment will also allow the highest and best use of the land as it will provide four homes to be built with access to street and off-street parking, not currently possible as Princess Anne Ave. no longer continues to the western end of the property, and provide the spectacular panoramic view of historic Shockoe Valley and the skyline of the City of Richmond. 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 Jefferson Mews 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.

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.

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 possible to have four homes on this property all face Princess Anne Ave. The creation of the Mews will not only provide access to street and off-street parking for the residents of Jefferson Mews, it will provide additional pedestrian access around this end of the block to allow greater use of Jefferson Park. Although not facing Princess Anne directly, the opening created by the Mews will allow residents a view of the park from the

front of their homes as well as allow pedestrians view of their homes from either Princess Anne or by strolling through the Mews itself.

Modeled after St. John's Mews located south of Broad between 23rd and 24th streets in Church Hill, Jefferson Mews is named after Thomas Jefferson and, of course Jefferson Park. Jefferson Mews will be a brick walk flanked with indigenous Virginia plantings and drought tolerant and relatively maintenance free Buffalo grass. <http://architecturerichmond.com/2012/05/06/st-johns-mews/>

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.

- Jefferson mews has been carefully designed to follow the building forms found not only Princess Anne but in the district as well. Precedent properties specifically referenced (see attached photos) for design elements include but are not limited to:

- 1- 1926-1928 Princess Anne Ave.
- 2- 301 - 311 Cedar Street
- 3- 1910 Princess Anne Ave.
- 4- Franklin and 25th Street home reorientation
- 5- St. John's Mews

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

- Jefferson Mews follows the existing two and three story residential scale found along Princess Anne Ave.

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 Jefferson Mews references existing historic structures as mentioned above, 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.*

- As the homes will be facing the serene walkway created by the Mews, steps have been included to allow the residents to sit out and view the Mews as well as Jefferson Park 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..*

- Jefferson Mews respects the three story height of the majority of current Princess Anne Ave. homes.

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, Jefferson Mews is designed with bays to appear from Princess Anne Ave.

to be two duplexes, as existing on this property for over 50 years, yet be four attached homes.

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

- As proposed, Jefferson Mews' 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

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, Jefferson Mews 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. To compliment the Mews as a connector, some corrugated siding will be used on the face of the homes to borrow an element from the neighboring multi-family construction behind Princess Anne and serve to enhance the bays visible pedestrians on Princess Anne and the Mews. On elevations not visible from Princess Anne there is proposed to proportionately more siding and less brick.

The portions of the roof visible from Princess Anne are proposed to be synthetic slate. 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.

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.

- As a fill in the recessed bays, smooth anodized corrugated metal sheeting is proposed to be used. This material will be compatible with that found on other new construction in the district.

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.

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 stair railings on the front porches of Jefferson Mews are proposed to be painted or powder coated metal railing.

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.

- Currently no fences or walls are proposed for this project.

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

- Currently no fences or walls are proposed for this project.

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.

- Currently no fences or walls are proposed for this project.

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 on of the colors found on the main structure.

- No ground level decks are being proposed for this project.

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

- No ground level decks are being proposed for this project.

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

- No ground level decks are being proposed for this project.

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

- No ground level decks are being proposed for this project.

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.

Hollyport Ventures LLC
“Jefferson Mews Project”
1902-1908 Princess Anne Ave.
Precedent Properties



1910 Princess Anne Ave.



1926-1928 Princess Anne Ave.

Hollyport Ventures LLC
“Jefferson Mews Project”
1902-1908 Princess Anne Ave.
Precedent Properties



Franklin Street Reorientation 1



Franklin Street Reorientation 2

Hollyport Ventures LLC
“Jefferson Mews Project”
1902-1908 Princess Anne Ave.
Precedent Properties



309-311 Cedar Street

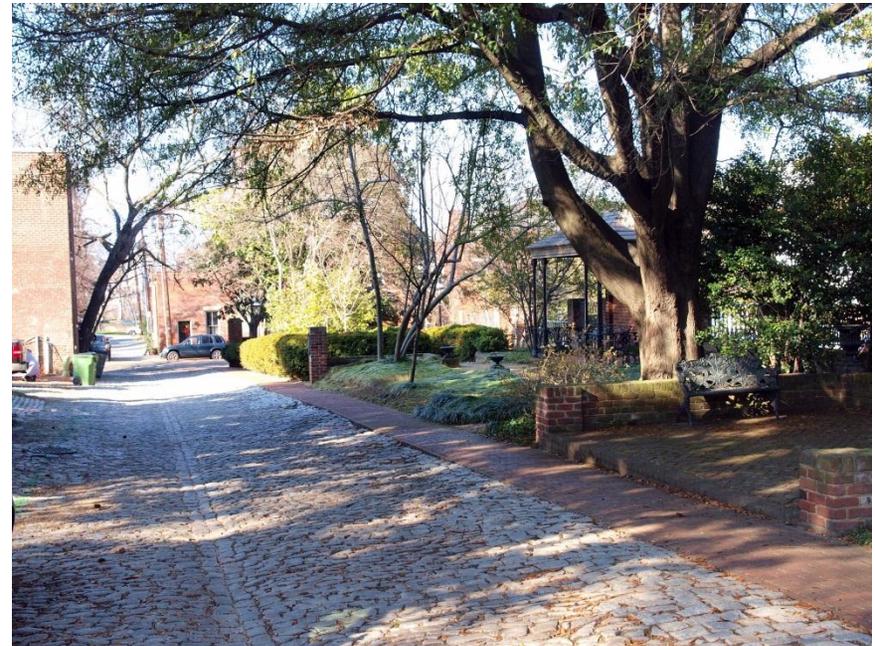


301-311 Cedar Street

Hollyport Ventures LLC
“Jefferson Mews Project”
1902-1908 Princess Anne Ave.
Precedent Properties



St. Johns Mews 1

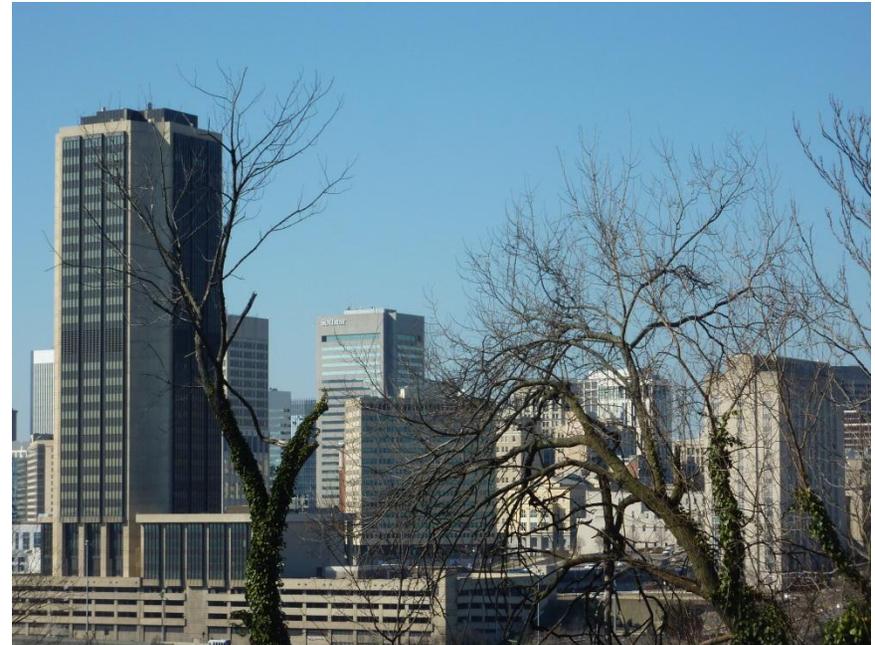


St. Johns Mews 2

Hollyport Ventures LLC
“Jefferson Mews Project”
1902-1908 Princess Anne Ave.
Precedent Properties



Shockoe Valley View Apts.



View from Site

Hollyport Ventures LLC
“Jefferson Mews Project”
1902-1908 Princess Anne Ave.
Precedent Properties



Former 1902-1904 Princess Anne Ave.



Former 1906-1908 Princess Anne Ave.



EAST
D100 | A201 1/4" = 1'-0"

RICHARD CROSS
 JEFFERSON MEWS
**R. MICHAEL CROSS
 DESIGN GROUP**

SCHEMATIC DESIGN

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAW: JJB
 CHECK: RMC

30 JAN 2015

ELEVATIONS

A201

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

CRS PA

1/30/2015 1:35:50 PM



1 SOUTH
 0100 | A202 1/4" = 1'-0"

RICHARD CROSS
 JEFFERSON MEWS
 R. MICHAEL CROSS
 DESIGN GROUP

SCHEMATIC DESIGN

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAW: JJB
 CHECK: RMC

30 JAN 2015

PA
 ELEVATIONS
A202

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

1/30/2015 1:35:57 PM



WEST
D100 | A203 1/4" = 1'-0"

RICHARD CROSS
 JEFFERSON MEWS
**R. MICHAEL CROSS
 DESIGN GROUP**

SCHEMATIC DESIGN

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAW: JJB
 CHECK: RMC

30 JAN 2015

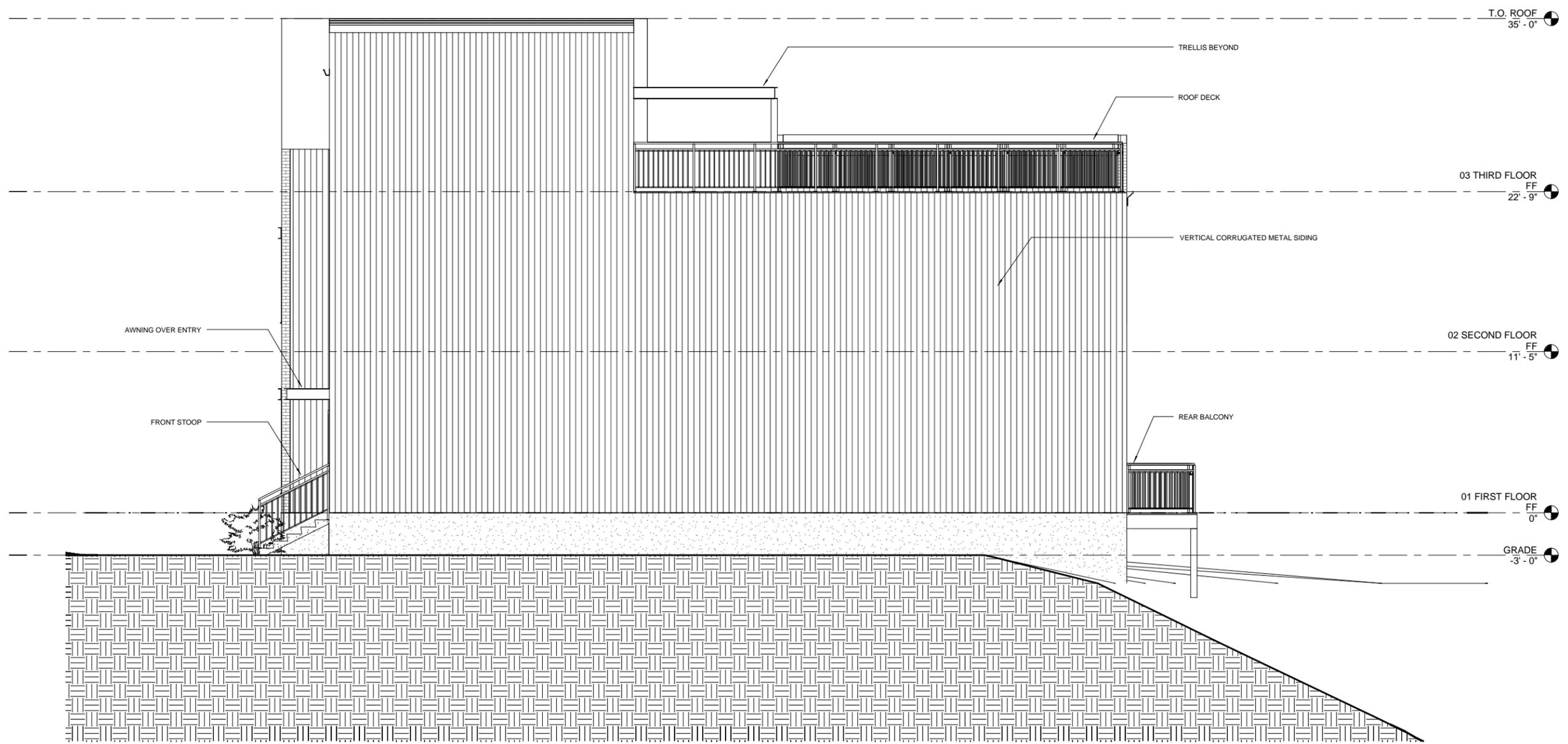
CRS | PA

ELEVATIONS

A203

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

1/30/2015 1:36:03 PM



NORTH
1/4" = 1'-0"

REVISION SCHEDULE

NO.	DESCRIPTION	DATE

DRAW: Author
CHECK: Checker

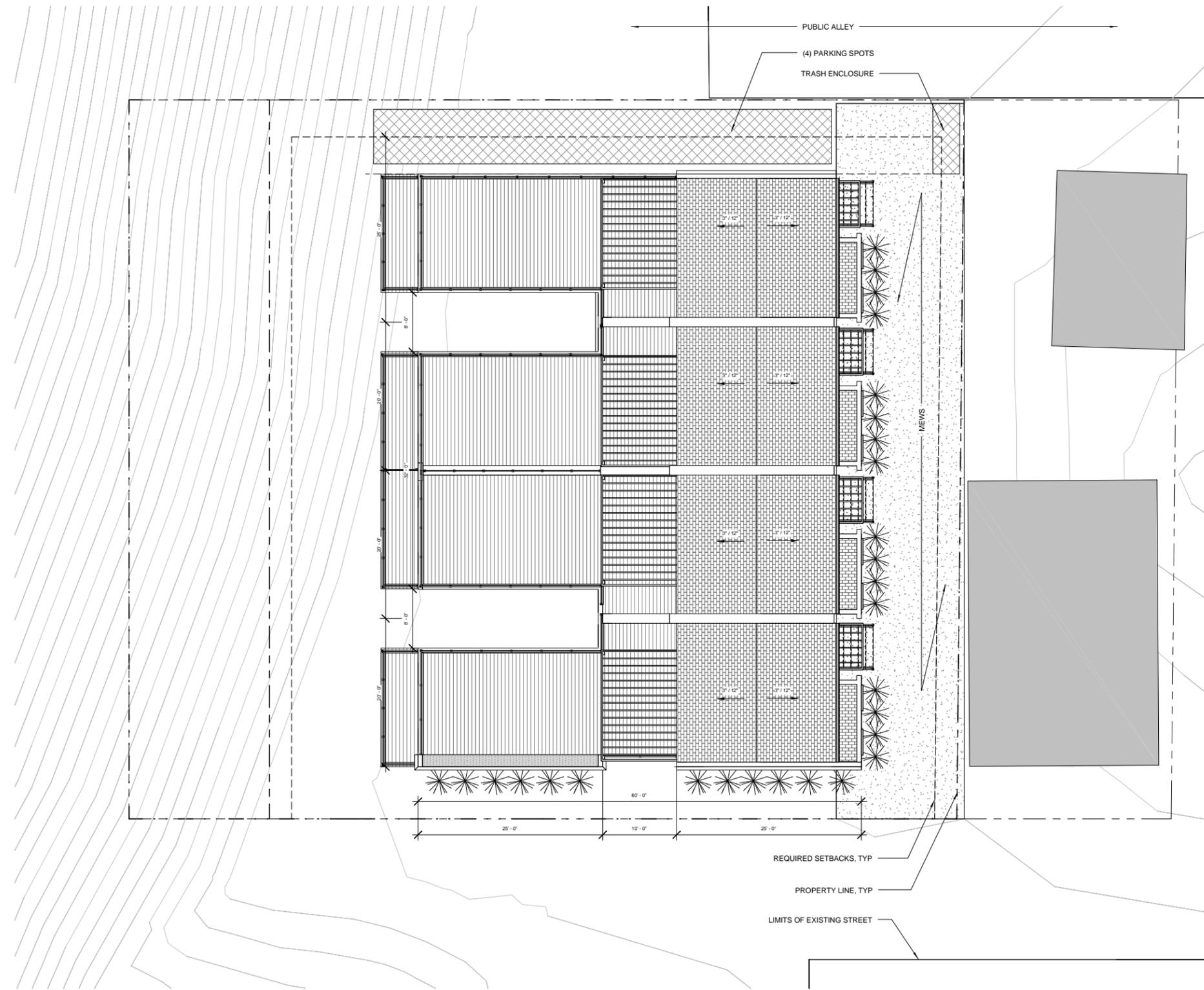
30 JAN 2015

ELEVATIONS

A204

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

CRS PA



1 SITE PLAN
 A201 L100 1/8" = 1'-0"

RICHARD CROSS
 SCHEMATIC DESIGN JEFFERSON MEWS
 R. MICHAEL CROSS
 DESIGN GROUP

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAW: JJB
 CHECK: RMC

30 JAN 2015

SITE PLAN

L100

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

1/30/2015 1:36:07 PM



FRONT PERSPECTIVE

RICHARD CROSS
JEFFERSON MEWS

SCHEMATIC DESIGN

R. MICHAEL CROSS
DESIGN GROUP

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAW: JJB
CHECK: RMC

30 JAN 2015

PERSPECTIVE

A204

FULL-SIZE HALF-SIZE

CRS | PA

1/30/2015 2:41:33 PM



REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

DRAW: JJB
CHECK: RMC

30 JAN 2015

PERSPECTIVES

A205

FULL-SIZE HALF-SIZE

CRS PA