

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2021-06: Parking Lot Elevator & Stair Replacement at Charlottesville-Albemarle Airport
Review Type	Minor Amendment
Parcel Identification	03200-00-00-01000
Location	15 Aviation Drive
Zoned	Rural Area (RA) / Entrance Corridor (EC)
Owner/Applicant	Charlottesville-Albemarle Airport Authority / Talbert & Bright (Christopher Jaeger)
Magisterial District	White Hall
Proposal	To remove the central parking lot elevator and flanking stairs; to construct two elevator pavilions, and to complete associated improvements.
Context and Visibility	The airport property is located at the western terminus of the Airport Road Entrance Corridor. The new elevator pavilions, located north and south of the central structure, are located approximately 650' and 900' from the Airport Road EC. Although this distance mitigates impacts to a large degree, the pavilion structures have increased mass and height that will make them visible from some vantage points.
ARB Meeting Date	March 1, 2021
Staff Contact	Margaret Maliszewski

PROJECT HISTORY

A Letter of Revision was approved on August 24, 2016 to replace the steps leading from the long-term parking lot to the airport terminal building. The steps were replaced in the same location using pre-cast concrete treads, brick risers and handrails matching those that lead from the airport to the elevator. In January 22, 2019, the ARB reviewed an application to replace the existing central elevator and flanking stairs with a 2-story entrance pavilion enclosing new elevators, escalators and stairs to provide access from the long-term parking lot to the terminal building, along with a new canopy to connect the pavilion with the terminal building. That project received a Certificate of Appropriateness in February 2019. It was not constructed and the project is being replaced with the current proposal.

PROJECT DETAILS

This proposal includes the removal of the central stairs and elevator leading from the parking lot to the terminal building, infill of masonry walls at the existing patio lookout, and replacement of landscaping in that area; construction of an elevator pavilion at both the north and south stairs leading from the parking lot to the terminal building with canopies connecting to the canopy at the terminal building; and associated lighting changes and landscaping. A reduction in parking spaces results from the proposed changes. (See Figure 1.)

ANALYSIS

REF	GUIDELINE	ISSUE	RECOMMENDATION
	GENERAL GUIDELINES		
	<i>Purpose</i>		
1	The goal of the regulation of the design of development within the designated Entrance Corridors is to insure that new development within the corridors reflects the traditional architecture of the area. Therefore, it is the purpose of ARB review and of these Guidelines, that proposed development within the designated Entrance Corridors reflect elements of design characteristic of the significant historical landmarks, buildings, and structures of the Charlottesville and Albemarle area, and to promote orderly and attractive development within these corridors. Applicants should note that replication of historic structures is neither required nor desired.	Construction of the airport terminal building predates the establishment of the Entrance Corridors. The terminal design is contemporary. Orderly and attractive development would be promoted in this case with elevator pavilion designs that are compatible with the design of the terminal.	See #9, below.
2	Visitors to the significant historical sites in the Charlottesville and Albemarle area experience these sites as ensembles of buildings, land, and vegetation. In order to accomplish the integration of buildings, land, and vegetation characteristic of these sites, the Guidelines require attention to four primary factors: compatibility with significant historic sites in the area; the character of the Entrance Corridor; site development and layout; and landscaping.		
	<i>Compatibility with significant historic sites:</i>		
3	New structures and substantial additions to existing structures should respect the traditions of the architecture of historically significant buildings in the Charlottesville and Albemarle area. Photographs of historic buildings in	The elevator pavilion and canopy additions are consistent in form, material and color with the existing terminal building, which predates the establishment of the ECs. With this level of	See #9, below.

	the area, as well as drawings of architectural features, which provide important examples of this tradition are contained in Appendix A.	compatibility, the new construction is expected to have an appropriate appearance from the EC.	
4	The examples contained in Appendix A should be used as a guide for building design: the standard of compatibility with the area's historic structures is not intended to impose a rigid design solution for new development. Replication of the design of the important historic sites in the area is neither intended nor desired. The Guideline's standard of compatibility can be met through building scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The Guidelines allow individuality in design to accommodate varying tastes as well as special functional requirements.		
	<i>Compatibility with the character of the Entrance Corridor</i>		
5	It is also an important objective of the Guidelines to establish a pattern of compatible architectural characteristics throughout the Entrance Corridor in order to achieve unity and coherence. Building designs should demonstrate sensitivity to other nearby structures within the Entrance Corridor. Where a designated corridor is substantially developed, these Guidelines require striking a careful balance between harmonizing new development with the existing character of the corridor and achieving compatibility with the significant historic sites in the area.	The proposed pavilion designs are compatible with the terminal building; visual unity and coherence are an anticipated result.	None.
	<i>Site development and layout</i>		
6	Site development should be sensitive to the existing natural landscape and should contribute to the creation of an organized development plan. This may be accomplished, to the extent practical, by preserving the trees and rolling terrain typical of the area; planting new trees along streets and pedestrian ways and choosing species that reflect native forest elements; insuring that any grading will blend into the surrounding topography thereby creating a continuous landscape; preserving, to the extent practical, existing significant river and stream	The proposed mass and height of the elevator pavilions are expected to blend with the existing terminal building; they are not expected to overpower the setting. The new elevator pavilions are symmetrically placed at the ends of the terminal canopy, so the organization of the site would be maintained.	None.

	valleys which may be located on the site and integrating these features into the design of surrounding development; and limiting the building mass and height to a scale that does not overpower the natural settings of the site, or the Entrance Corridor.		
	Landscaping		
7	The requirements of the Guidelines regarding landscaping are intended to reflect the landscaping characteristic of many of the area’s significant historic sites which is characterized by large shade trees and lawns. Landscaping should promote visual order within the Entrance Corridor and help to integrate buildings into the existing environment of the corridor.	Landscaping in the area of the demolished elevator and stairs and in the area of the new elevators would help integrate the structures into the surroundings.	See landscaping recommendations, below.
8	Continuity within the Entrance Corridor should be obtained by planting different types of plant materials that share similar characteristics. Such common elements allow for more flexibility in the design of structures because common landscape features will help to harmonize the appearance of development as seen from the street upon which the Corridor is centered.		
	SPECIFIC GUIDELINES		
	Compatibility with significant historic sites		
	Structure design		
9	Building forms and features, including roofs, windows, doors, materials, colors and textures should be compatible with the forms and features of the significant historic buildings in the area, exemplified by (but not limited to) the buildings described in Appendix A [of the design guidelines]. The standard of compatibility can be met through scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The replication of important historic sites in Albemarle County is not the objective of these guidelines.	The design of the proposed elevator pavilions is contemporary in style and character. It does not exhibit a strong connection to the historic architecture of the area, but the forms, materials and colors relate closely to the surrounding context of the airport terminal building. (Materials and colors are proposed to match existing.) This connection is important and appropriate. The proposal calls for the addition of masonry walls to infill the patio lookout wall following demolition of the central elevator and stairs. The applicant has confirmed that the new material will match existing, but the plans do not state this.	Revise the plan to indicate that the masonry infill walls at the patio lookout will be constructed of material to match the existing wall.
10	Buildings should relate to their site and the surrounding context of buildings.		
12	Architecture proposed within the Entrance Corridor should use forms, shapes, scale, and materials to create a cohesive whole.		

11	The overall design of buildings should have human scale. Scale should be integral to the building and site design.	The elevator towers have more of a monumental scale than a human one, but the scale is consistent with the overall airport design and is expected to appear appropriate from the EC.	None.
13	Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.	Blankness is not a characteristic of the proposed design.	None.
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	Canopies are proposed to connect the elevator pavilions to the main terminal building.	None.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.	The proposed design is not a trademark design.	None.
16	Window glass in the Entrance Corridors should not be highly tinted or highly reflective. Window glass in the Entrance Corridors should meet the following criteria: <i>Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%. Specifications on the proposed window glass should be submitted with the application for final review.</i>	Proposed window glass is low-E insulated glazing to match the existing glass in the terminal building. This is expected to result in an appropriate appearance for the EC.	None.
	Accessory structures and equipment		
17	Accessory structures and equipment should be integrated into the overall plan of development and shall, to the extent possible, be compatible with the building designs used on the site.	Equipment associated with the elevator pavilions is contained within the buildings.	None.
18	The following should be located to eliminate visibility from the Entrance Corridor street. If, after appropriate siting, these features will still have a negative visual impact on the Entrance Corridor street, screening should be provided to eliminate visibility. a. Loading areas, b. Service areas, c. Refuse areas, d. Storage areas, e. Mechanical equipment, f. Above-ground utilities, and g. Chain link fence, barbed wire, razor wire, and similar security fencing devices.		
19	Screening devices should be compatible with the design of the buildings and surrounding natural vegetation and may consist of: a. Walls, b. Plantings, and c. Fencing.		
20	Surface runoff structures and detention ponds should be designed to fit into the natural topography to avoid the need for screening. When visible from the Entrance Corridor	No new above-ground stormwater features are proposed.	None.

	street, these features must be fully integrated into the landscape. They should not have the appearance of engineered features.		
21	The following note should be added to the site plan and the architectural plan: “Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated.”	The note does not appear on the plans.	Add the standard mechanical equipment note to the site and architectural plans.
	Lighting		
	<i>General Guidelines</i>		
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	The project area is internal to the site and new lights would not contribute to spillover beyond the property lines.	None.
23	Light should be shielded, recessed or flush-mounted to eliminate glare. All fixtures with lamps emitting 3000 lumens or more must be full cutoff fixtures.	All proposed fixtures are full cutoff styles.	None.
24	Light levels exceeding 30 footcandles are not appropriate for display lots in the Entrance Corridors. Lower light levels will apply to most other uses in the Entrance Corridors.	Light levels reach 26.9 footcandles. Maintaining a maximum of 20 footcandles would be consistent with most non-display lots in the ECs.	Revise the lighting plan to maintain a maximum illumination level of 20 fc at the ground.
25	Light should have the appearance of white light with a warm soft glow; however, a consistent appearance throughout a site or development is required. Consequently, if existing lamps that emit non-white light are to remain, new lamps may be required to match them.	Proposed fixtures have color temperatures of 3500K and 4000K. Fixtures in the 2000K – 3000K range would produce a warmer light, but the pole fixtures are consistent with previous approvals.	Consider revising light fixtures to those with color temperatures in the 2000K – 3000K range.
28	In determining the appropriateness of lighting fixtures for the Entrance Corridors, the individual context of the site will be taken into consideration on a case by case basis.		
26	Dark brown, dark bronze, or black are appropriate colors for free-standing pole mounted light fixtures in the Entrance Corridors.	Pole fixtures are proposed with a black finish to match existing.	None.
27	The height and scale of freestanding, pole-mounted light fixtures should be compatible with the height and scale of the buildings and the sites they are illuminating, and with the use of the site. Typically, the height of freestanding pole-mounted light fixtures in the Entrance Corridors should not exceed 20 feet, including the base. Fixtures that exceed 20 feet in height will typically require additional screening to achieve an appropriate appearance from the	Pole lights have a maximum height of 20’.	None.

	Entrance Corridor.		
29	The following note should be included on the lighting plan: “Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half footcandle.”	The note appears on the plan.	None.
	<i>Guidelines for the Use of Decorative Landscape Lighting</i>		
30	light used for decorative effect shall: a. be compatible with the character of the Entrance Corridor. Compatibility of exterior lighting and lighting fixtures is assessed in terms of design, use, size, scale, color, and brightness. b. impact only the immediate site. The effect of the illumination should not be discernible from distances along the Entrance Corridor.	Decorative lighting is not proposed.	None.
31	Where used for decorative effect, outdoor light fixtures shall: a. be equipped with automatic timing devices and shall be extinguished between the hours of 11:00 p.m. and dawn. b. be shielded and focused to eliminate glare. Glare control shall be achieved primarily through the use of such means as cutoff fixtures, shields and baffles, and appropriate application of mounting height, wattage, aiming angle, fixture placement, etc. c. be cutoff luminaires, aimed so as not to project their output beyond the objects intended to be illuminated; or non-cutoff luminaires, equipped with glare shields, visors, barn doors, and/or other similar shielding accessories as required to meet the following criteria: Light distribution from all lighting installations shall be cut-off at all angles beyond those required to restrict direct illumination to within the perimeter of the landscape feature being illuminated. d. never exceed 3,000 lumens. Further restrictions on lumens may be imposed by the ARB.	Decorative lighting is not proposed.	None.

	<p>e. not be modified to reflect seasonal colors.</p> <p>f. be of a number that is compatible with the scale of the object and the development to be illuminated, such that the light emitted will not over-illuminate or overpower the site, as determined by the ARB.</p>		
	Landscaping		
32	<p>Landscaping along the frontage of Entrance Corridor streets should include the following:</p> <p>a. Large shade trees should be planted parallel to the Entrance Corridor Street. Such trees should be at least 3½ inches caliper (measured 6 inches above the ground) and should be of a plant species common to the area. Such trees should be located at least every 35 feet on center.</p> <p>b. Flowering ornamental trees of a species common to the area should be interspersed among the trees required by the preceding paragraph. The ornamental trees need not alternate one for one with the large shade trees. They may be planted among the large shade trees in a less regular spacing pattern.</p> <p>c. In situations where appropriate, a three or four board fence or low stone wall, typical of the area, should align the frontage of the Entrance Corridor street.</p> <p>d. An area of sufficient width to accommodate the foregoing plantings and fencing should be reserved parallel to the Entrance Corridor street, and exclusive of road right-of-way and utility easements.</p>	The area of the proposed work is not adjacent to the street.	None.
33	<p>Landscaping along interior roads:</p> <p>a. Large trees should be planted parallel to all interior roads. Such trees should be at least 2½ inches caliper (measured six inches above the ground) and should be of a plant species common to the area. Such trees should be located at least every 40 feet on center.</p>	No interior roads are proposed with this plan.	None.
34	<p>Landscaping along interior pedestrian ways:</p> <p>a. Medium trees should be planted parallel to all interior pedestrian ways. Such trees should be at least 2½ inches caliper (measured six inches above the ground) and should be of a species common to the area. Such trees should be located at least every 25 feet on center.</p>	No new pedestrian ways are proposed with this plan.	None.

35	<p>Landscaping of parking areas:</p> <p>a. Large trees should align the perimeter of parking areas, located 40 feet on center. Trees should be planted in the interior of parking areas at the rate of one tree for every 10 parking spaces provided and should be evenly distributed throughout the interior of the parking area.</p> <p>b. Trees required by the preceding paragraph should measure 2½ inches caliper (measured six inches above the ground); should be evenly spaced; and should be of a species common to the area. Such trees should be planted in planters or medians sufficiently large to maintain the health of the tree and shall be protected by curbing.</p> <p>c. Shrubs should be provided as necessary to minimize the parking area’s impact on Entrance Corridor streets. Shrubs should measure 24 inches in height.</p>	<p>The project areas are adjacent to an existing parking lot and some landscaping is proposed to be removed. The landscape plan does not detail the trees/shrubs to be removed, but it does show new trees and shrubs to be planted. A landscape schedule was not included in this plan set.</p>	<p>Identify on the plan the trees and shrubs to be demolished and provide a landscape schedule for proposed landscaping.</p>
36	<p>Landscaping of buildings and other structures:</p> <p>a. Trees or other vegetation should be planted along the front of long buildings as necessary to soften the appearance of exterior walls. The spacing, size, and type of such trees or vegetation should be determined by the length, height, and blankness of such walls.</p> <p>b. Shrubs should be used to integrate the site, buildings, and other structures; dumpsters, accessory buildings and structures; “drive thru” windows; service areas; and signs. Shrubs should measure at least 24 inches in height.</p>	<p>Landscaping near the demolished elevator and stairs and in the area of the new elevators would help integrate the structures into the surroundings. Trees and shrubs are proposed in these areas, but a landscape schedule has not been provided.</p>	<p>Provide a landscape schedule for proposed landscaping.</p>
37	<p>Plant species: a. Plant species required should be as approved by the Staff based upon but not limited to the <i>Generic Landscape Plan Recommended Species List</i> and <i>Native Plants for Virginia Landscapes (Appendix D)</i>.</p>		
38	<p>Plant health: The following note should be added to the landscape plan: “All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant.”</p>	<p>The note does not appear on the plan.</p>	<p>Add the standard plant health note to the plan.</p>
	<i>Site Development and layout</i>		
	Development pattern		
39	<p>The relationship of buildings and other structures to the</p>	<p>The elevator pavilions follow the orientation of the</p>	<p>None.</p>

	<p>Entrance Corridor street and to other development within the corridor should be as follows:</p> <ul style="list-style-type: none"> a. An organized pattern of roads, service lanes, bike paths, and pedestrian walks should guide the layout of the site. b. In general, buildings fronting the Entrance Corridor street should be parallel to the street. Building groupings should be arranged to parallel the Entrance Corridor street. c. Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems. d. Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor. e. If significant natural features exist on the site (including creek valleys, steep slopes, significant trees or rock outcroppings), to the extent practical, then such natural features should be reflected in the site layout. If the provisions of Section 32.5.2.n of the <i>Albemarle County Zoning Ordinance</i> apply, then improvements required by that section should be located so as to maximize the use of existing features in screening such improvements from Entrance Corridor streets. f. The placement of structures on the site should respect existing views and vistas on and around the site. 	<p>main building. Connections are provided to existing pedestrian and vehicular circulation systems. The project area is already developed, with no open spaces or natural features present. Views are not expected to change because of this proposal.</p>	
	Site Grading		
40	<p>Site grading should maintain the basic relationship of the site to surrounding conditions by limiting the use of retaining walls and by shaping the terrain through the use of smooth, rounded land forms that blend with the existing terrain. Steep cut or fill sections are generally unacceptable. Proposed contours on the grading plan shall be rounded with a ten foot minimum radius where they meet the adjacent condition. Final grading should achieve a natural, rather than engineered, appearance. Retaining walls 6 feet in height and taller, when necessary, shall be terraced and planted to blend with the landscape.</p>	<p>Minimal grading will be needed around the existing elevator and stairs.</p>	<p>None.</p>
41	<p>No grading, trenching, or tunneling should occur within the drip line of any trees or other existing features designated for preservation in the final Certificate of Appropriateness. Adequate tree protection fencing should be shown on, and</p>	<p>No grading is proposed within the driplines of trees to remain.</p>	<p>None.</p>

	coordinated throughout, the grading, landscaping and erosion and sediment control plans.		
42	Areas designated for preservation in the final Certificate of Appropriateness should be clearly delineated and protected on the site prior to any grading activity on the site. This protection should remain in place until completion of the development of the site.		
43	Preservation areas should be protected from storage or movement of heavy equipment within this area.		
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.	Tie-ins to the existing drainage system will be provided.	None.

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. The architectural design of the elevator pavilions.
2. Proposed lighting and landscaping.

Staff recommends approval of the proposal with the following conditions:

1. Revise the plan to indicate that the masonry infill walls at the patio lookout will be constructed of material to match the existing wall.
2. Add the standard mechanical equipment note to the site and architectural plans: *“Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated.”*
3. Revise the lighting plan to maintain a maximum illumination level of 20 fc at the ground.
4. Consider revising light fixtures to those with color temperatures in the 2000K – 3000K range.
5. Identify on the plan the trees and shrubs to be demolished.
6. Provide a landscape schedule for proposed landscaping.
7. Add the standard plant health note to the plan: *“All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant.”*

ATTACHMENTS

Attach. 1: ARB2021-06: [Airport Elevators & Stairs Site and Architectural Drawings](#)



Figure 1: Aerial view of the main terminal building with the existing central elevator and stairs, and stairs at the north and south ends of the canopy.

TABLE A This report is based on the following submittal items:

Sheet #	Drawing Name	Drawing Date/Revision Date
C1	COVER SHEET	December 2020
C2	GENERAL LAYOUT & NOTES	
C3	SITE PLAN	
E1	NORTH AND SOUTH ELEVATORS PARTIAL PLAN - LIGHTING PHOTOMETRICS	
E2	PARTIAL SITE PLAN - PHOTOMETRICS	
E3	DETAILS	
L1	CONCEPTUAL LANDSCAPE PLAN	
A1	ARCHITECTURAL: SITE PLAN - OPTION B	
A2	ARCHITECTURAL: LEVEL 2 - OPTION B	
A3	ARCHITECTURAL: LEVEL 1 - OPTION B	
A4	ARCHITECTURAL: ELEVATIONS - OPTION B	
A5	ARCHITECTURAL: SECTIONS - OPTION B	
A6	ARCHITECTURAL: CEILING PLAN - OPTION B	
A7	ARCHITECTURAL: PARKING PERSPECTIVE VIEW - B	
A8	ARCHITECTURAL: AXONOMETRIC NORTH PAVILION	
A9	ARCHITECTURAL: AXONOMETRIC SOUTH PAVILION	
A10	ARCHITECTURAL: EAST APPROACH VIEW FROM ENTRANCE CORRIDOR (W/ TREES)	
A11	ARCHITECTURAL: EXTERIOR FINISHES	
REF #1	SDP-2014-00019: SHEET 1	
REF #2	SDP-2014-00019: SHEET 4 OF 27	
-	Supplementary information: Project description, materials list and photos, EC photos, photos of terminal, elevator and stairs	December 21, 2021