

VSH PREMIER CIRCLE

ARB PRELIMINARY DESIGN REVIEW

March 21, 2022



EXISTING CONDITIONS - VIEWS FROM THE ENTRANCE CORRIDOR

We are pleased to present to the Architectural Review Board a conceptual building design for the new 81 unit, Single Resident Occupancy (SRO) building developed by Virginia Supportive Housing at Premier Circle. This affordable housing project will provide SRO units and on-site program support for formerly homeless residents. The project is financed by Low-Income Housing Tax Credits (LIHTC) that were awarded in 2021, with an anticipated start of construction in early 2023.

This is the first new construction on the site since recent rezoning approval in 2020. The building is set within a larger vision for the entire site, one which ultimately and strategically combines housing for homeless and formerly homeless and affordable housing - providing as many as 140 affordable multifamily homes while continuing to provide housing for homeless over the next several years. To achieve this goal, the project is phased and this building will be constructed in the middle of the overall site so that the existing, former motel units may remain in operation during and after construction to provide multifamily housing for the homeless population.

At final build-out and after anticipated subdivision, this building will be located one parcel off of the Entrance Corridor of Route 29, thereby sandwiched between future new construction. At final build-out, the site's anticipated pattern will place this building between a new non-residential building that fronts the E.C. and, on the other side, an affordable multifamily building at the rear of the site. Though the building is not in the parcel directly

adjacent, it will be visible from the E.C., as indicated in our perspective images.

This Application Narrative focuses on presenting the building design intent as it will be at initial build-out, showing it in the site surrounded by the existing context. That being said, this application does provide a perspective image to give a sense for the building in the context of anticipated future build-out. Without knowing the final design of the adjacent buildings, we can only anticipate building mass per allowable building heights and areas (See Appendix).

The proposed building will begin to transform the site from the existing single-story buildings to a higher density mixed-use hub. Although the building will comprise 81 SRO units, the building design, form, and materials are meant to provide a metered building that is pleasant from the vantage of the E.C. and meant to 'break down the scale' of the building for the pedestrian on site.

Care has been taken in designing the building shape to minimize disruption to existing utilities, allow for phased development, and so that the building's future residents can enjoy some adjacent green space and optimal site circulation. The 'l-shaped' building form also reduces overall length of any one side of the building and provides a semi-enclosed meditative and community garden space on the south (E.C.) side of the building. Much of the garden and ground floor will be hidden from view along Route 29 due

to existing site topography and anticipated future development in the parcel fronting route 29, however we have developed these spaces (as well as the overall building) utilizing themes central to the ARB.

The goal for the building design is to allow residents to 'own' and identify their units within the building. Therefore, at the rhythm of the SRO units within, the building 'bumps-out' with a contrasting material; contrasting the light brick (which encompass the majority of the building) with a darker metal cladding.

As it is a tight site anticipating higher density than seen today, site sidewalks will be close to unit windows in some instances. Therefore, as the building's 'bump-outs' meet the ground they recede to the plane of the building and transform into exterior brick planting boxes to encourage natural screening and provide another way to extend and redefine the experience of the resident within and create a pleasant, softening of the building from afar.

Overall, we see the idea of 'breaking down the scale' as working hand in hand with creating a more human scale destination and home along an active vehicular corridor. We hope to provide a comfortable, pedestrian environment appropriate for residential uses while responding to surrounding context and anticipating future phases.

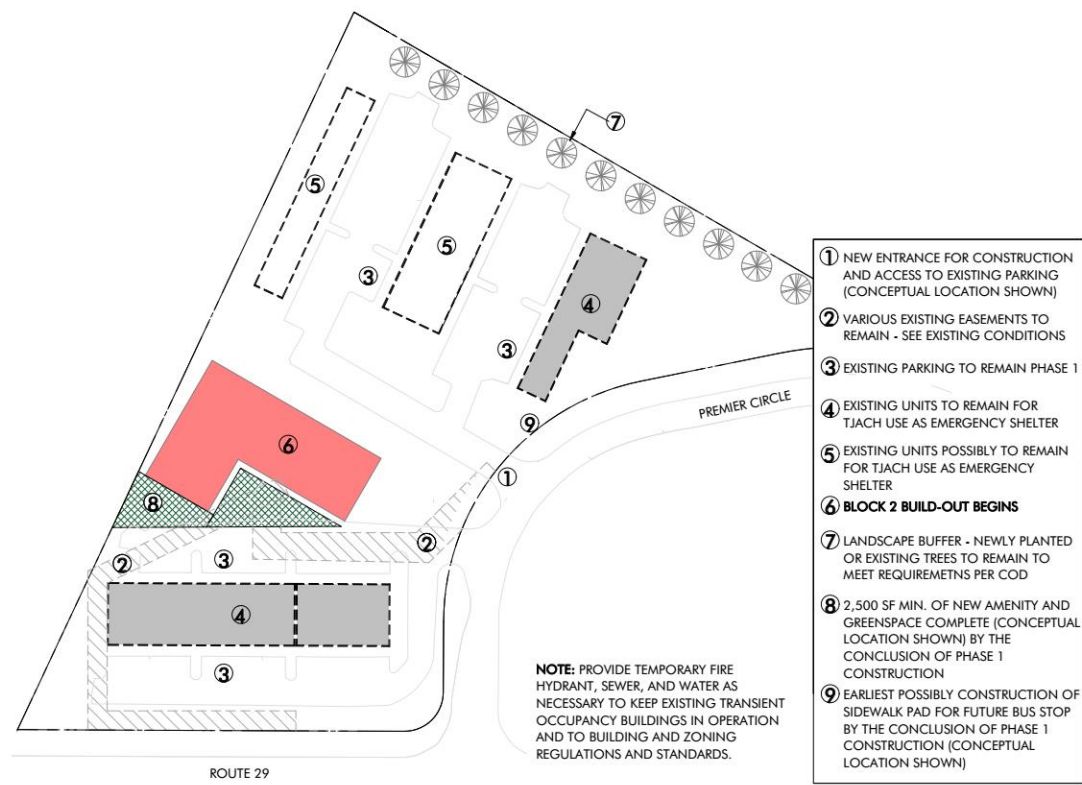
We respectfully ask for the ARB guidance in finding the best possible solution for the building and site's redevelopment in its relation to the Entrance Corridor.

PROJECT NARRATIVE

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- 1 NEW ENTRANCE FOR CONSTRUCTION AND ACCESS TO EXISTING PARKING (CONCEPTUAL LOCATION SHOWN)
- 2 VARIOUS EXISTING EASEMENTS TO REMAIN - SEE EXISTING CONDITIONS
- 3 EXISTING PARKING TO REMAIN PHASE 1
- 4 EXISTING UNITS TO REMAIN FOR TJACH USE AS EMERGENCY SHELTER
- 5 EXISTING UNITS POSSIBLY TO REMAIN FOR TJACH USE AS EMERGENCY SHELTER
- 6 BLOCK 2 BUILD-OUT BEGINS
- 7 LANDSCAPE BUFFER - NEWLY PLANTED OR EXISTING TREES TO REMAIN TO MEET REQUIREMENTS PER COD
- 8 2,500 SF MIN. OF NEW AMENITY AND GREENSPACE COMPLETE (CONCEPTUAL LOCATION SHOWN) BY THE CONCLUSION OF PHASE 1 CONSTRUCTION
- 9 EARLIEST POSSIBLY CONSTRUCTION OF SIDEWALK PAD FOR FUTURE BUS STOP BY THE CONCLUSION OF PHASE 1 CONSTRUCTION (CONCEPTUAL LOCATION SHOWN)

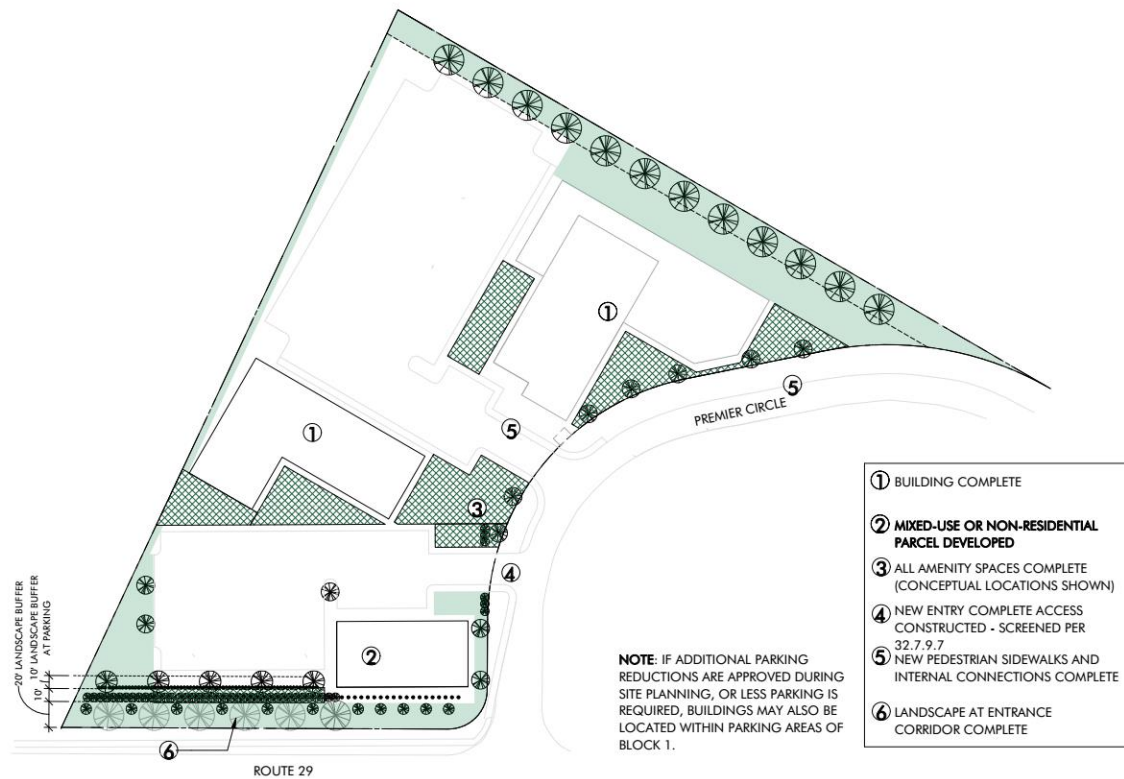
NOTE: PROVIDE TEMPORARY FIRE HYDRANT, SEWER, AND WATER AS NECESSARY TO KEEP EXISTING TRANSIENT OCCUPANCY BUILDINGS IN OPERATION AND TO BUILDING AND ZONING REGULATIONS AND STANDARDS.

1 Phase 1 - AFFORDABLE UNITS CONSTRUCTED
SHEET 7 1" = 60'-0"



- 1 BLOCK 2 BUILD-OUT PHASE 1 COMPLETE
- 2 BLOCK 2 BUILD-OUT CONTINUES
- 3 NEW PARKING FOR NEW BUILDING(S) CONSTRUCTED
- 4 TEMPORARY PARKING ACCESS ROAD WHILE 2ND ENTRANCE IS RENOVATED - SCREENED PER 32.7.9.7 (CONCEPTUAL LOCATION SHOWN)
- 5 RENOVATION OF 2ND ENTRANCE
- 6 PREPARE LAND FOR SALE
- 7 LANDSCAPE BUFFER MAINTAINED AND REPLANTED AS NECESSARY
- 8 NEW AMENITY AND GREENSPACE COMPLETE BLOCK 2 (CONCEPTUAL LOCATIONS SHOWN) BY THE CONCLUSION OF PHASE 2 CONSTRUCTION
- 9 NEW ENTRANCE CORRIDOR STREET TREES

2 Phase 2 - RESIDENTIAL BUILD-OUT CONTINUES
SHEET 7 1" = 60'-0"



- 1 BUILDING COMPLETE
- 2 MIXED-USE OR NON-RESIDENTIAL PARCEL DEVELOPED
- 3 ALL AMENITY SPACES COMPLETE (CONCEPTUAL LOCATIONS SHOWN)
- 4 NEW ENTRY COMPLETE ACCESS CONSTRUCTED - SCREENED PER 32.7.9.7
- 5 NEW PEDESTRIAN SIDEWALKS AND INTERNAL CONNECTIONS COMPLETE
- 6 LANDSCAPE AT ENTRANCE CORRIDOR COMPLETE

NOTE: IF ADDITIONAL PARKING REDUCTIONS ARE APPROVED DURING SITE PLANNING, OR LESS PARKING IS REQUIRED, BUILDINGS MAY ALSO BE LOCATED WITHIN PARKING AREAS OF BLOCK 1.

3 Phase 3 - NON-RESIDENTIAL/MIXED-USE CONSTRUCTION
SHEET 7 1" = 60'-0"

NOTES ABOUT PHASING:

- 1. BUILDING LAYOUT, PARKING LAYOUT, AND SIDEWALKS ARE CONCEPTUAL. EXACT LOCATION AND AREAS WILL BE DETERMINED AT SITE PLAN
- 2. THE PHASES ILLUSTRATED ARE INTENDED TO BE DIAGRAMMATIC AND THE SEQUENCE OF PHASING COULD VARY

PHASING PLAN FROM ZMA 2020-00011. This project will initiate and complete phase 1.



PHASING PLAN

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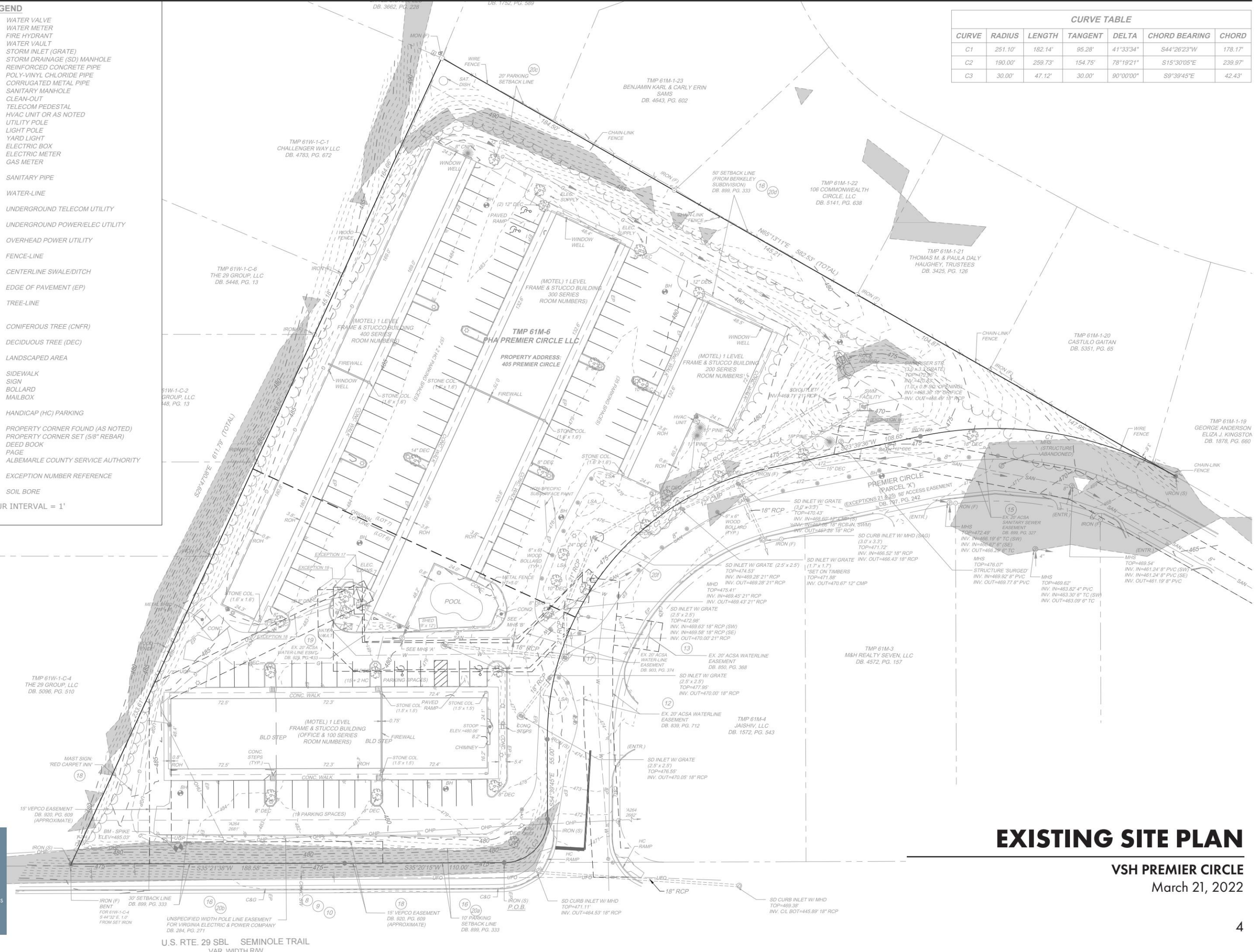
CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	CHORD BEARING	CHORD
C1	251.10'	182.14'	95.28'	41°33'34"	S44°26'23"W	178.17'
C2	190.00'	259.73'	154.75'	78°19'21"	S15°30'05"E	239.97'
C3	30.00'	47.12'	30.00'	90°00'00"	S9°39'45"E	42.43'

- LEGEND**
- WATER VALVE
 - WATER METER
 - FIRE HYDRANT
 - WATER VAULT
 - STORM INLET (GRATE)
 - STORM DRAINAGE (SD) MANHOLE
 - REINFORCED CONCRETE PIPE
 - POLY-VINYL CHLORIDE PIPE
 - CORRUGATED METAL PIPE
 - SANITARY MANHOLE
 - CLEAN-OUT
 - TELECOM PEDESTAL
 - HVAC UNIT OR AS NOTED
 - UTILITY POLE
 - LIGHT POLE
 - YARD LIGHT
 - ELECTRIC BOX
 - ELECTRIC METER
 - GAS METER
- SAN --- SANITARY PIPE
- W --- WATER-LINE
- UFO --- UNDERGROUND TELECOM UTILITY
- UGP --- UNDERGROUND POWER/ELEC UTILITY
- OHP --- OVERHEAD POWER UTILITY
- X --- FENCE-LINE
- >--- CENTERLINE SWALE/DITCH
- EP --- EDGE OF PAVEMENT (EP)
- TL --- TREE-LINE
- CONIFEROUS TREE (CNFR)
 - DECIDUOUS TREE (DEC)
 - LANDSCAPED AREA
 - SIDEWALK
 - SIGN
 - BOLLARD
 - MAILBOX
 - HANDICAP (HC) PARKING
 - PROPERTY CORNER FOUND (AS NOTED)
 - PROPERTY CORNER SET (5/8" REBAR)
 - DEED BOOK
 - PAGE
 - ACSA ALBEMARLE COUNTY SERVICE AUTHORITY
 - EXCEPTION NUMBER REFERENCE
 - SOIL BORE
- CONTOUR INTERVAL = 1'

SANITARY STRUCTURE REFERENCE

MHS A
TOP=480.06'
INV. IN=473.14' 8" PVC (NW)
INV. IN=473.11' 6" PVC (SW)
INV. OUT=473.11' 8" PVC

MHS B
TOP=476.77'
INV. IN=472.84' 6" PVC (SE)
INV. IN=472.77' 8" PVC (SW)
INV. OUT=472.69'



EXISTING SITE PLAN

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PLANT KEY	
TREES	BOTANICAL NAME
QUE BIC	QUERCUS BICOLOR
QUE PHE	QUERCUS PHELLOS
ULM ALL	ULMUS PARVIFOLIA 'ALLEE'
SHRUBS	BOTANICAL NAME
ILE WIN	ILEX VERTICILLATA



TMP 61W-1-C-1
CHALLENGER WAY LLC
DB. 4763, PG. 672

TMP 61M-1-22
106 COMMONWEALTH
CIRCLE, LLC
DB. 5141, PG. 638

TMP 61M-1-21
THOMAS M. & PAULA DALY
HAUGHEY, TRUSTEES
DB. 3425, PG. 126

TMP 61W-1-C-6
THE 29 GROUP, LLC
DB. 5448, PG. 13

TMP 61W-1-C-2
THE 29 GROUP, LLC
DB. 5448, PG. 13

TMP 61W-1-C-3
THE 29 GROUP, LLC
DB. 5448, PG. 13

PROPOSED SITE PLAN

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EXISTING PERSPECTIVE

PERSPECTIVE RENDER

PERSPECTIVE - LOOKING SOUTH FROM RT.29

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EXISTING PERSPECTIVE

PERSPECTIVE RENDER

PERSPECTIVE - LOOKING WEST FROM RT.29

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EXISTING PERSPECTIVE



PERSPECTIVE RENDER

PERSPECTIVE - LOOKING NORTH FROM RT.29

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ELEVATION - EAST - PARTLY VISIBLE FROM E.C.

Scale: 1/16" = 1'-0"



ELEVATION - NORTH - PARTLY VISIBLE FROM E.C.

Scale: 1/16" = 1'-0"

MATERIAL PALETTE



BR-1: BRICK: Dover White (>80%)



M-1: Brake Metal RRM - Slate Black



SF-1: Al Storefront w/ clear glazing (<7% reflectivity)



WINDOWS: Pella 250 Vinyl - Black



WINDOWS alt: Interstate Vinyl 6800 - Clay

NEW - ELEVATIONS

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PERSPECTIVE RENDER - REAR - NOT VISIBLE FROM E.C.



PERSPECTIVE RENDER - REAR - NOT VISIBLE FROM E.C.



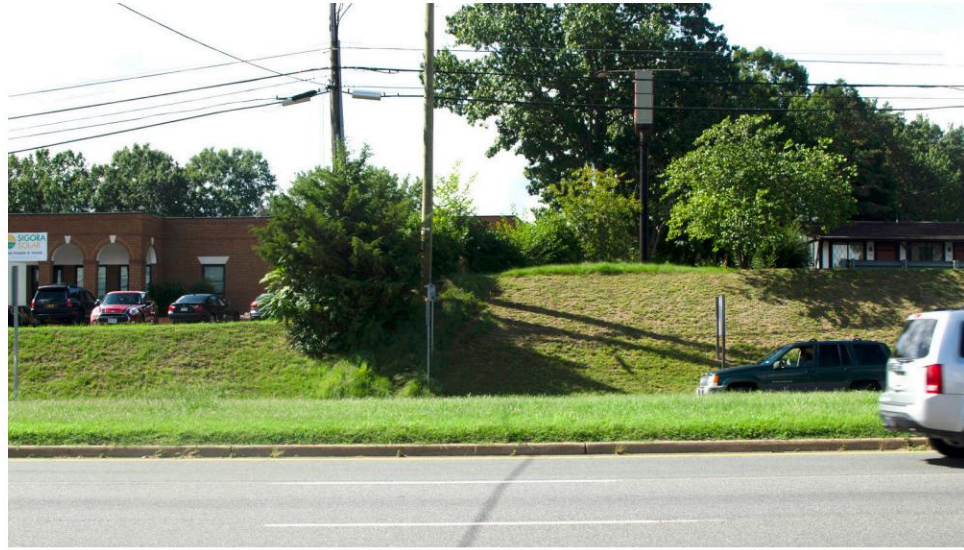
PERSPECTIVE RENDER - PARTLY VISIBLE FROM E.C.



PERSPECTIVES

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COMPATIBILITY WITH ENTRANCE CORRIDOR GUIDELINES

- **STRUCTURE DESIGN**
 - Building form and features relate to multiple scales of the site - the E.C. and the pedestrian on site - by breaking down the meter through facade variation and breaking down the overall mass of the building through building shape.
 - Care has been taken in siting the building to allow for accessible site circulation, conform to existing site development patterns, and provide for pedestrian and vehicular connections and circulation per the site's anticipated build out.
- **ACCESSORY STRUCTURES AND EQUIPMENT**
 - Rendered studies along the E.C. indicate that proposed mechanical equipment on the building's roof will not be visible at the typical height of a vehicle or pedestrian north or southbound along route 29.
 - All utility transformers and refuse will be located on the opposite side of the E.C.
 - The community meditative garden and plaza in the 'crook' of the I-shaped building

will require a continuous fence per the building regulations for Virginia Supportive Housing to allow residents to fluidly move from indoors to garden and back. This fence will be see-through and will be softened by a brick seat wall to match the building brick. The fence is not visible from the E.C. due to existing grade and existing (and possibly also proposed future) building on the parcel directly along the E.C.

- **LIGHTING**
 - All lighting on site for parking, pedestrian walkways, and decorative landscape lighting will comply with Entrance Corridor Guidelines.
- **LANDSCAPING**
 - This project will provide all required landscaping along project specific interior roads such as the new parking access road, pedestrian walkways, and will provide all required landscaping along the building.
 - Specifically, a meditative garden and community garden space as well as a patio and planting areas are integral components of the building design and are designed by a landscape architect.
 - A landscaping contractor will oversee and maintain these gardens and planting beds.
- **DEVELOPMENT PATTERN**
 - The building and site plan for the project are organized to provide ease of travel on and off site within the existing context and in planning for future building on the site.
 - Similarly, the building and site plan allow the possibility of future pedestrian connections to the southern-most adjacent parcel(s) and, therefore, the nearest existing bus stop, to the south.
 - Pedestrian walkways are also designed to provide access to proposed garden space, parking, and the potential future bus stop along Premier Circle.
- **GRADING**
 - This project will comply with Universal Design standards for accessibility. Therefore, the site circulation is no different. This is yet another piece of the design that has contributed to careful site placement to minimize grading while allowing all walkways to comply with accessibility standards.
 - Furthermore, the surrounding existing buildings on site will remain in use during and after construction and place further limits on site grading.
 - An existing berm along the southwest property line of the site may require a retaining wall, however, the applicant hopes to obtain a grading easement to eliminate this wall. If the wall must remain, it will not be visible from the E.C. Please see site plan for location.

APPENDIX



EXISTING PERSPECTIVE



PERSPECTIVE RENDER

PERSPECTIVE - LOOKING NORTH FROM RT.29 - FUTURE MAXIMUM BUILD-OUT

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