

Docket Item # 9-B
DEVELOPMENT SPECIAL USE PERMIT #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

Planning Commission Meeting
April 2, 2002

- ISSUE:** Consideration of a request for a development special use permit, with site plan and subdivision, for construction of a multi-family condominium and townhouse project.
- APPLICANT:** A & A Limited Partnership
by Duncan W. Blair, attorney
- LOCATION:** 111 East Reed Avenue
- ZONE:** RB/Residential and CSL/Commercial Service Low
(CRMU-M rezoning pending)

PLANNING COMMISSION ACTION, APRIL 2, 2002: On a motion by Mr. Komoroske, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes and ordinances and staff recommendations, and with amendment to conditions #1, 5, 9, 11, 13, 18, 20, 30, and 32 (as identified in the letter from Mr. Duncan Blair, dated March 29, 2002), and added conditions #67 and 68 (as identified in the memorandum from Mr. Baier, Director of T&ES dated April 2, 2002), and with amendment to condition #14. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally agreed with the staff analysis. The changes made by the Commission to the staff recommendations were modifications and clarifications requested by the applicant as specified in a letter dated March 29, 2002, and as recommended by the Department of Transportation and Environmental Service in their letter dated April 2, 2002. A change to condition #14 was requested by Ms. Ruby Tucker of Lynhaven Civic Association to remove a provision that would have allowed the removal of several existing parking spaces from the City Park along the alley. The amendment was reworded to state that the plan will preserve the nine existing parking spaces.

Speakers:

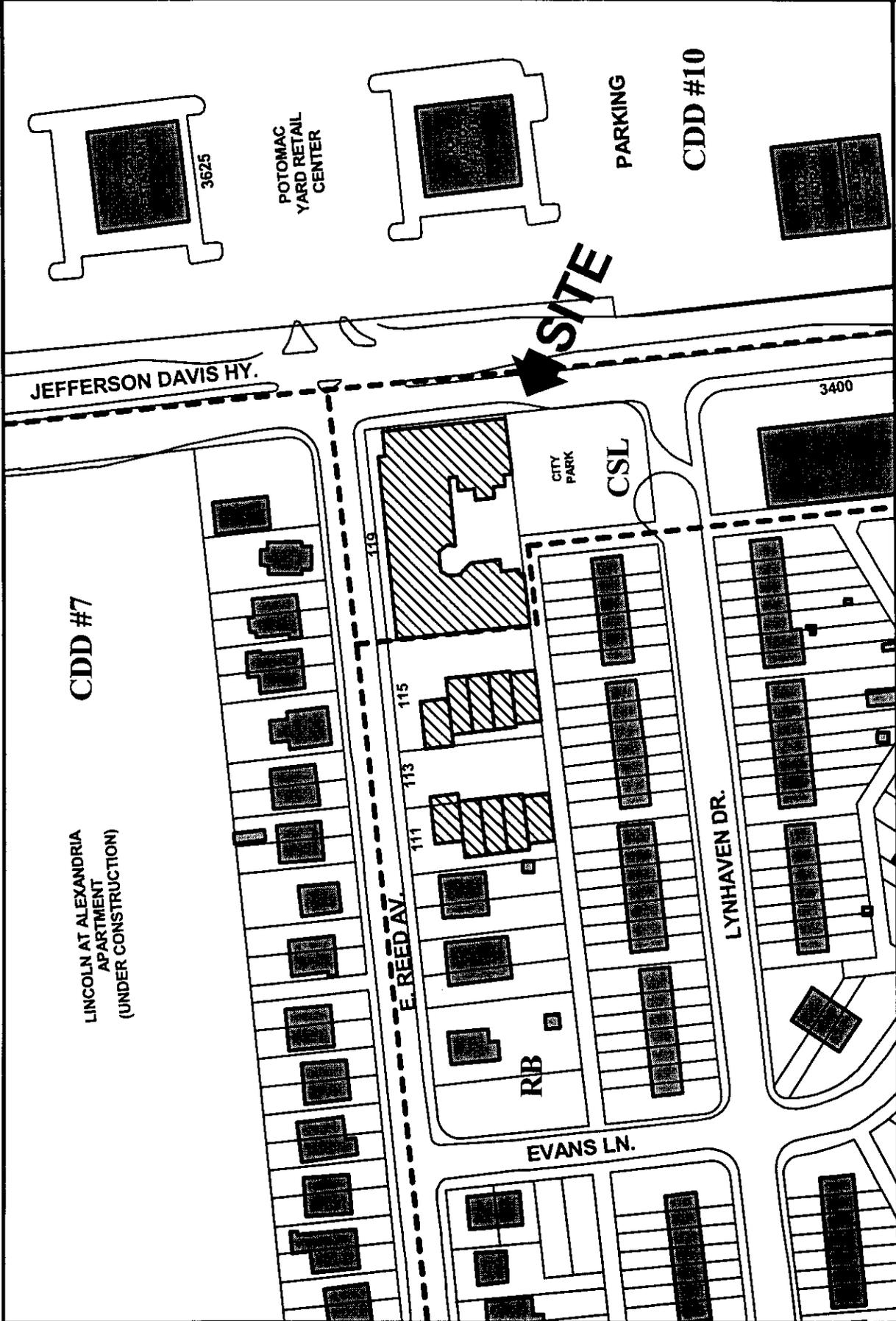
Duncan Blair, attorney, representing the applicant.

Harold Brooks, Hume Springs Civic Association, spoke in support of the application

Amy Slack, Del Ray Citizens Association, spoke in support of the application and lauded the applicant's efforts to meet early with citizen groups.

Richard Nobbe, spoke in support of the application.

Ruby Tucker, Lynhaven Citizens Association, spoke in support of the application and requested that the Planning Commission amend staff condition #14 to prohibit the removal of any parking spaces from the City Park.



04/02/02

DSUP #2002-0001



SUMMARY:

The applicant, A&A Limited Partnership, is requesting a development special use permit, with site plan and subdivision, to construct a 53-unit condominium building and 10 townhouse units on four parcels of record containing a total of 50,065 square feet (1.493 acres) located at 111-119 East Reed Avenue at the corner of Jefferson Davis Highway. The application requires a master plan amendment (MPA2002-0001) and Rezoning (REZ2002-0001) to CRMU-M/Commercial residential mixed use-medium. The four-story condominium building, which contains two levels of underground parking and has a building height of 50 feet, is located at the corner of East Reed and Route 1. The townhouses are located at the western end of the site along East Reed Avenue and are arranged perpendicular to East Reed Avenue on either side of a driveway that provides access to individual parking garages.

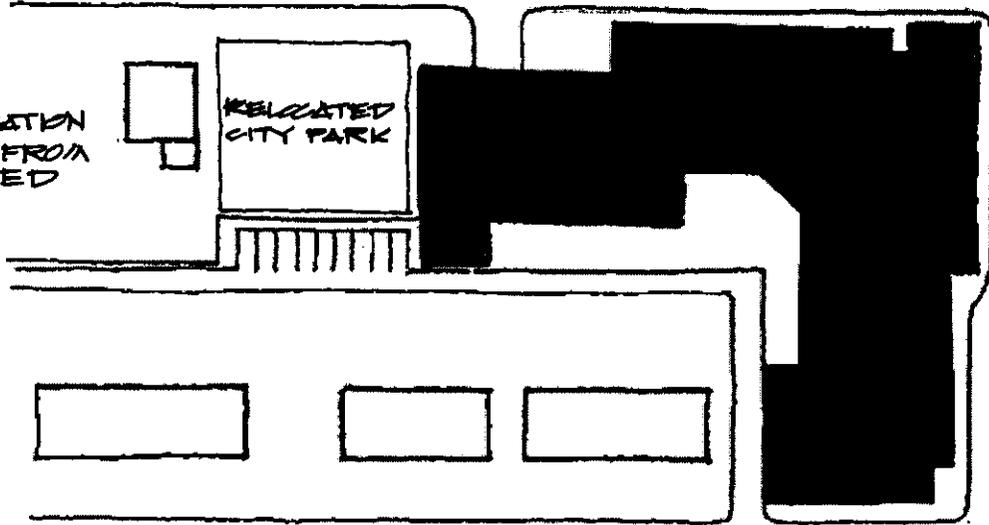
The applicant is seeking a rezoning of the CSL zoned property containing 27,167 sq.ft. and three RB zoned parcels containing a total of 22,898 sq.ft. to CRMU-M. To facilitate development of this project, the applicant is requesting a special use permit to increase allowable floor area from 1.0 to 1.80 overall for the project. The applicant has also proposed a significant affordable housing plan. The applicant has agreed to provide six affordable housing units on-site. The proposal is to provide three two-bedroom units and three one-bedroom units within the condominium building. The value of the contribution is more than twice the \$.50 per gross square foot contribution that is typically proposed. The standard contribution based on 100,000 gross square feet of development (rounded-up) would be a \$50,000 payment to the Affordable Housing Trust Fund. The applicant has proposed a plan that provides a total of \$100,435 in subsidy payments toward reducing the purchase price of the six set aside units.

The applicant has worked extensively with staff and the neighborhood to develop a plan that is compatible with the surrounding community. During this process, the plan has changed many times. Initially, the concept for redevelopment incorporated the City park parcel on Route 1 just south of the development parcel, placing a large condominium building entirely along the frontage of Jefferson Davis Highway, and relocating the public park to Reed Avenue (See Illustration "A"). This initial concept had the benefit of keeping the large building on Route 1, where the mass is appropriate, and also placed the park on Reed Avenue, a quieter street potentially conducive to open space. However, the community expressed security concerns about relocating the park to a less visible location on Reed Avenue and also expressed an interest in maintaining the sense of openness along Route 1 at the location of the existing park.

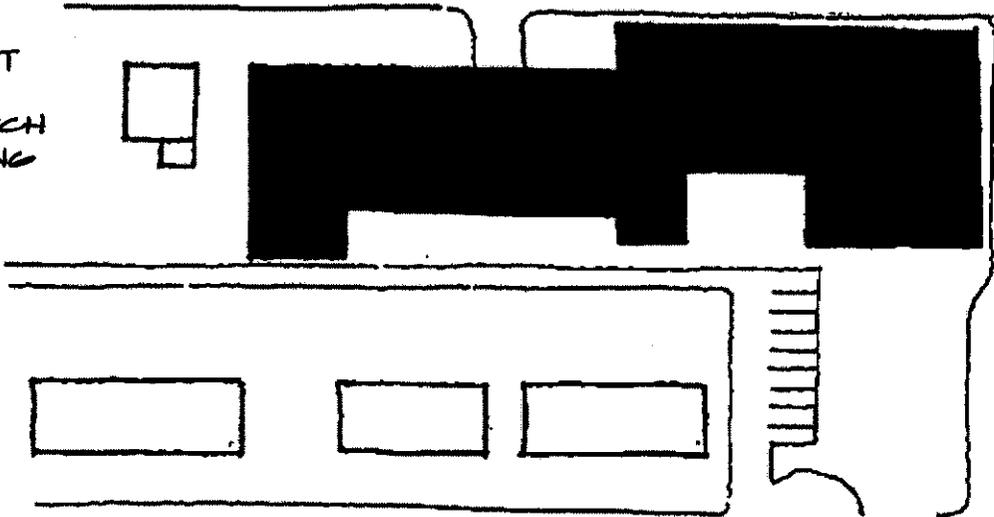
DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

In response to these issues, the applicant then brought forward a plan which left the city park on Route 1 and placed the Condominium building along Reed Avenue, with the size of the building stepping down slightly along Reed Avenue. However, this approach shifted a significant portion of the mass of the condominium building from Route 1, where it was appropriate, to Reed Avenue, where it was out of scale with the existing low scale homes. Working with staff to address this issue, the applicant then revised the plan to significantly reduce the size of the condominium building and to instead build townhomes on the rear portion of the site, creating a transition in scale as one moves west along Reed from Route 1 into the neighborhood. It is this site concept that is now before the Commission and City Council.

ORIGINAL
CONCEPT
PROPOSAL
ISSUE: RELOCATION
OF CITY PARK FROM
RT. 1 TO E. REED



2ND CONCEPT
PROPOSAL
ISSUE: TOO MUCH
MASSING ALONG
E. REED



CURRENT PROPOSED
PLAN
RECOMMENDED
FOR APPROVAL

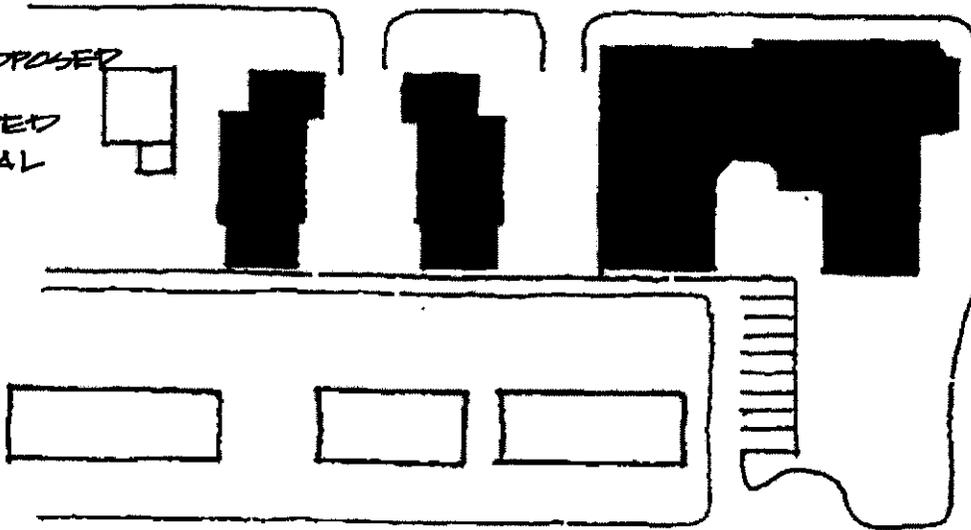
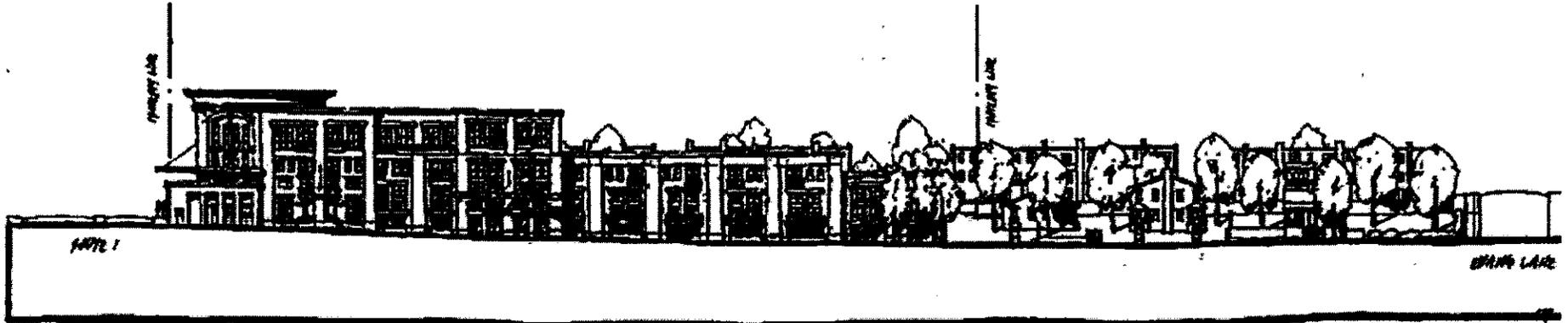


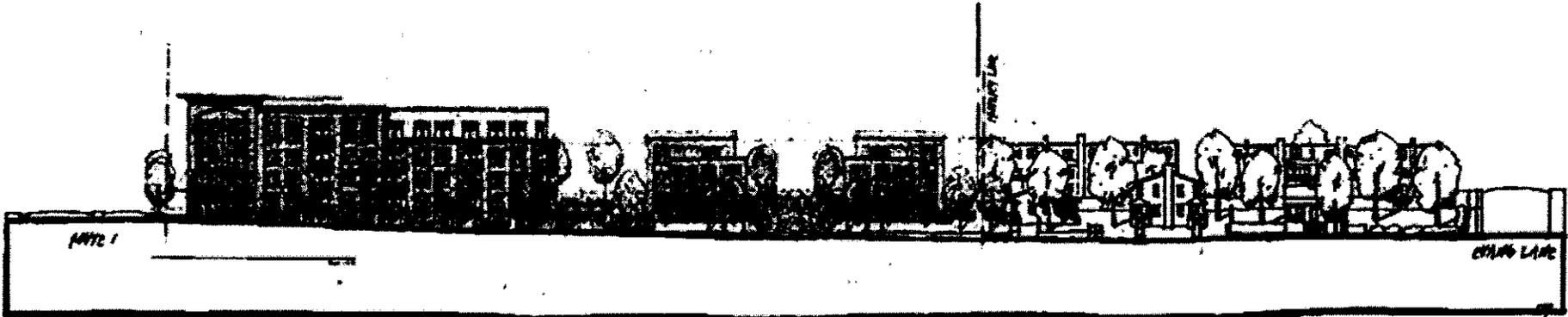
ILLUSTRATION "A"

EAST REED ELEVATIONS - ILLUSTRATION "B"



ELEVATION ALONG REED AVENUE

SECOND CONCEPT PROPOSAL FOR ALL
 CONDOMINIUM PROJECT
 ISSUE: TOO MUCH MASSING ALONG REED



ELEVATION ALONG REED AVENUE

CURRENT PROPOSED PLAN FOR CONDO BLDG.
 & TOWN HOUSES - LESS MASSING AND IMPROVED
 TRANSITION BETWEEN CONDO BLDG & EXISTING
 HOUSING ALONG REED

COMPARISON BETWEEN SECOND CONCEPT PROPOSAL AND
 CURRENT PLAN

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Major Issues

The applicant continued to work with staff on the refinement of the design once the project concept had been determined, and while many major issues have been addressed, some additional refinements to the project are recommended by staff in order to assure the project's compatibility with the neighborhood.

Condominium Building Massing and Design

In response to staff concerns about the massing of the condominium building, refinements were made to the building to reduce the overall height of the building, stepping the height of the building back from Reed Avenue and from the homes of Lynhaven residents, and also to break the building visually into smaller elements through additional articulation of the building facade. Improvements were also made to the building to improve its relationship to the street along Reed Avenue, where a portion of the garage is above ground. The garage treated was improved to blend it into the remainder of the building, and individual entrances and stoops were provided for units within the condominium facing Reed Avenue.

Staff has recommended that the entire building still be lowered an additional three feet (possible because of the high ceiling heights) and that some additional refinements continue to be made to the tower element and to cornices and windows in order to further enhance the proportions of the building thereby improving its scale relative to the neighborhood. Staff has also recommended some refinements to the base of the building along Reed Avenue, where additional treatment to the portion of the garage would improve the pedestrian relationship along Reed Avenue.

Layout and Design of the Townhomes.

Staff believes the proposed townhomes provide an appropriate transition in scale between the condominium building and homes to the west. Staff's major concern with the townhomes was the amount of paving within the mews between the units which, because of the grade of the site, would be unusually visible from Reed Avenue. The applicant has worked on the plan to reduce the amount of pavement and add landscaping. Staff is recommending some additional relatively minor changes to grade to further reduce visibility of the driveway area.

In response to staff comments aimed at improving the townhomes' relationship to the street, the applicant added entrances with porches to the two units facing Reed Avenue. Unfortunately, these porches are currently designed so that they are well above grade, a less than desirable condition. Staff has recommended that entrances to the homes be shifted closer to the grade of the homes (which can be accomplished by having an internal staircase) so that the entrances will not loom over Reed Avenue.

Open Space

The project meets the total open space requirement for the zone (40%), with most (3/4) of the open space at ground level. Staff believes the mix of ground level, roof top terrace and indoor amenities being provided within the project provide an appropriate level of openness, adequate opportunities for landscaping, as well as truly usable amenities for residents. Staff is recommending that amenities provided within the condominium building—a common rooftop terrace, party room, meeting room and fitness room—also be made available to the townhouse residents, since the townhouse portion of the project has a lower proportion of open space.

Landscape Area/Utilities

One of the most critical at-grade green spaces being provided is a 20' buffer strip between the townhomes and Reed Avenue. This setback is consistent with other homes in the community and, in fact, is required by a private easement in the Lynhaven subdivision. Unfortunately, on a recent iteration of the plan the applicant has shown six large utility transformers occupying a significant portion of this buffer area. Placing the utilities within this buffer undermines the entire purpose of the buffer, and staff is recommending that the structures be required to be placed elsewhere on the site.

Streetscape

The project brings significant improvements to both the Jefferson Davis Highway and Reed Avenue streetscape, providing wider sidewalks and street trees at both locations.

City Park

The applicant had proposed to improve the adjoining city park in conjunction with the development, and has been working with the community and RP&CA staff on a design for the park. While the design is not yet finalized, the plan will ultimately provide for increased landscaping and seating opportunities.

Affordable Housing.

Office of Housing staff worked with the applicant on an affordable housing plan for the site. The applicant is proposing to provide six condominium units (9.5% of total units) as affordable housing. The provision of these units by the applicant has twice the value of the typical \$0.50 per square foot affordable housing contribution. In exchange for this on-site affordable housing, staff is supporting a height bonus, as permitted by section 7-700(B), of the zoning ordinance, to allow a roof element

of the condominium building at the corner of Jefferson Davis Highway and Reed Avenue to reach 58', 8' more than the maximum permitted under the zone. Staff supports the increased height because the element improves the design of the overall building.

Community Meetings

Staff and the applicant have met with the neighborhood on numerous occasions, discussing the various issues raised by the proposal. Nearby residents have generally expressed support for the proposal, but have also stated some concern that they may not understand the full impacts of the development or its effects on their quality of life. This general sentiment was expressed as a result of the neighborhood's prior experience of not having fully understood the Lincoln Properties development when it was proposed. The residents expressed disappointment with the density of Lincoln properties and with the fact that the garages in that project overwhelmed adjoining development much more than the neighbors had originally envisioned. The neighbors also expressed disappointment with the quality and character of the project as well. Staff has continued working with the community in conjunction with the applicant to help the community understand the proposed project and to assure that appropriate transitions in scale and mass are provided between the existing homes and that the quality of the project will add, rather than detract, from the neighborhood.

STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

1. **CONDITION AMENDED BY PLANNING COMMISSION:** To reduce the amount and visibility of the pavement between the two rows of townhomes:
 - a) Grade the site so that the driveway rises 12% from the sidewalk and then flattens (slope grade no greater than ~~2%~~ 4.2%) in front of the townhomes, rather than continuing to rise in grade toward the rear of the site.
 - b) Provide decorative paving in front of the units and for the driveway, and utilize different paving to delineate driveway, pedestrian and parking areas.
 - c) ~~Provide more open space/planting by transforming the two-car garage end units on lots 1 & 10 to single-car/tandem space units to allow larger planter islands between lots 2 & 9 with a width of at least 12 feet. (P&Z) (PC)~~
2. Construct the townhouses with a different vernacular of materials, colors, window treatment and detailing than that is used on the condominium so that there is a significant visual difference between the condominium building and the townhomes. (P&Z)
3. Improve the relationship of the end townhomes to Reed Avenue by eliminating the full one-level rise of stairs on the exterior of the building. Incorporate steps within the building, bringing the entrance/porch feature within 4 to 5 steps of grade level. (P&Z)
4. Relocate proposed above ground utility structures located along the frontage of Reed Avenue out of the 20' building restriction setback area into the rear yards of the townhouses or within the condominium building. Transformers that are relocated as a result of the undergrounding but do not provide service to the project may be located adjacent to the condominium building within the City Park if approved by the Director of RP&CA and the community. The transformers shall be enclosed by a brick wall with landscaping to the satisfaction of the Directors of RP&CA and P&Z. (P&Z)
5. **CONDITION AMENDED BY PLANNING COMMISSION:** Lower the total height of the condominium building by at least 4 feet. **The height reduction may be achieved by removing at least 3 feet from the top floor of the condominium building and 1 foot from the parapet.** ~~, including at least 3 feet out of the top floor and parapet, and~~ **The applicant will** work with staff to refine the proportions of the cornice and window proportions in order to reduce the mass and scale of the condominium building's top floor, to the satisfaction of the Director of P&Z. (P&Z) **(PC)**

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

6. Provide more architectural variation and detail to the water course (building base) that transitions with the sidewalk grade along Reed Avenue of the condominium to provide additional visual relief to the wall of the parking garage, to the satisfaction of the Director of P&Z. (P&Z)
7. Continue to refine the design of the corner element to enhance its proportions and create a scale more appropriate for a tower element, to the satisfaction of the Director of P&Z. (P&Z)
8. Provide a variation in brick color to break up the mass of the condominium building. (P&Z)
9. **CONDITION AMENDED BY PLANNING COMMISSION:** The condominium building parking garage door shall be designed so as not to appear as a garage door. No vents, grills or exhaust fans shall be located on the parking garage facade of the condominium building where adjacent to pedestrian areas. **Masonry openings for ventilation shall be screened and approved by the Director of P&Z.** (P&Z) **(PC)**
10. The final design of the townhomes and condominium building shall be consistent with the design and level of detail shown on the preliminary architectural drawings except for those changes that are specifically required by staff conditions. (P&Z)
11. **CONDITION AMENDED BY PLANNING COMMISSION:** The common open space along East Reed Avenue shall be designed as a visual extension of the street-scape with landscaping to the satisfaction of the Director of P&Z. No utility structures shall be located within this open space, provided, however, a below ground utility vault may be located within the open space **and screening walls** . (P&Z) **(PC)**
12. The final streetscape treatment for the project shall be to the satisfaction of the Directors of P&Z, T&ES and RP&CA. At a minimum, the streetscape shall include the following:
 - a) minimum 5 foot wide clear sidewalks (extending from face of tree wells to edge of planters, stoops and stairs) along East Reed Avenue,
 - b) minimum 4' x 6' tree wells with tree grates,
 - c) a special design treatment of the entrances to the alleys to minimize the visual impact of the expanse of pavement,
 - d) flush driveway entrances that provide a continuous 5 foot wide pedestrian crossing, aligned with the abutting sidewalks. (P&Z)

13. **CONDITION AMENDED BY PLANNING COMMISSION:** The club room, exercise facilities and the rooftop terrace shall be provided as shown on the plans and made available to all to townhouse residents **subject to reasonable rules and regulations adopted and established by the Preston Condominium Association.** ~~as well as condominium residents.~~ The roof-top terrace shall include amenities to encourage its use to the satisfaction of the Director of P&Z. (P&Z) **(PC)**

14. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall prepare a plan for the City Park in consultation and with the approval of the Director RP&CA and the community. The park plan shall be in general conformance with the improvements shown in the preliminary park plan (Attachment 1). At a minimum, the plan shall include high quality landscaping, in ground irrigation, hard scape and amenities such as benches and trash containers as approved by the City. The plan will **preserve** ~~likely include replacement~~ of the nine surface parking spaces in the park ~~with four parallel parking spaces~~ along the alley. The applicant agrees to maintain this public open space in perpetuity. (RP&CA) (P&Z) **(PC)**

15. The applicant shall obtain a perpetual easement from the City for a 15' wide strip adjacent to the condominium building within the city park so that windows will be permitted on the building's south elevation. A plat showing this easement and all required documentation shall be submitted to the City for review and approval and recorded among the land records prior to release of the final site plan. (P&Z)

16. Language shall be included in the sales and marketing materials notifying prospective purchasers of the following conditions for parking spaces that are contained in the condominium building parking garage:
 - A) On-street parking is in limited supply and may not be available for use by residents of the project

 - B) Visitor parking spaces shall not be available for use by the residents of the project. Residents found parking in designated visitor parking spaces shall be subject to towing at the vehicle owners expense and risk. The Condominium Board shall be responsible for enforcement of this requirement. (P&Z)

17. A maximum of one parking space may be assigned within the garage for each condominium unit; the remainder of the spaces shall be unreserved and available for residents of the condominium. (P&Z)

18. **CONDITION AMENDED BY PLANNING COMMISSION:** The 17 visitor parking spaces located within the condominium parking garage shall be maintained for visitor use and shall not be utilized for resident parking. The visitor parking spaces shall be available for use to townhouse visitors on an equal basis with the condominium **subject to the adoption of reasonable rules and regulations of the Condominium Association to ensure the security and integrity of the condominium building.** (P&Z) (PC)
19. The purchasers of lots 5 and 6 shall be provided an assigned parking space within the condominium parking garage. The buyers shall sign a disclosure statement acknowledging that one of the unit parking spaces is located within the condominium parking garage. (P&Z)
20. **CONDITION AMENDED BY PLANNING COMMISSION:** Prior to the release of the first certificate of occupancy for the project, the City shall review and approve the language of the “Homeowner” Agreement to ensure that future condominium and townhouse owners are aware of the requirements of this special use permit, including the restrictions listed below. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
 - a) Individual townhouse garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking shall not be permitted.
 - b) Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, projecting into the common driveways (parking court) and on any emergency vehicle easements. The Homeowner’s Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
 - c) No decks shall be permitted.
 - d) No building additions shall be permitted and only those sheds that comply with Section 7-202 (B)(b) of the zoning ordinance shall be permitted.
 - e) Exterior **architectural** changes to units, **excluding painting of non-masonry surfaces,** shall not be permitted without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
 - f) All landscaping and screening shown on the final plan shall be maintained in good condition and may not be reduced without approval of City Council or the Director of Planning and Zoning, as determined by the Director.

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

- g) The 17 visitor parking spaces located within the condominium parking garage shall be maintained for visitor use and shall not be utilized for resident parking. Residents found parking in designated visitor parking spaces shall be subject to towing at the vehicle owners expense and risk. The Condominium Board shall be responsible for enforcement of this requirement. The visitor parking spaces shall be available for use to townhouse visitors on an equal basis with the condominium **subject to the adoption of reasonable rules and regulations of the Condominium Association to ensure the security and integrity of the condominium building.**
 - h) The club room, exercise facilities and the rooftop terrace shall be available to all to townhouse residents as well as condominium residents **subject to the adoption of reasonable rules and regulations of the Condominium Association to ensure the security and integrity of the condominium building.**
 - i) The developer shall notify prospective buyers, in its marketing materials, that the townhouse access is a private alley and that the storm sewers located within the site are private and all will be maintained by the Homeowner Association. (P&Z) **(PC)**
- 21. Temporary structures for construction or sales personnel, as well as sales/marketing signs, shall be permitted, with the size and site design for such temporary structures, including signs, subject to approval by the Director of Planning and Zoning. (P&Z)
 - 22. All utility structures (except fire hydrants) shall be located out of view of public property and rights-of-ways and shall be screened to the satisfaction of the Director of Planning and Zoning. (P&Z)
 - 23. The applicant shall attempt to secure mail delivery to individual homes from the USPS. If such delivery cannot be secured, a single ganged mailbox shall be permitted within the development located within the parking court to the satisfaction of the Director of P&Z. (P&Z)
 - 24. Prior to the submission of the final site plan, the applicant shall meet with the City Arborist, who shall determine which street trees around the project shall be saved. A tree protection program for those trees during excavation and construction shall be established to the Arborist's satisfaction and shown on the final site plan for the project. All tree protection measures shall be noted on site demolition, excavation and foundation construction drawings. During the construction period, the applicant shall be responsible for the ongoing maintenance of the trees and, upon completion of construction, the applicant shall be required to prune and remove and replace trees (if necessary), as determined by the City Arborist. (P&Z)

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

25. All site utilities, including items such as (but not limited to) roof drains, electric, sanitary and water service, street lights, transformers and service boxes shall be located so as not to conflict with proposed landscape plantings or designated open space areas. (P&Z)
26. Submit a final subdivision plat showing information as required by Section 11-1700. The final subdivision plat shall be consistent with the final development plan and shall be recorded prior to approval of any building permits. (P&Z)
27. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
28. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning (P&Z) and Transportation and Environmental Services. (P&Z)
29. All visitor parking spaces shall require all applicable signage as required by the zoning ordinance and shall be installed by the applicant. All appropriate on-street parking signage and any other signage for control of pedestrians and/or vehicles shall be installed by the developer to the satisfaction of the Director of T&ES. (P&Z)
30. **CONDITION AMENDED BY PLANNING COMMISSION:** No freestanding subdivision or development sign that differentiates the proposed development from the existing neighborhood shall be permitted. **The placement of freestanding construction and marketing signs on the property shall be permitted.** (P&Z) (PC)
31. Developer shall comply with the peak flow requirements of Article XIII of the Zoning Ordinance. (T&ES)
32. **CONDITION AMENDED BY PLANNING COMMISSION:** Solid waste services shall be provided by the City for the townhouses . In order for the City to provide solid waste service, the following conditions must be met. ~~The development must meet all the minimum street standards, including all standard cul-de-sac turnarounds.~~ The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of Transportation and Environmental Services. (T&ES) (PC)

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

33. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
34. No overhangs (decks, bays, etc.) shall protrude into the vehicular travel ways. (T&ES)
35. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
36. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES)
37. All stormwater designs, including stormwater quality, that require hydraulic analysis including computation of hydraulic gradients, stormwater routing, and design of special flow control structures, and non-standard or special stormwater management structures, must be sealed by a professional engineer registered in the State of Virginia. (T&ES)
38. The stormwater collection system is part of the Four Mile Run watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
39. Plan must demonstrate to the satisfaction of director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
40. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer registered in the State of Virginia. (T&ES)
41. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
42. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
43. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

44. The developer shall notify prospective buyers, in its marketing materials, that the townhouse access is a private alley and that the storm sewers located within the site are private and all will be maintained by the Homeowner Association. (T&ES)
45. All private street and alleys must comply with the City's Minimum Standards for Private Street and Alleys (22' wide driveways permitted). (T&ES)
46. Show turning movements of standard vehicles in the parking structure. Turning movements shall meet AASHTO vehicular standards and shall be to the satisfaction of the Director of T&ES. (T&ES)
47. Provide a smooth grade transition from the 12% grade on the townhouse court and beginning at the gutter on Reed Avenue to the existing grade on Reed Avenue, to satisfaction of the Director of T&ES. (T&ES)
48. The minimum diameter for public storm sewers is 18-inches. Revise the proposed 15-inch storm sewers in Reed Avenue. (T&ES)
49. The minimum diameter for public sanitary sewer is 10-inches. Revise the proposed 8-inch sanitary sewer. (T&ES)
50. If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be included on chimneys. (T&ES)
51. Due to the historic uses at the site and the potential for contamination, the following condition should be included:

The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into the buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed, to the satisfaction of the Directors of T&ES and Code Enforcement. (T&ES)

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

52. The final site plan shall not be released and no construction activity shall take place until five copies of the following has been submitted and approved by the Director of T&ES and included in the final site plan:

- 1) Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
- 2) Submit a Risk Assessment indicating any risks associated with the contamination.
- 3) Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
- 4) Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood and the environment. (T&ES)

53. Due to the close proximity of the site to a major highway, the following conditions shall be included in the SUP:

- 1) The applicant shall prepare a noise study identifying the levels of noise residents on the site will be exposed to the present time and 10 years into the future, in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
- 2) Identify options and construction methods to minimize noise exposure to future residents at the site, particularly in those units closest to highway, including:
 - a. Triple-pane glazing for windows.
 - b. Additional wall and roofing insulation.
 - c. Installation of resilient channels between interior gypsum board and wall studs.
 - d. Installation of a berm or sound wall.
 - e. Others identified by applicant.

If needed, install some combination of the above noise mitigation measures, or others, to the satisfaction of the Directors of T&ES and Planning & Zoning. (T&ES)

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

54. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
55. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
56. The surface appurtenances associated with the on-site structural BMP(s) shall be marked to the satisfaction of the Director of T&ES, to identify them as part of the structural BMP system. (T&ES)
57. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, an schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City. (T&ES)
58. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
59. A "Certified Land Disturber" must be named on the Erosion and Sediment Control sheets prior to release of the final site plan in accordance with Virginia Department of Conservation and Recreation Guidelines. (T&ES)
60. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the town homes and condominium. (Police)
61. Security surveys are to be completed for the sales trailer and construction trailer as soon as they are placed on site. (Police)
62. Provide controlled access into the condominium parking garage. (Police)
63. The walls and ceiling shall be painted white in the condominium parking garage. (Police)

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

64. Coordinate the location trees and light poles so there is no conflict. (Police)
65. House numbers shall be placed on the front and back of each townhouse unit. (Police)
66. The developer shall provide six affordable set-aside units for households with incomes not exceeding the Virginia Housing Development Authority (VHDA) income guidelines through purchase price discounts with sales prices as specified in the approved Affordable Housing Plan; however, the dollar value of the discount may be reallocated, with no change in assumptions concerning market sales prices, no later than June 30, 2002, based on further discussions with the Affordable Housing Advisory Committee;
 - 1) The units provided as affordable shall be identical to the market units of the same size and type specified in the approved Affordable Housing Plan, and shall have the same amenities as other similar units in the development;
 - 2) Whatever incentives are offered to any potential homebuyers will also be offered to households that meet VHDA income guidelines;
 - 3) Long-term affordability shall be provided through deed restrictions in accordance with policies to be adopted by the Affordable Housing Advisory Committee no later than June 30, 2002;
 - 4) If the applicant sells the regularly priced units for less than expected, the applicant will index the price on the affordable units proportionately;
 - 5) These units must be affordable to and sold to households that meet the VHDA income guidelines; however this provision may be waived, and the developer shall contribute to the Housing Trust Fund on the basis of \$0.50 per gross square foot, if the developer is unable to secure a qualified income eligible buyer within a reasonable marketing period acceptable to the City. If a portion of units are provided, the applicant shall contribute a prorated share of the \$0.50 per gross square foot amount to the Housing Trust Fund. (Housing)
67. **CONDITION ADDED BY PLANNING COMMISSION: All Private utilities shall be located outside of public utility easements. Re-design the private storm sewer system accordingly and to the satisfaction of the Director of T&ES. (T&ES) (PC)**
68. **CONDITION ADDED BY PLANNING COMMISSION: Minimize the location and addition of new utility poles at the periphery of the project. (T&ES) (PC)**

Special use permits and modifications requested by the applicant and recommended by staff:

1. Special use permit to increase allowable floor area.
2. Special use permit for outlot development.
3. Special use permit for tandem parking spaces.
4. Modification to reduce required yards
5. Modification to reduce required open space.
6. Modification to increase paving in a required yard.
7. Modification to reduce vision clearance.

BACKGROUND:

The applicant, A&A Limited Partnership, is requesting approval of a development special use permit, with site plan, to construct a 106,846 square foot, 53 unit condominium building and 10 fee simple townhomes at the southwest corner of East Reed Avenue and Jefferson Davis Highway. The site is currently zoned CSL/Commercial Service Low and RB/Residential townhouse. In conjunction with this application the applicant is also seeking approval of a Master Plan amendment to the Potomac West small area plan and a rezoning from CSL/Commercial service low and RB/townhouse zone to CRMU-M/Commercial Residential Mixed Use-Medium.

The subject property, comprised of four lots of record containing a total of 50,065 square feet (1.149 acres), currently consists of a vacant commercial building on the eastern portion of the site, zoned CSL, and a parking lot on the remaining western portion, zoned RB. The site is bounded by the Potomac Yard Shopping Center to the east, townhomes and open space to the south, and two-family dwellings and townhomes to the east and north. A vacant commercial building is located on the opposite corner of Jefferson Davis Highway and East Reed Avenue. This property was recently purchased by the City and will serve as open space in the future. The commercial uses are part of the Potomac Yards Coordinated Development District (CDD #10) and the parcels to the north are part of the Route 1 Coordinated Development District (CDD #7). The residential properties to the west and south are zoned RB.

Project Description

Condominium Building

The applicant proposes a 106,846 square foot, 53 unit (13 one-bedroom and 40 two-bedroom) condominium building on the easternmost portion of the site adjacent to the intersection of East Reed Avenue and Jefferson Davis Highway. The applicant proposes 103 spaces in the garage, which provides parking for residents as well as 15% visitor parking. The condo building, with a footprint of approximately 125' by 190,' will generally occupy the portion of the site now occupied by the vacant commercial building.

The four-story building is constructed over two levels of structured underground parking. From Jefferson Davis the building will appear as four stories. Along East Reed Avenue, because the street grade drops one level, the “underground” parking is largely exposed, so that the building will read more as five stories in height. The main entrance into the condo building is located at the corner of East Reed Avenue and Jefferson Davis Highway, with additional entrances to individual units provided at the second story along East Reed Avenue. The parking garage will be accessed from an existing curb cut from East Reed at the rear of the building.

Several of the ground floor units have private terraces, and some of the units on the upper floor

have private roof terraces. In addition, a rooftop terrace provides common outdoor open space for the condominium users. Proposed rooftop terrace amenities consist of tables, chairs and umbrellas, potted plants and a vine covered trellis. Another common terrace, with pavers, planters and seating areas, is located at the ground level, facing the city park to the south. Interior recreation space is also provided, including a fitness center, club room with kitchenette and meeting space.

Townhomes

Ten fee-simple townhomes are proposed on the western portion of the site, set back 20' from Reed Avenue creating a landscaped area along the street. The three and four story townhomes will be arranged in two groupings of five townhomes, each facing the other in a "mews" style. Access into the townhouse area is from a new 22' wide private driveway from East Reed Avenue. The driveway does not connect to the alley to the south; rather, an existing retaining wall will separate the driveway from the alley, which is used by residents along Lynhaven Drive. The grade of the property rises from the Reed Avenue, therefore the base of the townhomes are six to seven feet above the grade of the street.

The interior townhomes have a footprint of approximately 18' wide by 43' long, while the end units are 22' wide and 37' long. The two end units farthest from East Reed Avenue have two car garages, while the other townhomes have one-car garages with a tandem driveway space. The two end units closest to East Reed Avenue have wrap-around porch entrances facing Reed Avenue connected to a lead sidewalk along East Reed. Each of the townhouse units has a private rear yard.

Affordable Housing

The applicant has proposed to provide six condominium units (three one-bedroom units and three two-bedroom units) of affordable housing for prospective homeowners who are eligible for the City's Moderate Income Housing Program. The six units equal 9.5% of the total number of condominium units and townhomes proposed. The affordable one bedroom units will be sold for \$173,200, while market rate one bedrooms will sell for approximately \$176,870 to \$178,870. Affordable two bedroom units will be sold for \$225,000, while those at market rate will range in price from \$236,425 to \$266,400. The Office of Housing estimates that the one bedroom units will be affordable for households making \$52,950 if they take advantage of the City's moderate income home ownership program (MIHP) or households making at least \$55,800 that do not participate in the City's program. Likewise, two bedrooms units will be affordable for households making \$68,888 if they take part in the City's MIHP program and \$71,063 if they do not.

Zoning

This development requires a number of special use permit approvals and modifications to the Zoning Ordinance, including:

- SUP to increase F.A.R.
- SUP to increase height under affordable housing provision
- SUP for eight outlots;
- Modification to front, rear and side yard setback requirements for the townhomes;
- Modification to reduce the vision clearance setback requirement; and,
- Modification to pave more than 50% of a required yard for parking.

The applicant is requesting an amendment to the adopted height map for the Potomac West small area plan to provide for ten additional feet of height for an architectural corner feature on the condominium building. Under the provision of the CRMU zone, there is no height requirement. The maximum permitted height is governed by the small area plan, which for this site is 50', the applicant has requested an amendment to allow 58' at the corner of East Reed Avenue and Jefferson Davis Highway.

The zoning characteristics of the proposed development are summarized in the table below:

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

PROJECT: PRESTON CONDOMINIUM AND TOWNHOUSE PROJECT SUMMARY OF PROPOSED DEVELOPMENT			
Property Address:	111 East Reed Avenue		
Total Site Area:	50,065 sq.ft. or 1.1493 acres		
Zone:	CSL (Lot 16.01-03-15 = 27,167 sq.ft.) RB (Lots 16.01-03-12, 13 and 14 = total of 22,898 sq.ft.)		
Proposed Zone	CRMU-M/Commercial residential mixed use-medium, with proffer		
Current Use:	Vacant warehouse and surface parking lot		
Proposed Use:	Condominium and townhouses		
	<u>Permitted/Required</u>	<u>Proposed</u>	
Floor Area	100,130 nsf	Overall: 89,912 nsf	Condo: 64,438 nsf Townhouses: 25,484 nsf
FAR	2.0 (with SUP)	Overall: 1.80	Condo: 2.37 Townhouses: 1.11
Yards	Front 20 feet Side 1:3 ratio, 8' min. Rear 1:1 ratio, 8' min.		Condo: N/A Townhouses: Front: 20' Side - 0' Rear - 15.96' to 26.96'
Height	45-50 feet (based on small area plan)	Condo: 50' except 58' for architectural tower feature* Townhouses: 40'	
Open Space	40%	Overall: 40.5%*	Condo: 43.9%* Townhouses: 36.6%
Parking	124 spaces	Overall: 125 spaces	Condo: 103 spaces Townhouses: 22 spaces***
<p>*Increased height requested for tower feature under affordable housing provision of Section 7-703(B) of the zoning ordinance. *Open space requirement being met by including 3,425 sf of rooftop terrace space and 2,180 sf of interior common area under provisions for open space requirements of the CRMU-M zone. ***Of the 22 spaces provided for the townhomes, 10 are tandem spaces.</p>			

STAFF ANALYSIS

Staff supports the applicant's proposal to construct a four-story condominium building and ten townhouse units. The main issue raised by the proposal is whether or not the master plan amendment and rezoning necessary for the proposal are appropriate. As discussed in detail in the staff report on the master plan amendment and rezoning, staff has concluded that the proposed master plan and zoning amendments will result in a project which is in character with the redevelopment of Route 1 planned at Potomac Yard, is compatible with the neighborhood and brings other public benefits.

This report addresses the more specific issues raised by the site plan itself, including:

- 1) mass, scale and design of the condominium building,
- 2) layout and design of the townhomes,
- 3) open space
- 4) streetscape along Jefferson Davis Highway and Reed Avenue,
- 5) improvements to the City park,
- 6) parking, and
- 7) affordable housing.

Condominium Building

Scale and Massing

The proposed condominium building is a big building. With a footprint of 120' by 180' and reaching 50' in height, it will be similar in height to the buildings at Lincoln properties. It is certainly much larger than the existing building on the site, and is also larger than the surrounding single family homes. However, staff believes the scale of the building is appropriate for along Route 1 and, in fact, the scale is very similar (albeit slightly smaller) than many of the new buildings that will be constructed along Route 1 on the eastern side of the street under the Potomac Yard Plan. The challenge for the applicant and staff has been to refine the design of the building so that the mass of the building decreases as it approaches the lower scale neighborhoods to the south and west. Both staff and the applicant have worked extensively to assure that these transitions occur in order to protect the neighborhood.

To a certain extent, the transition has been accomplished by eliminating the rear portion of the building and replacing it with townhomes more similar in scale to the adjoining neighborhood. The grade of the site also helps to mitigate the sense of mass for neighbors to the south, along Lynhaven Drive, allowing a building with a height of 50' to read as four stories to these neighbors. To further reduce the building's massing, the upper floors have been stepped back so that the building wall is three rather than four stories tall directly adjacent to the Lynhaven

homes, and four rather than five stories tall along Reed Avenue. Additional articulation has been provided in the design of the condominium building, helping to break the large building visually into a series of smaller buildings and vertical bays.

One final recommendation staff has made to further reduce mass is that the height of some floors be reduced, reducing the overall height of the building; the applicant has agreed to this condition. This will reduce the overall building mass by approximately four feet which will reduce the appearance of building mass from the residential properties of Lynhaven Drive. In addition, staff has recommended that the applicant work to refine the proportions of the corner element and also of the windows and cornices on the top floor, all which should help to improve the scale of the building. With these recommendations, staff believes the building will provide sufficient transitions in scale and mass to the adjoining residences. Staff has worked extensively with the neighbors, utilizing the model and other visual aids, to try and help the community understand the size of the proposed structure and the relationship it will have to their homes.

Parking Garage

The condominium building is built over two levels of partially underground parking. The parking is only partially underground because the grade of the site drops significantly from Route 1 west along Reed Avenue. Therefore, while the two levels of parking are entirely underground along Route 1, the upper level of the parking comes out of the ground as one travels west on Reed. The exposed parking is unfortunate because it creates a blank wall along a portion of Reed Avenue, but it is probably unavoidable given the slope and size of the site. The applicant has worked to design the facade of the exposed portion of the garage so that it reads from the street not as parking, but as an extension of the residential portion of the building. The applicant has provided stairs and stoops to access the second story units directly from the street along Reed, and has also provided planter boxes to help break up the long expanses of blank wall. To further address this issue, staff has recommended additional refinement to the design treatment of the parking garage, including having the water course transition along with the sidewalk grade as it descends along the street frontage.

Townhouses

Mass and Scale

The provision of townhouse units in lieu of a larger condominium building significantly reduced the mass of the project to the west, allowing the project to transition more successfully to the lower scale residences that adjoin it. The townhomes are three and four stories in height, with the three story units along Reed Avenue and at the rear of the site, where units are closest to the two story residences on Lynhaven Drive.

Orientation

Staff's major concern with the townhouse portion of the project is the orientation of the units. The units are arranged in rows of five units perpendicular to the street, facing each other with small front yards and a drive aisle, in a mews style. When the applicant first proposed townhouse units in lieu of a larger condominium building, staff asked that the applicant examine arranging the townhomes in a more traditional manner, with the units facing the streets and with access to the units from the existing alley at the rear of the site. The applicant rejected this approach because it yielded less units and because they were concerned that reliance on the existing alley utilized by existing residents would be intrusive to those residents. The applicant maintained that this alternative form of townhouse development was appropriate at this particular location because the planning documents for the north side of Reed Avenue which have been approved by the City provide for mews style homes rather than homes lined up facing the street in a more traditional manner that better relates to the street. In addition, they accurately maintained that turning the rows perpendicular to the street provided more sense of openness in the townhouse portion of the project, helping with the desired transition in scale from the condominium building. Ultimately, staff agreed that the applicant's proposed layout had some merit for this particular situation, and focused on working with the applicant to improve the character of the townhouse project and its relationship to the street.

The grade of the townhouse site ascends upward toward the rear of the site, an overall height change of seven to eight feet. Staff believes that the upward slope of the driveway court will be highly visible from the street. To reduce views of the paving and parked vehicles, staff requested the applicant flatten out the grade of the parking court and pull the two end units inward, reducing the view of pavement from the street. The applicant did pull the two end units inward and this change is reflected in the plans. However, the grade was not flattened because, according to the applicant, an existing retaining wall at the rear of the site which is being maintained limits the ability to shift the grades. The applicant's engineer stated that lowering the grade would require removal of the existing retaining wall because the footings probably do not extend deep enough to allow extensive excavation to flatten the grade. However, the applicant has proposed to reduce the grade more than what is currently being shown on the plans. This reduces the percent of grade from approximately 5½% to 2%, which will lessen somewhat the extent of the pavement visible from East Reed Avenue. In addition, the applicant has reduced the total amount of pavement in the court area by eliminating some tandem spaces and adding additional green areas and landscaping. The applicant has also proposed using higher quality paving materials such as brick or block instead of asphalt.

Porch Heights

The two townhouse units which are adjacent to Reed Avenue have doors facing Reed Avenue. As a way of improving the relationship of the townhouses to the streetscape of East Reed, staff asked the applicant to incorporate traditional elements such as porches along the Reed Avenue facade. The applicant revised the plan to include porches, but the heights of the porches are far above the street. Staff has recommended that the applicant lower the height of the porches closer to the ground by placing some of the stairs for the unit within the unit rather than outside the unit. This change should enhance the relationship of the units to the street.

Architectural Design Treatment

As a further means of breaking down the mass of the project, both staff and neighborhood representatives felt that it was important that the condominium building and townhomes do not “read” as one single, monolithic, project. One additional means of achieving this goal is to utilize a different architectural vocabulary for the condominiums than for the townhomes, creating a feeling that the development evolved in smaller pieces rather than as one single project. The applicant responded to this issue by refining the design of the townhomes somewhat, but staff does not believe the variation is sufficient and has recommended further refinement to the exterior design treatment and variation to the type and color of materials used on the townhouses to ensure that the townhouses appear to be different from the condominium building. During concept review of the project, staff recommended that the applicant examine using some of the elements used in the existing housing of the adjacent neighborhood.

Open Space

The CRMU zone requires 40% open space, but allows a portion of the open space to be provided on decks, plazas or other facilities. The project includes 40% open space, but a portion of this space is within alternative facilities, including rooftop terraces and some interior common recreational areas. More specifically, the open space includes:

Open Space Breakdown				
	Condo	Townhouse	Total	% of Site Area
Ground Level Open Space/Plazas	6,315 sq.ft.	8,374 sq.ft.	14,689 sq.ft.	29.3%
Rooftop Terraces	3,425 sq.ft.	–	3,425 sq.ft.	6.8%
Indoor Recreational Space	<u>2,180 sq.ft</u>	=	<u>2,180 sq.ft.</u>	<u>4.3%</u>
	11,920 sq.ft	8,374 sq.ft.	20,294 sq.ft.	40.4%

Staff believes the open space being provided provides a good combination of visual and usable open space and recreational amenities, but is recommending that the rooftop and indoor recreational facilities of the condominium building be made available to the townhouse residents, because overall the townhouse portion of the project has less open space than does the condominium portion of the project.

Streetscape

This project will bring significant improvements to both the Reed Avenue and Jefferson Davis Highway streetscape. Along Reed Avenue, the existing sidewalk is only 6' wide and there are no street trees. Under the proposed plan, a more pedestrian friendly 9'-11' wide sidewalk, with street trees, is provided. On Jefferson Davis Highway the existing sidewalk is only 7' wide and also has no street trees. Under the proposed plan the Jefferson Davis streetscape will provide a 17' sidewalk and street trees.

Utilities

Another positive benefit of the proposed plan is a 20' landscape strip located between the townhomes and Reed Avenue, where significant landscaping, including additional trees, can be planted. Unfortunately, the original plan proposed by the applicant placed two transformers within this buffer area. Although the applicant has proposed to screen the transformers with a brick wall, staff recommended that the transformers be relocated out of the setback area which serves as a landscape buffer strip. Typically, transformers and other utilities would not be permitted within the front yard of a residence. Staff had requested the utilities be moved to the rear yard of one of the townhomes or somehow incorporated into the condominium building garage. Subsequently, the applicant has indicated that the number of utility structures has increased significantly, to six structures occupying a substantial portion of the front buffer area and rear yards of two units. Some of the utility structures do not actually serve the project, but rather serve the larger neighborhood and are created as a result of the undergrounding that will occur with this project. P&Z staff had suggested that some of these non-project structures might be placed in the city park, with appropriate screening, but whether or not this is possible without negatively impacting the park space is not clear at this time. Staff has no objection to placing one or two of the structures in the park, if the Director of RP&CA and community feel that some can be incorporated without harm to the park. But the applicant must find an alternative location for the remainder of the utilities because placing them along Reed Avenue in front of the townhomes is completely undermines the attempt to create a landscaped setback area in character with the remainder of the neighborhood.

City Park

Directly to the south of the project on Route 1 is a small city park (about 12,000 sq.ft.), which is mainly lawn with shrubbery. From the onset, the applicant proposed improving this city park in conjunction with the proposed development. The applicant has met with the community and Recreation, Parks and Cultural Activities (RP&CA) staff on the design of the improved park and a draft concept plan has been developed (see attachment) which provides for significant additional landscaping and seating within the park. The applicant will implement a final plan that is approved by the Director of RP&CA in consultation with the community.

Parking

The proposed project is providing all required parking for both the townhouses and the condominium building plus 15% visitor parking. The two end unit townhouses have one of their two parking spaces located within the parking garage; each of the other townhomes has at least two (tandem) parking spaces. The two townhouse units closest to the alley each have two garage spaces plus two tandem driveway spaces.

The applicant has indicated that each unit will be allotted one parking space with the purchase of a unit, with a second parking space available for purchase. Although this is a standard sales arrangement for condominiums, staff is concerned that most residents will opt not to acquire the second space and will instead rely on-street parking, negatively impacting Reed Avenue, where on-street parking is in short supply. In other recent condominium projects staff has recommended that each unit have only one space reserved for that unit, with the rest of the non-visitor spaces available as a pool to all residents. The intention of this condition is not to preclude condominiums from managing their parking supply by placing limits on the total number of cars a resident may have in the garage; rather, this approach allows for optimal use of the parking supply at all times.

Visitor parking (17 spaces) are also provided in the parking garage. Staff is recommending that these spaces be reserved for the use of visitors of both the condominium and townhouse units.

Affordable Housing

Staff supports the applicant's proposal to provide six affordable condominium units. The discounts the applicant is providing to make these units more affordable is valued at twice what the developer would ordinarily be required to contribute to the Housing Trust Fund. These affordable units will have deed restrictions that ensure that they will remain affordable for 15 years. Staff recommends that a requirement that these units be identical to market rate units in

size and that the applicant offer the same amenities and incentives to these buyers. In addition, if the market rate units sell for less than the applicant projects, the affordable units should be proportionately discounted in order to maintain the same amount of subsidy provided by the applicant. However, if the developer cannot sell these units to households meeting the Virginia Housing Development Authority's guidelines in what the City considers a reasonable time, they will be allowed to contribute the appropriate share to the housing trust fund instead.

Conclusion

Staff does not typically support projects that require a substantial rezoning which results in higher density development. Many of the issues involving this application are a direct result of the increased density. The project's scale and mass results from density that is higher than its immediate surroundings. Although staff has supported the project from a conceptual and design perspective, staff has agonized over the consistency and compatibility issues of the master plan amendment and rezoning which are needed to implement it. Nevertheless, the project is of a higher than usual quality and the applicant has made great efforts to respond to the issues identified by staff and the neighborhood representatives. Staff also believes the project offer's significant public benefits by providing enhanced opportunities toward the redevelopment efforts for the properties located along the north side of East Reed Avenue.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner;
Leslie Parrish, Urban Planner.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Planning and Zoning

- F-1 Revise zoning table applicable to front yard setback modifications for townhouse lots 1-10. All lots are classified as outlots with no street frontage; therefore, a front yard setback modification of 20 feet is required for all townhouse lots. Zoning table should reflect proposed setback is 0 feet with a modification of 20 feet per unit.
- F-2 Revise zoning table applicable to side yard setback requirements for proposed townhouses. Remove reference that modification is requested for lots 1, 5, 6, and 10. These lots have no side yards setback requirements because the units are not classified as interior end units. The units are classified as end units.
- C-1 Indicate with dash lines proposed trellis awning/canopy facing Route 1 on site plan. Maximum projection over the public right-of-way is 4.00 feet and a minimum of 8 feet clearance above the sidewalk without seeking City Council approval of an encroachment ordinance. Staff is unable to determine height and projection of awning based on the submitted elevations.
- C-2 Applicant indicates on open space exhibit that the area at street level facing Reed Avenue is calculated as part of the required open space for the proposed condo building. Revised calculation and reduce open space accordingly since area in question is covered by proposed

Transportation & Environmental Services:

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-10 The applicant shall comply with Alexandria's Erosion and Sediment Control Code, Section 5, Chapter 4 and provide a phased erosion and sediment control plan consistent with grading and construction.
- C-11 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line

Code Enforcement:

- C-1 Clarify the amount of openings along the south face of all proposed structures.
- C-2 Verify that the maximum height of the building does not exceed 50 feet. Height of a building is measured from the average height of the highest roof plane to the average grade plane for the structure.
- C-3 Provide two fire department connections for the condominium building. Fire hydrants shall be within 100 feet of each fire department connection.
- C-4 Verify that all townhouses will be equipped with sprinkler systems to the satisfaction of the Director of Code Enforcement.
- C-5 Verify that the garage to the condominium building is equipped with a sprinkler system and that the entire building is equipped with an automatic standpipe system.

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

- C-6 Prior to the issuance of a construction permit, demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps to be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-7 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-8 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.
- C-9 All exterior walls within 3 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As an alternative, a 2 hour fire wall may be provided.
- C-10 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
- C-11 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within 100 feet of each FDC; d) on site fire hydrants spaced with a maximum distance of 300 feet between hydrants and to the most remote point of vehicular access on the site; e) emergency vehicle easements (EVE) around the building with a 22 foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.
- C-12 Fire Department ladder truck access is required for two sides/ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet for the face of the building.
- C-13 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.
- C-14 A soils report must be submitted with the building permit application.
- C-15 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. See attached guidelines for calculation methodology.

C-16 A Certificate of Occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0

Health Department:

No comments

Police Department:

Planning and Zoning staff is not recommending this condition because 2.0 foot candles is too higher level of lighting for exterior use on residential projects.

R-1 Lighting for the garage, sidewalks, and all common areas is to be a minimum of 2.0 foot candles minimum maintained.

Historic Alexandria (Archaeology):

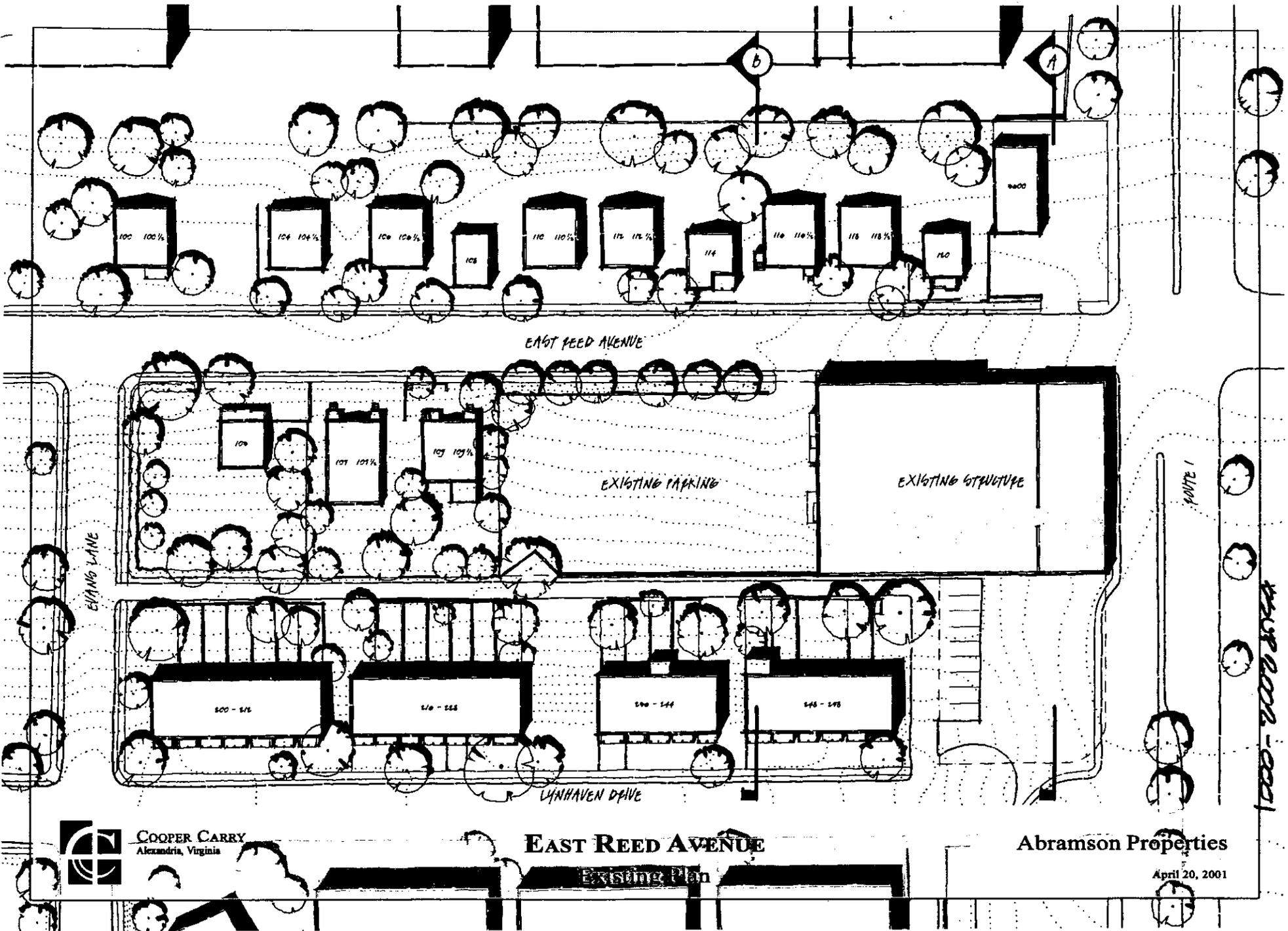
No comments

Virginia American Water Company

1. Water service is available for domestic use and fire protection. Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
2. Maintain a 10' horizontal separation between water and sewer mains, measured from edge to edge. Ten-foot separation not met between proposed 15" storm sewer and existing 6" water main on E. Reed Ave.
3. Maintain 18" of vertical clearance between water mains and sewers at crossings.
4. Provide a 10' water line easement for mains and hydrants out of the public right-of-way.

DSUP #2002-0001
PRESTON CONDOMINIUM AND TOWNHOMES

5. Fire and domestic services must be separate connections to the water main. For the proposed condo building, the 6" fire service and 4" domestic service must be separate services connected back to the 8" water main in Jeff Davis Highway. They cannot be split as shown now.
6. Call out domestic services sizes for the town homes.
7. A double-detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room.
8. VAWC reserves the right to determine the final placement of water meters.
9. The following notes should be added to the site plan:
10. All water facility construction shall conform to Virginia American Water Company Standards and Specifications.
11. Contact Virginia American Water Company at 703-549-7080 to coordinate construction and inspection of water facilities.



39

EVANS LANE

EAST REED AVENUE

EXISTING PARKING

EXISTING STRUCTURE

PAVING

LYNHAVEN DRIVE

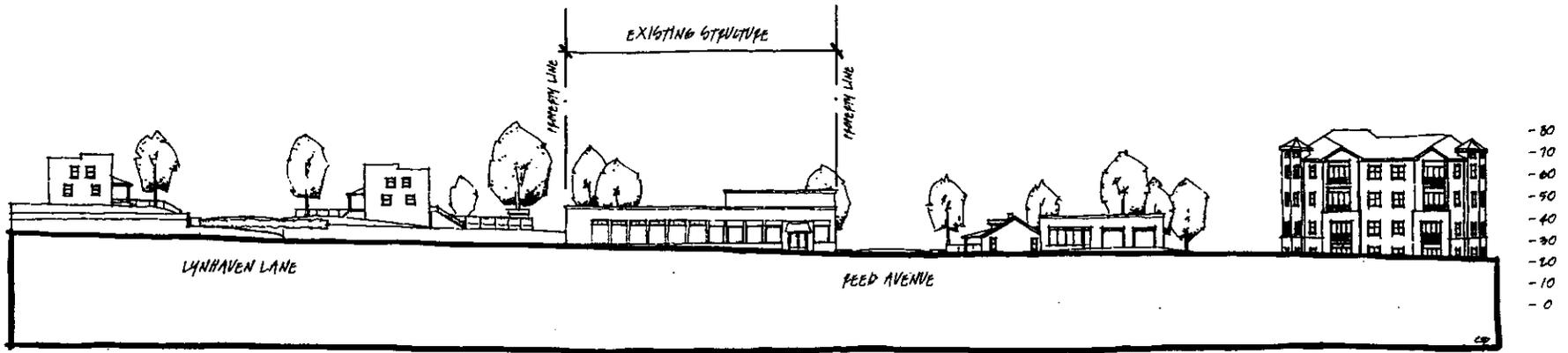
 **COOPER CARRY**
Alexandria, Virginia

EAST REED AVENUE
Existing Plan

Abramson Properties
April 20, 2001

EXISTING CONDITIONS

4448 0000-0001



ELEVATION ALONG ROUTE 1

Scale: 1"=20'



ELEVATION ALONG REED AVENUE

Scale: 1"=20'



COOPER CARRY
Alexandria, Virginia

EAST REED AVENUE

Existing Elevations

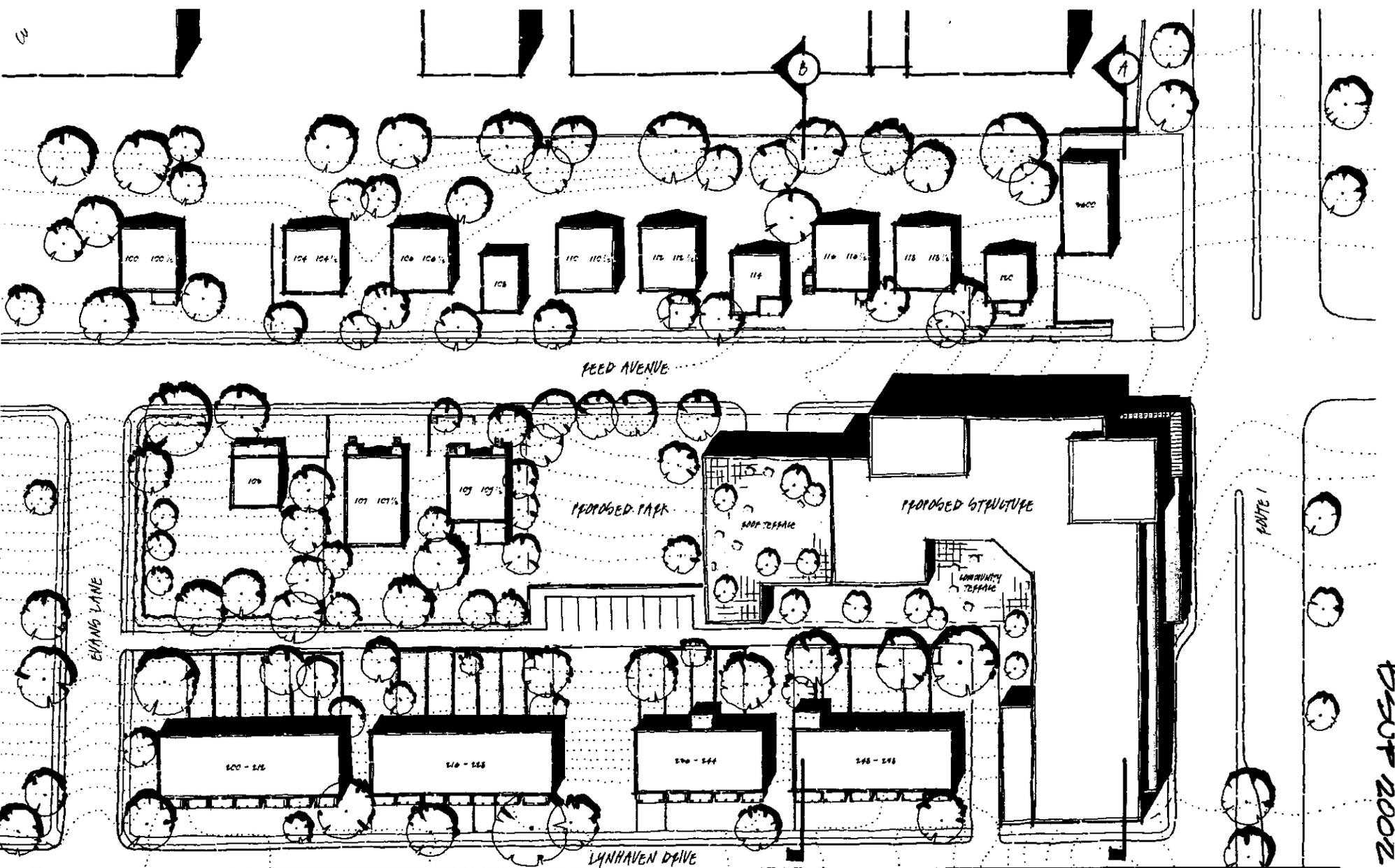
Abramson Properties

April 20, 2001

EXISTING CONDITIONS

NOT TO SCALE - SEE 1

07



COOPER CARRY
Alexandria, Virginia

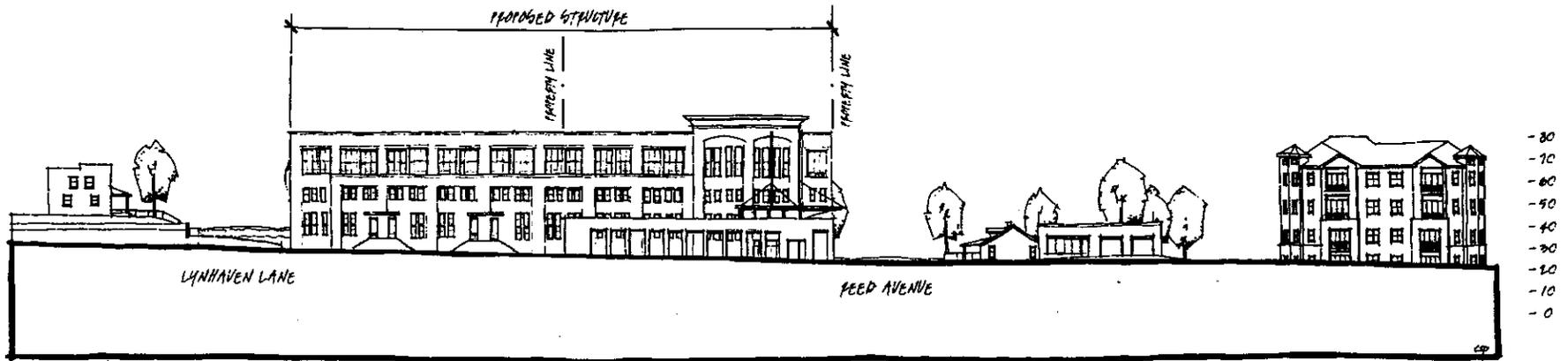
EAST REED AVENUE
Preliminary Site Plan - Option A

ABRAMSON PROPERTIES
Alexandria, Virginia

June 4, 2001

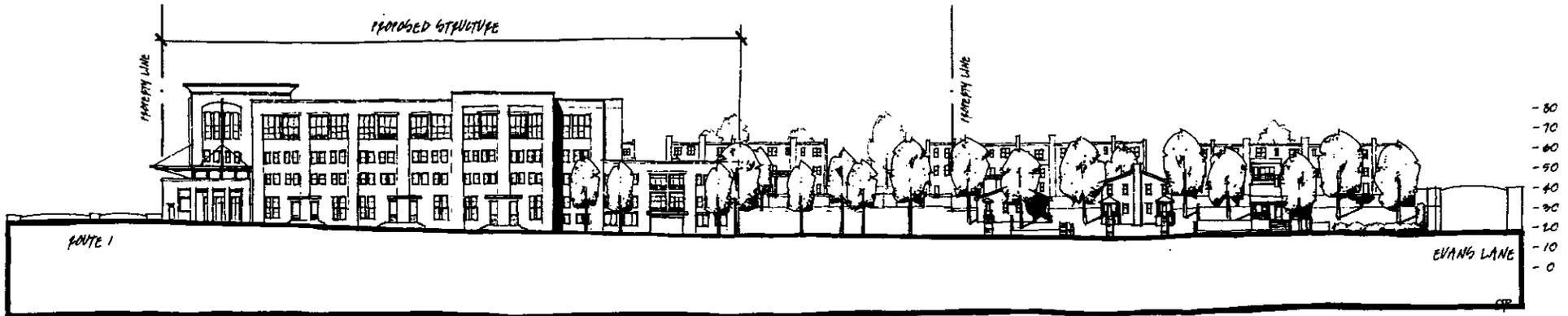
1000-2002-0001

INITIAL CONCEPT PROPOSAL (CONDOS ON CITY PARK)
ISSUE: RELOCATION OF CITY PARK FROM RT. 1 TO E. REED



ELEVATION ALONG ROUTE 1

Scale: 1"=20'



ELEVATION ALONG REED AVENUE

Scale: 1"=20'

020P 000E - 0001



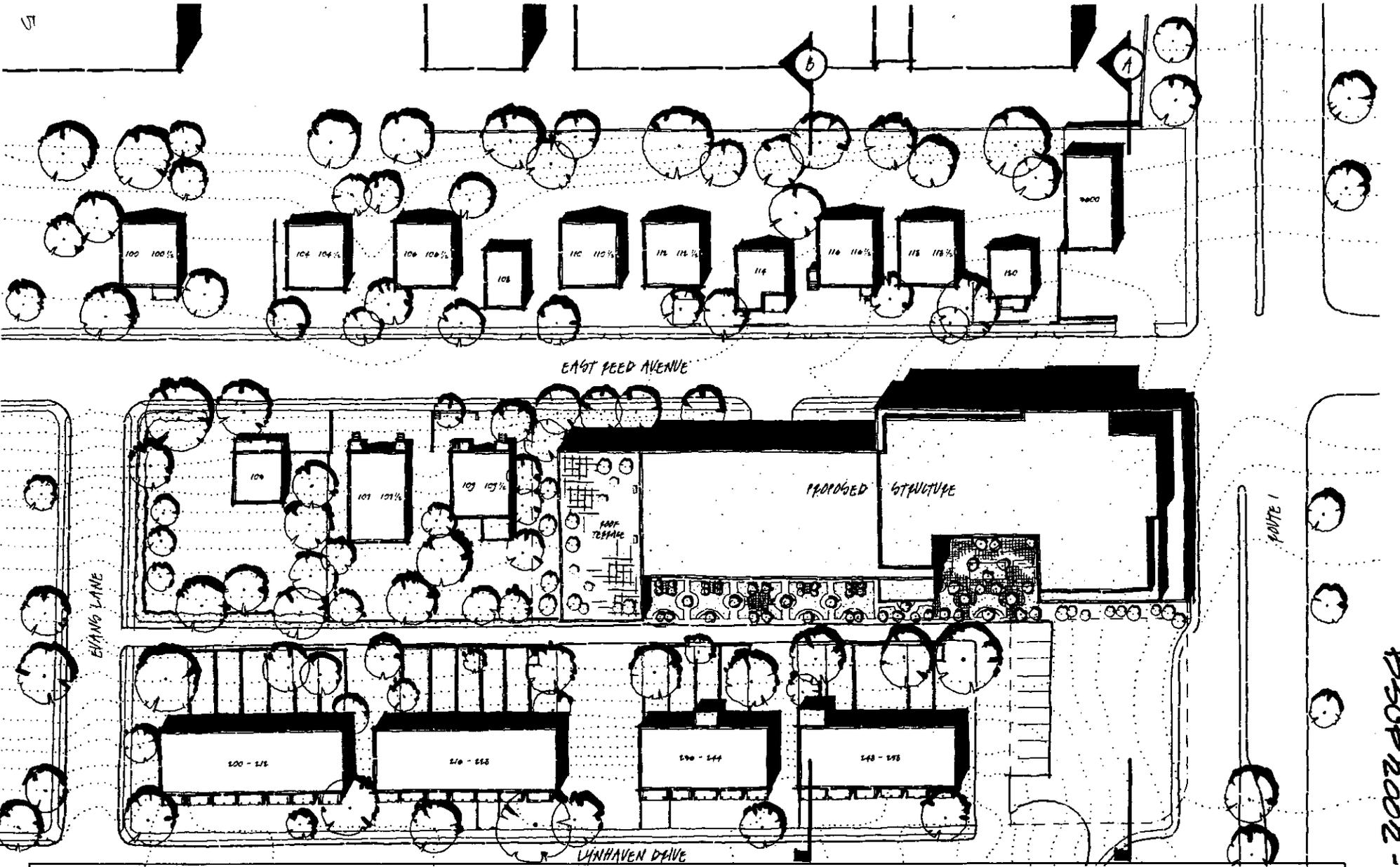
COOPER CARRY
Alexandria, Virginia

EAST REED AVENUE Preliminary Elevations

Abramson Properties

April 20, 2001

INITIAL CONCEPT ELEVATIONS (USING CITY PARK)



COOPER CARRY
Alexandria, Virginia

EAST REED AVENUE
Preliminary Site Plan - Option D

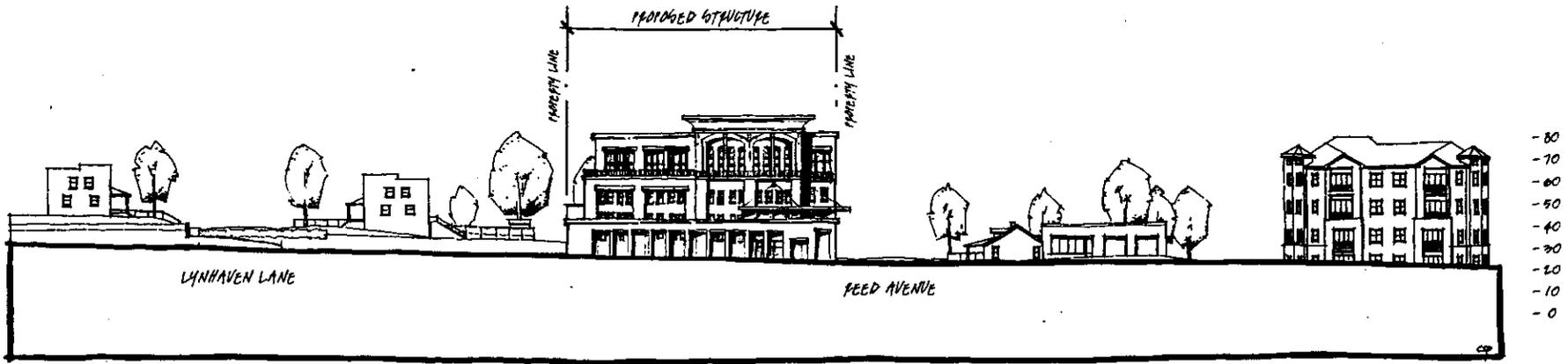
ABRAMSON PROPERTIES
Alexandria, Virginia

June 4, 2001

1000-2002-4094

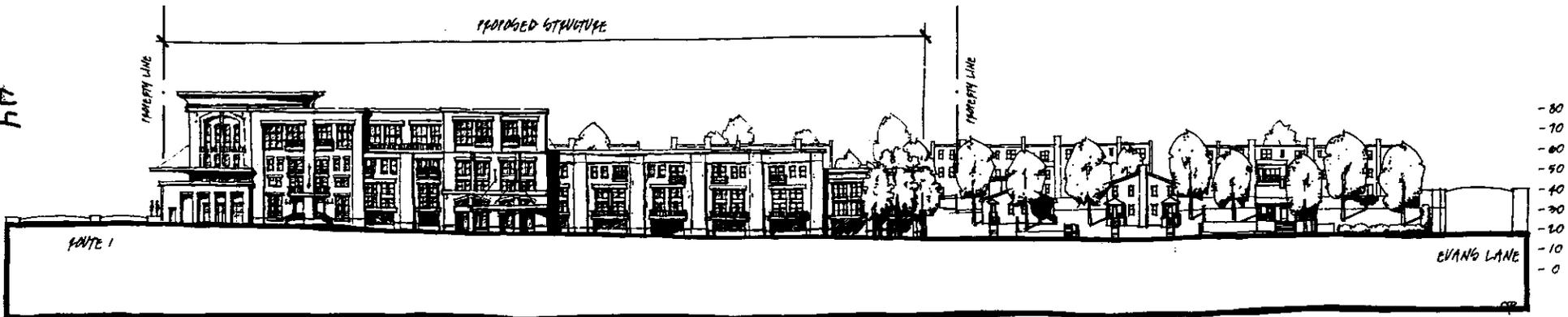
SECOND CONCEPT PROPOSAL (ALL CONDOMINIUM PROJECT)

ISSUE: TOO MUCH MASSING ALONG E. REED



ELEVATION ALONG ROUTE 1

Scale: 1"=20'



ELEVATION ALONG REED AVENUE

Scale: 1"=20'

250P 1002-0001



COOPER CARRY
Alexandria, Virginia

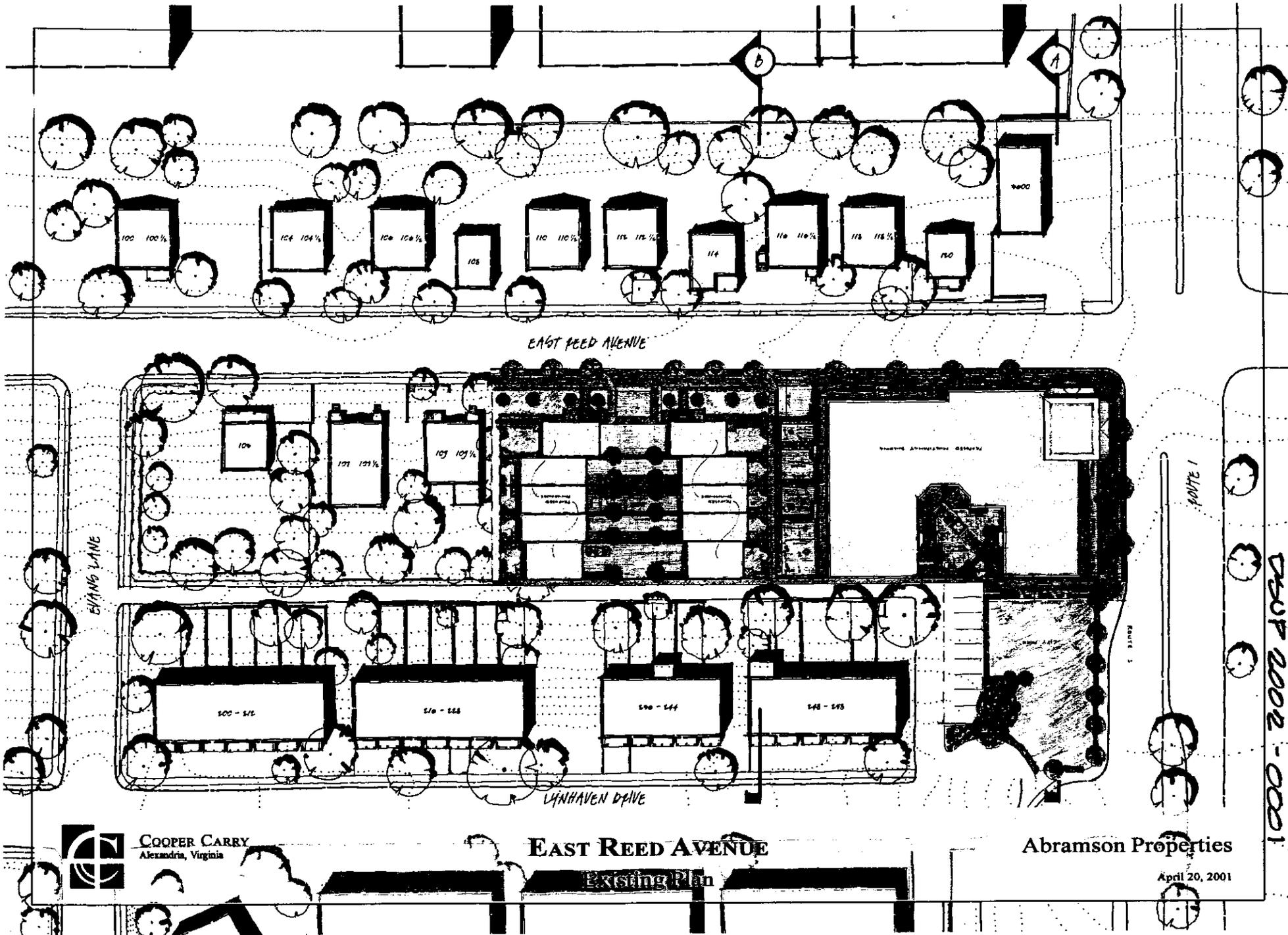
EAST REED AVENUE

Preliminary Elevations - Option D

ABRAMSON PROPERTIES
Alexandria, Virginia

June 4, 2001

SECOND CONCEPT ELEVATIONS
"TOO MUCH MASSING ALONG E. REED"



DRAW 2002-0001

COOPER CARRY
Alexandria, Virginia

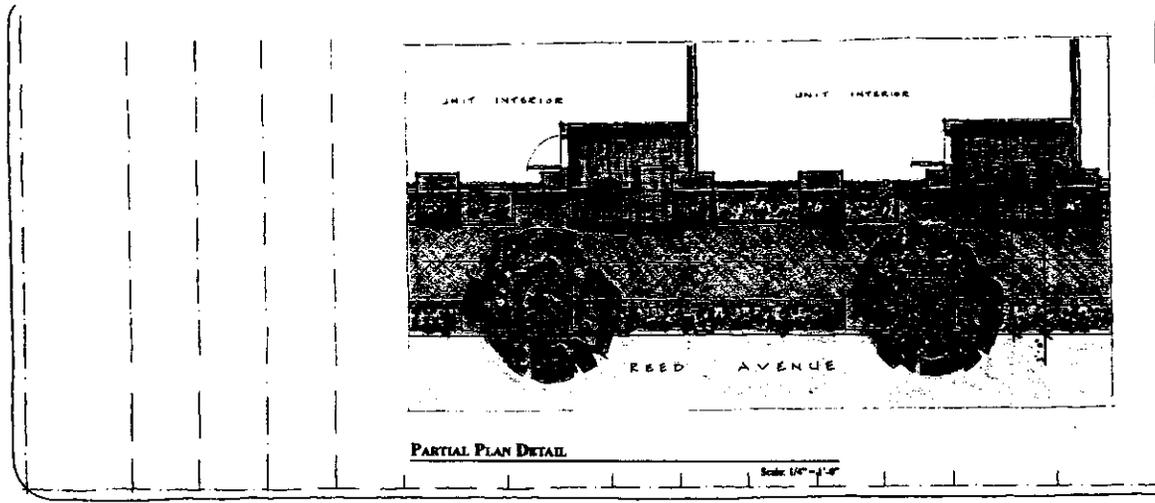
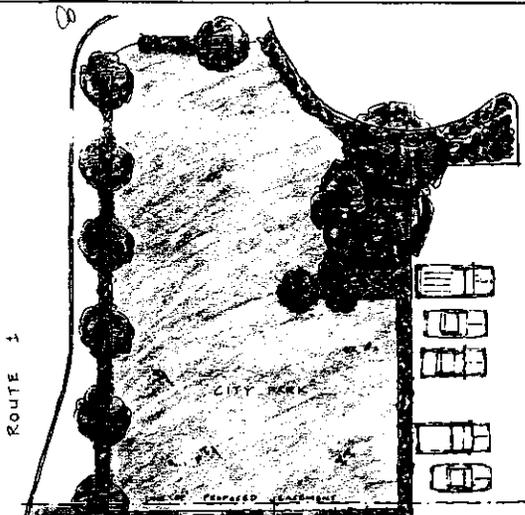
EAST REED AVENUE

Abramson Properties

April 20, 2001

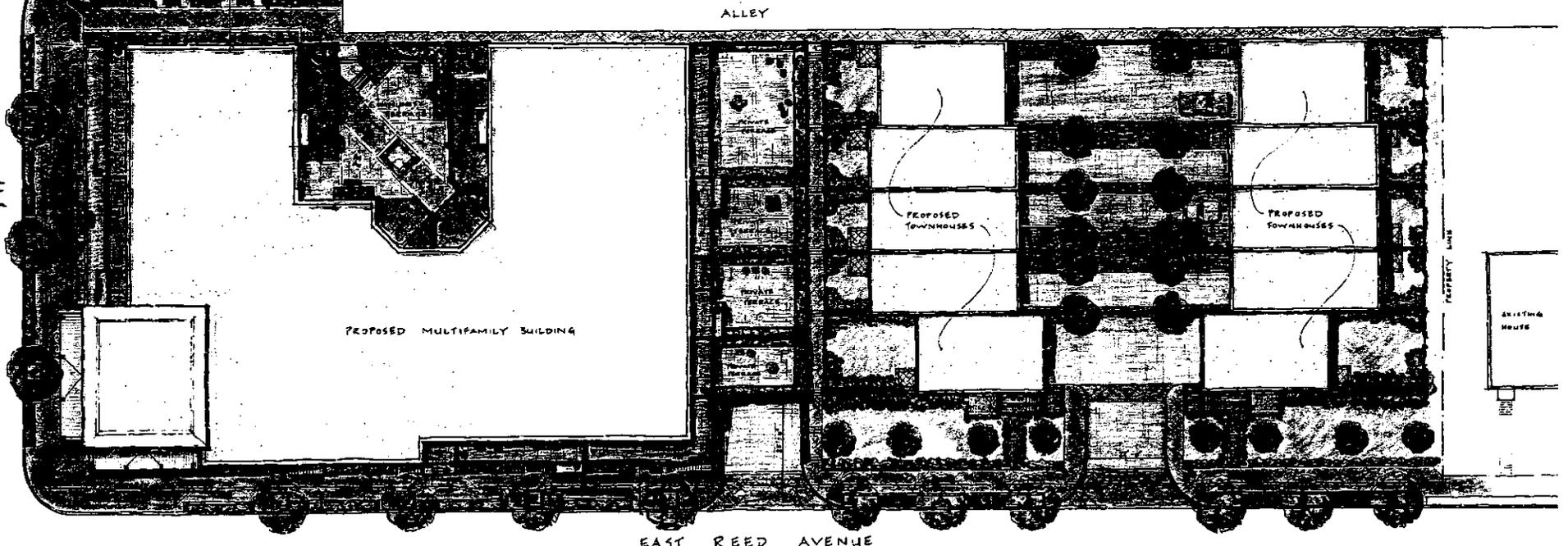
Existing Plan

CURRENT PROPOSED PLAN (RECOMMENDED FOR APPROVAL)
REDUCED MASSING AND IMPROVED TRANSITION BETWEEN CONDO BLDG.



PARTIAL PLAN DETAIL

Scale: 1/4" = 1'-0"



SITE PLAN

Scale: 1" = 10'

1000-1000-2002

 **COOPER CARRY**
Alexandria, Virginia

EAST REED AVENUE
Preliminary Site Plan

ABRAMSON PROPERTIES
Alexandria, Virginia
January 7, 2002

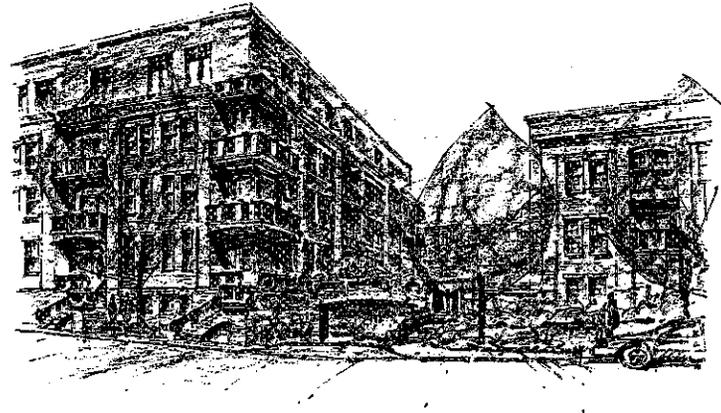
CURRENT PROPOSED PLAN

12

0

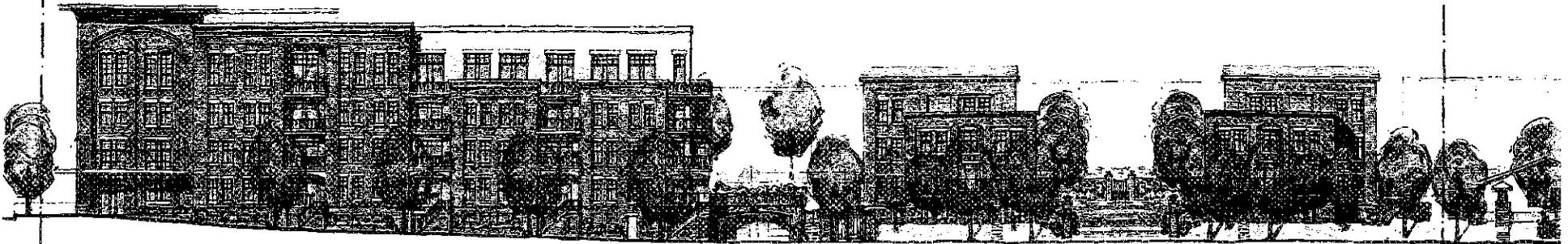


PERSPECTIVE VIEW OF TOWNHOUSES



PERSPECTIVE VIEW OF MULTIFAMILY BUILDING AT NW CORNER

48



Scale: 1"=10'

2000-2002-000



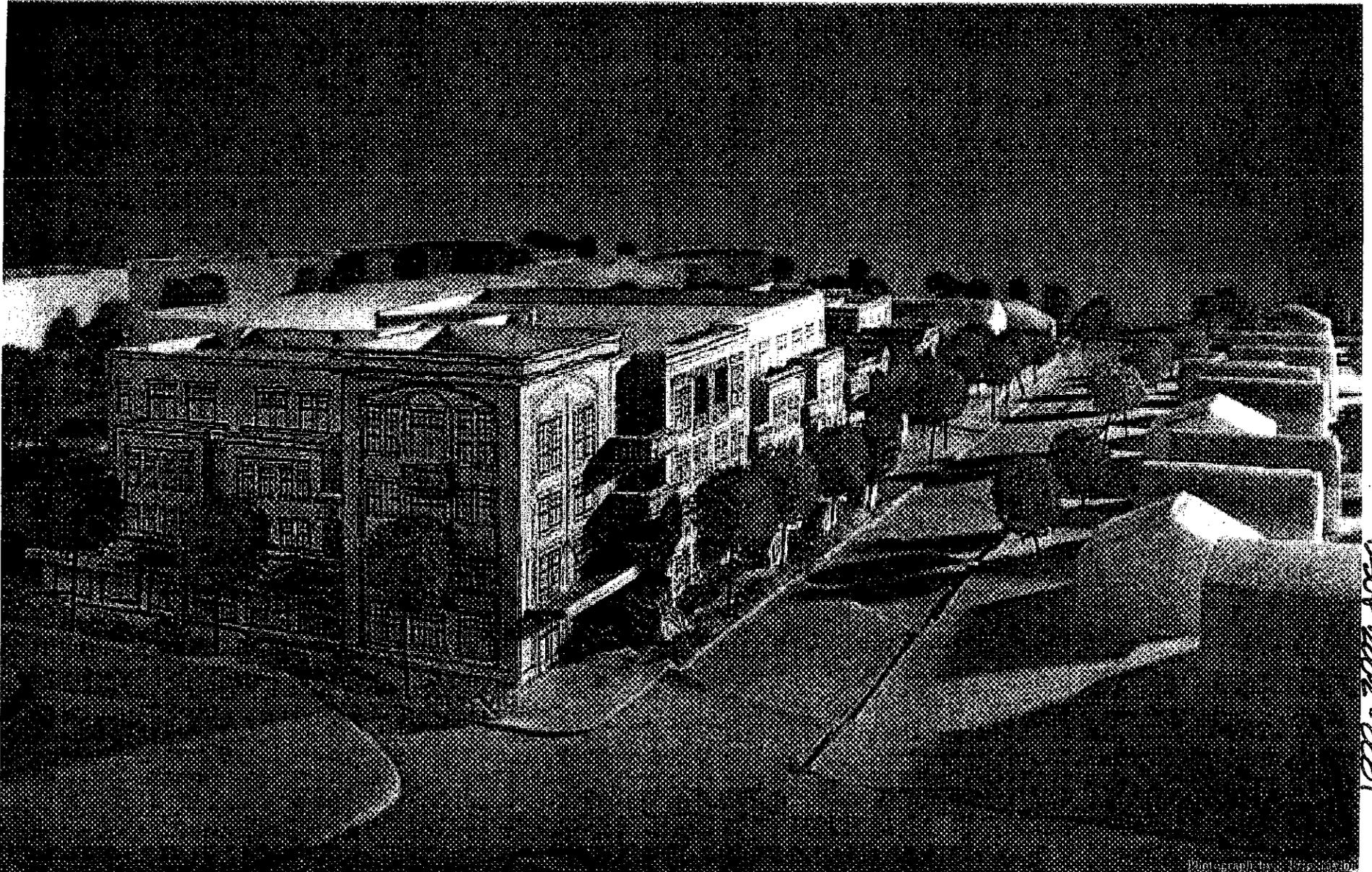
COOPER CARRY
Alexandria, Virginia

EAST REED AVENUE
Preliminary Elevation

ABRAMSON PROPERTIES
Alexandria, Virginia

January 7, 2002

CURRENT PROPOSED ELEVATIONS



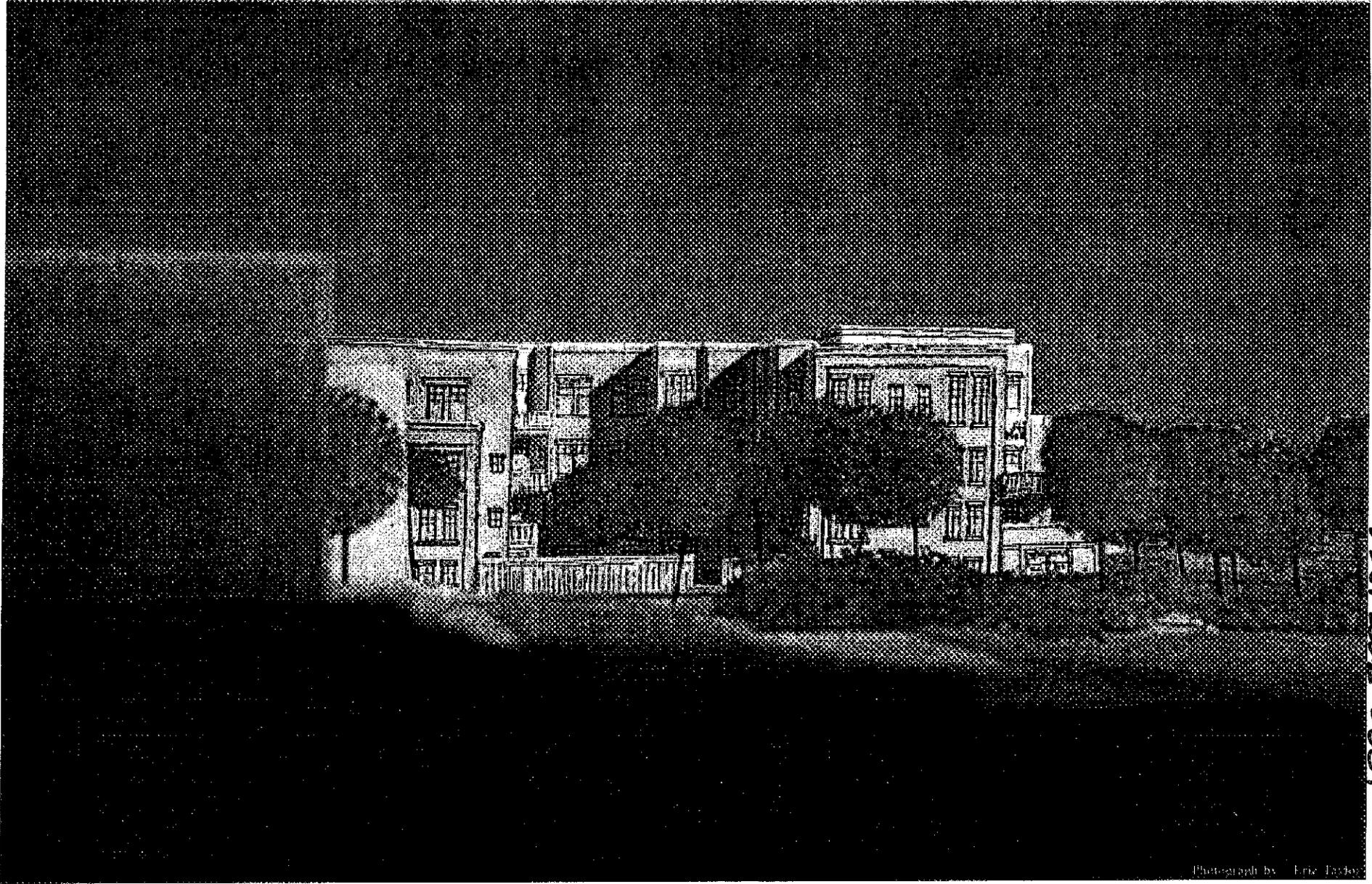
bh

0508 2002 - 0001

Intersection of US Route 1 and East Reed Avenue
View Southwest with Existing Homes

12

50



1250P 2002-0001

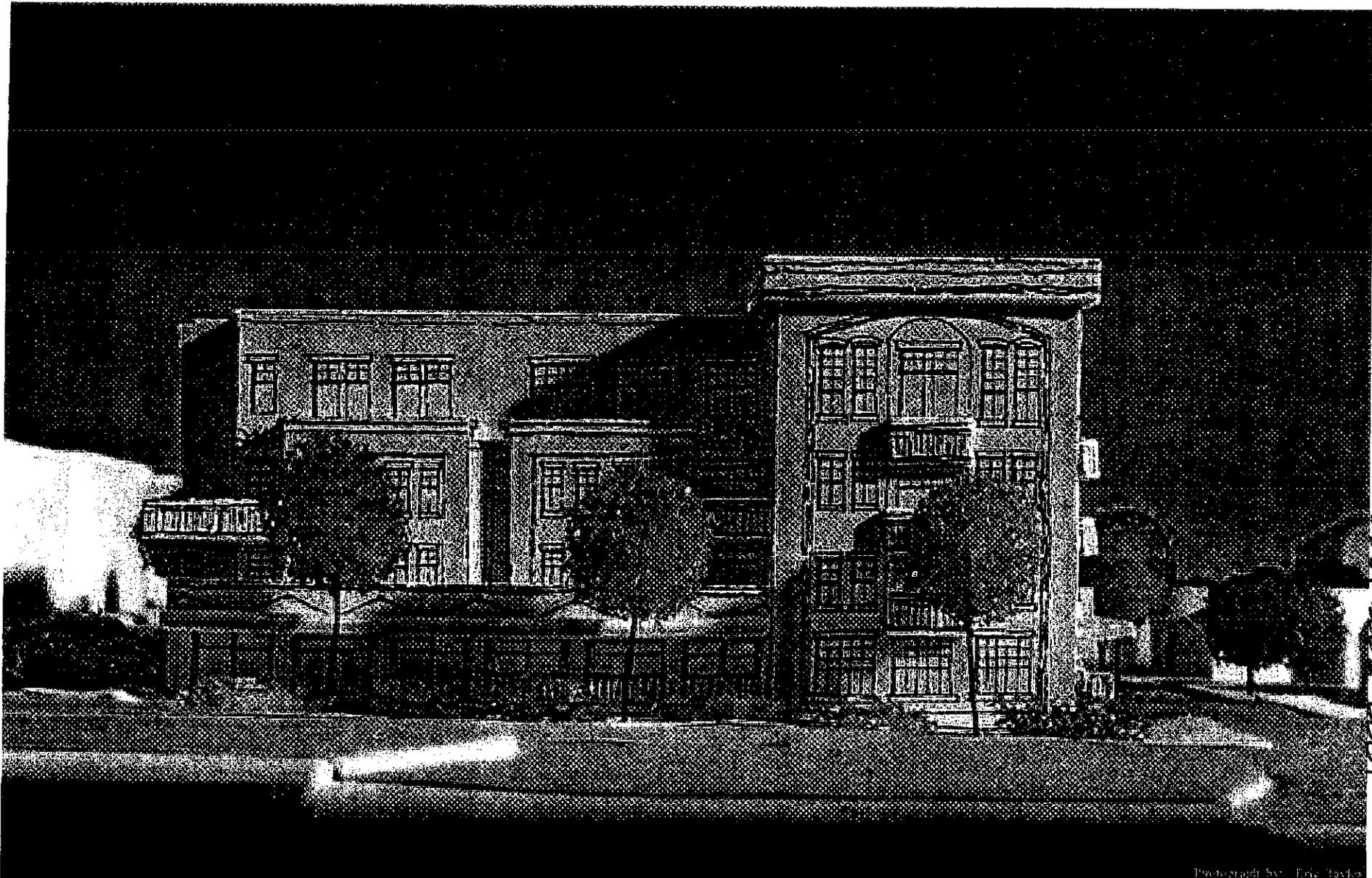
Photograph by Eric Taylor

US Route 1 / City Park
View North from Lynhaven Townhomes



Above Lincoln Properties toward East Reed Avenue
View South with Existing Homes

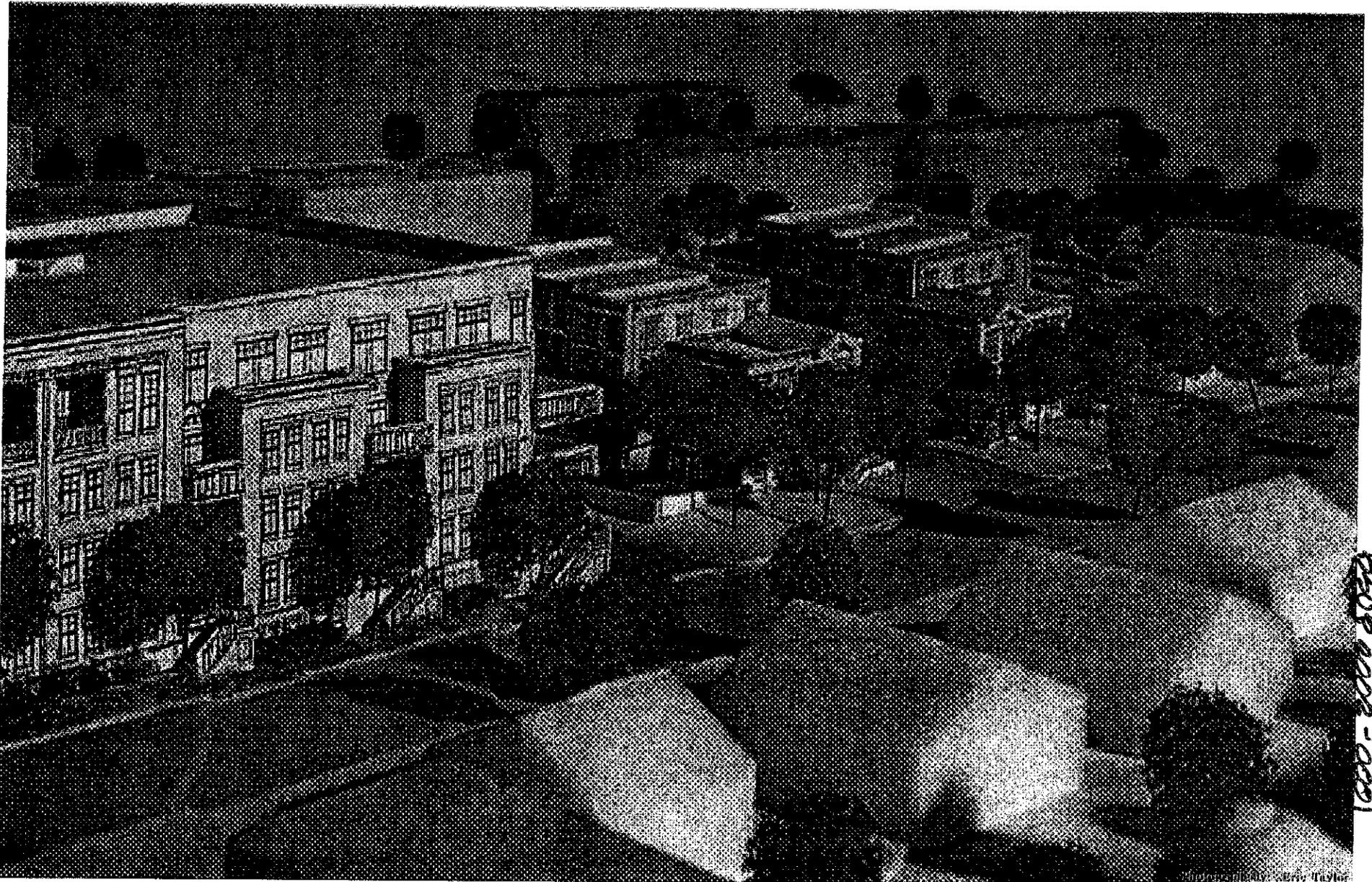
52



1000-1000-1000

Photograph by Eric Jaska

US Route 1 Facade
View West with Existing Homes



53

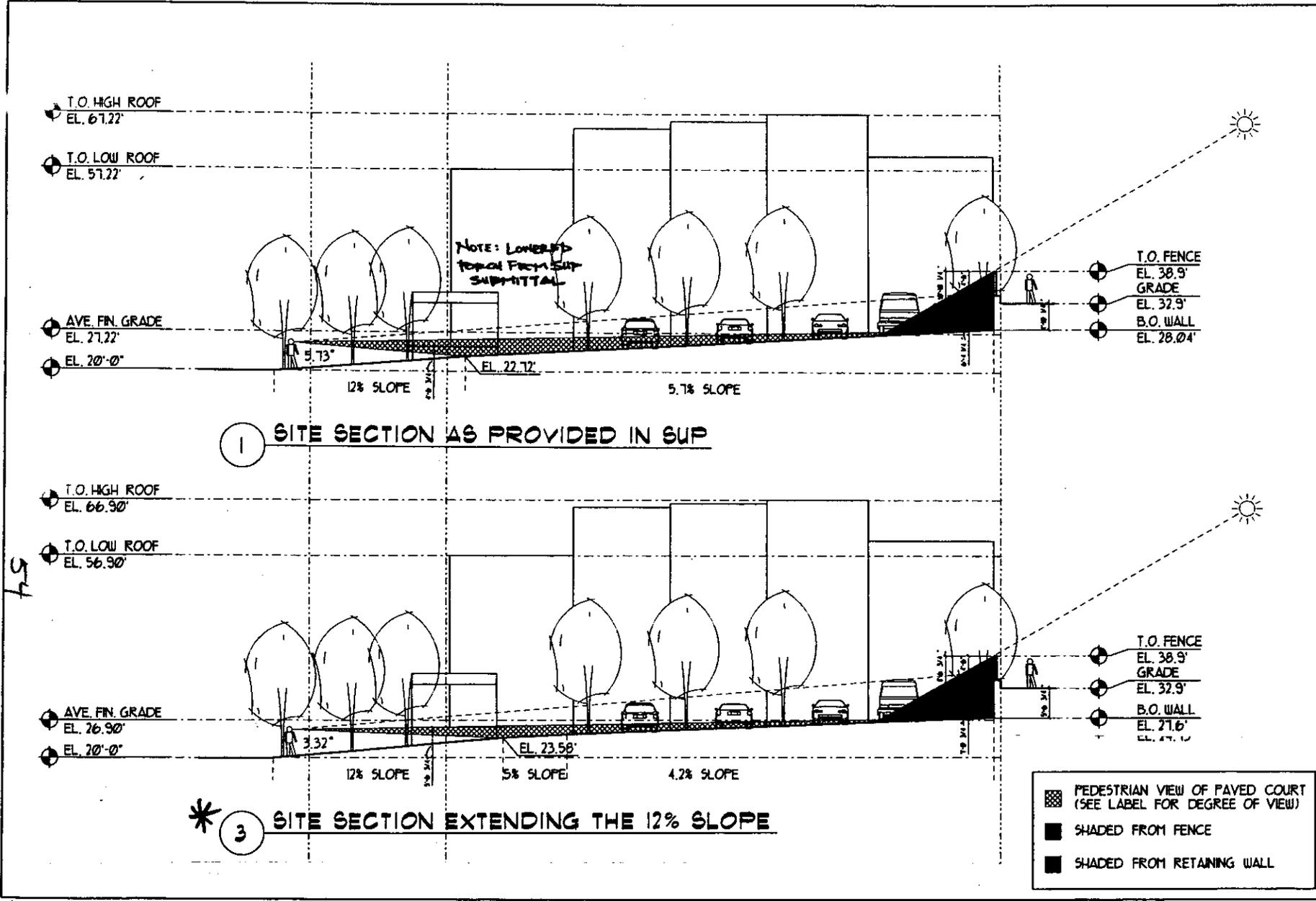
1000-2000-2022

Photography: Eric Taylor

East Reed Avenue
View Southwest with Existing Homes

THE PRESTON
CONDOMINIUM & TOWNHOMES
TOWNHOUSE COURT
SCALE: 1/16" = 1'-0"

1000-2002-1122

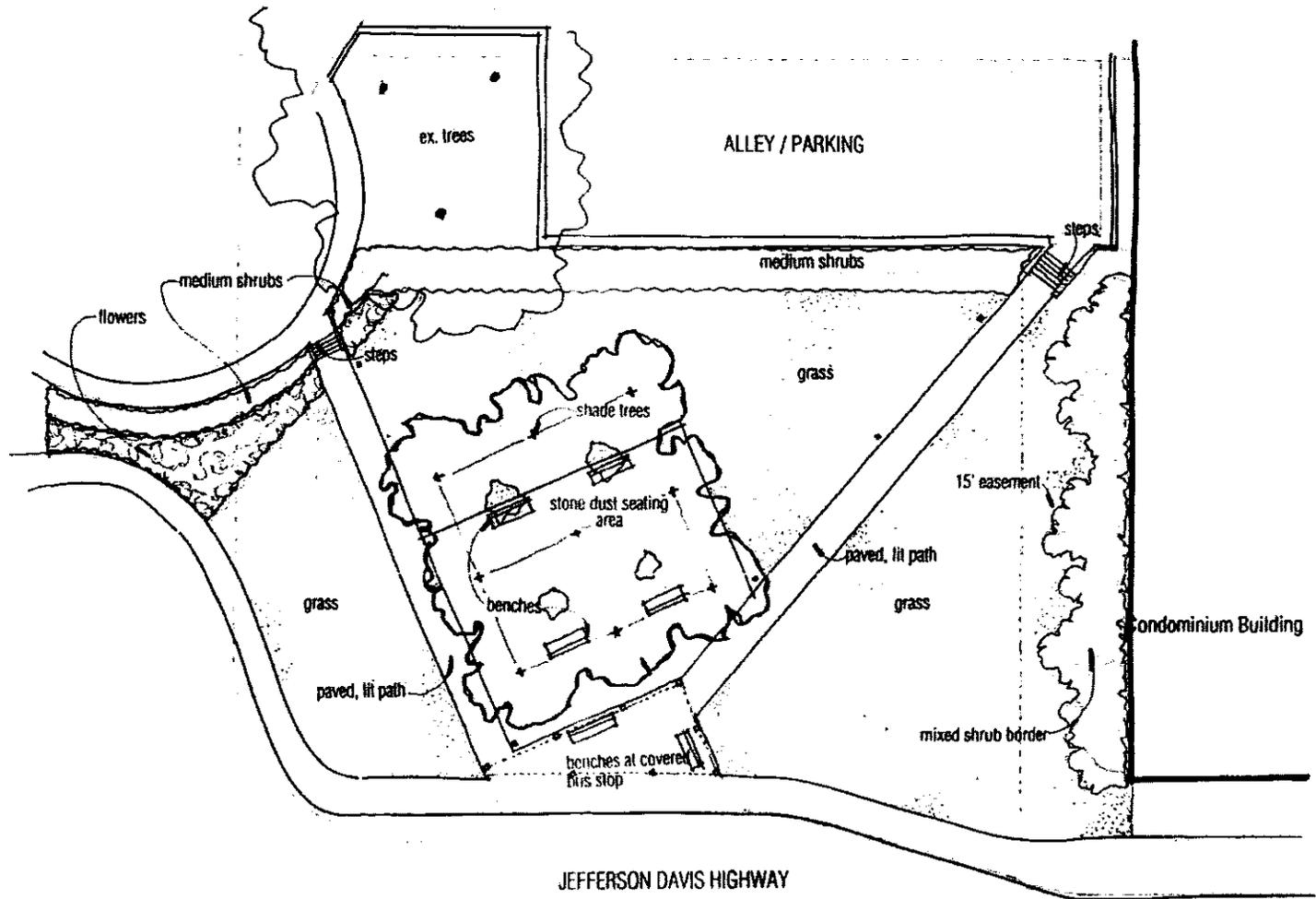


...31sbnsthcourt.dgn 03/11/02 12:24:30 PM

- ① ORIGINAL PROPOSED DRIVEWAY (PARKING COURT) GRADE
- ② MODIFIED REDUCED DRIVEWAY COURT GRADE
- STAFF RECOMMENDING DRIVEWAY COURT GRADE: 2%

11

55



750 P 2002-0001

Cooper Carry Architects
 112 South Arroyo Street
 Suite 202
 Alexandria, VA 22314
 703 544 4102

The Fitch Studio
 1142 20th Street, NW
 Washington, DC 20036
 (202) 638-1100
 202 782 0148

E. REED AVENUE / PRESTON PROJECT

Conceptual City Park Design

As presented to Lynhaven Community Association on March 4, 2002

CURRENT PROPOSED PARK CONCEPT PLAN

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0001

PROJECT NAME: THE PRESTON CONDOMINIUM AND TOWNHOMES

PROPERTY LOCATION: 111 East Reed Avenue, Alexandria, Virginia

TAX MAP REFERENCE: 16.01 03 12, 13, 14 & 15 ZONE: Existing CSL/RB
Proposed CRMU-M

APPLICANT Name: A & A Limited Partnership, a Virginia limited partnership
Address: 507 Wythe Street, Alexandria, Virginia 22314

PROPERTY OWNER Name: Alexandria One Associates, L.P., a Virginia limited partnership
Address: 1130 Connecticut Avenue, N. W., Suite 800, Washington, D.C. 20036

SUMMARY OF PROPOSAL: Development Special Use Permit with Site Plan to construct a fifty-three (53) dwelling unit multifamily condominium building and ten (10) townhouse dwelling units on outlots, and approval of subdivision plat.

MODIFICATIONS REQUESTED: See attached.

SUP's REQUESTED: See attached.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Land, Clark, Carroll, Mendelson & Blair, P.C.
Duncan W. Blair, Esquire

Print Name of Applicant or Agent

112 South Alfred Street, Suite 300

Mailing/Street Address

Alexandria, Virginia 22314

City and State Zip Code

[Handwritten Signature]

Signature

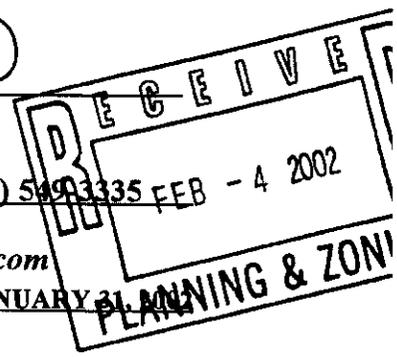
(703) 836-1000

Telephone # Fax #

Email: dblair@landclark.com

December 14, 2001-REVISED JANUARY 31, 2002

Date



=====DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY=====

Application Received: _____
Fee Paid & Date: \$817.25 2/4/02
Legal Advertisement: _____

Received Plans for Completeness: _____
Received Plans for Preliminary: 2/4/02
Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

PRESTON CONDOMINIUM & TOWNHOMES

Development Special Use Permit with Site Plan (DSUP) # 2002-0001

All applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

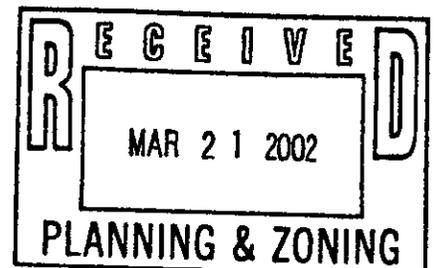
1. The applicant is the (check one) Owner Contract Purchaser
 Lessee or Other:

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

A&A Limited Partnership ("A&A") is a Virginia limited partnership. The general partner of A&A is The Berkeley Corporation of Virginia, a Virginia corporation. The limited partners are Daniel R. Abramson and Paul R. Abramson. The people owning in excess of ten percent (10%) in A&A are Daniel R. Abramson and Paul R. Abramson. The mailing address for A&A, its general and limited partners, is 507 Wythe Street, Alexandria, Virginia 22314.

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- Yes. Provide proof of current City business license
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.



NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary)

A&A Limited Partnership, a Virginia limited partnership (the “Applicant”), is requesting a special use permit to redevelop the 1.1493 acres of land located at the south west corner of Jefferson Davis Highway and East Reed Avenue known as 111-119 East Reed Avenue (the “Property”) into a fifty-three (53) dwelling unit multifamily condominium building and ten (10) townhouse dwelling units on outlots. The project, to be known as The Preston Condominium and Townhomes (the “Project) has been planned and designed with the multifamily building creating a strong facade and presence on Jefferson Davis Highway with a transition to the residential character and scale of the existing East Reed Avenue and surrounding neighborhoods by stepping down of building heights, density and change of use from multifamily to townhouse dwellings. The Project will convert the Property from a commercial/industrial use, on a lot with split zoning to a residential use more compatible with the surrounding neighborhood. The Project’s architecture is rich in detail creating the standard for other redevelopment in the area.

In order to develop the Property in accordance with the Development Plan, the Applicant is requesting the following special use permits and zone regulation modifications.

Special Use Permits

Special Use Permit (SUP) to resubdivide the Property into eight (8) outlots and to construct eight (8) of the new townhouse dwellings on the outlots fronting on an interior private right-of-way pursuant to §7-1007 of the Alexandria Zoning Ordinance, 1992, as amended (the “Ordinance”), SUP for additional floor area ratio pursuant to §5-205(c) of the Ordinance, SUP for Tandem Parking and SUP for increased height pursuant to §7-700 of the Ordinance.

Modifications from the R-20 Residential Zone Regulations

1. **§5-211(c)Front Yard Setbacks: The Applicant is requesting modifications from the strict application of the twenty (20’) foot front yard setback requirement of the CRMU-M Zone Regulations for townhouse outlots two (2) through nine (9). The requested front yard modifications are set forth on the Zoning Table on Sheet C2 of 12 of the Development Plan.**

2. **§5-211(c) Side Yard Setbacks:** The Applicant is requesting side yard setback modifications for townhouse outlots one (1), five (5), six (6) and ten (10) from the strict application of the ten (10') foot or one-to-one setback ratio of the CRMU-M Zone Regulations.

3. **§5-211(c) Rear Yards:** The Applicant is requesting modifications from the strict applications of the rear yard setback requirements of the CRMU-M Zone Regulations for the townhouse dwellings. The requested rear yard modifications are shown on the Zoning Tabulations of Sheet C2 of 12 of the Development Plan.

4. **§7-1005 Parking in Required Yard:** The Applicant is requesting modification of the strict application of the provisions of §7-1005 of the Ordinance to allow more than fifty (50%) percent of required front yards to be used for tandem parking spaces.

5. **§7-800 Vision Clearance:** The Applicant is requesting a modification of the strict application of the provision of §7-800 of the Ordinance that would require a portion of the building on the corner of East Reed Avenue and Jefferson Davis Highway be set back for the street to provide a greater line of sight for persons traveling the city streets.

6. **§5-207 Open Space:** The Applicant is also requesting City Council approval, pursuant to §5-207 of the Ordinance, of rooftop and interior amenities and facilities which meet the beneficial purposes of functional and useable characteristics of open and green spaces for the residents of the Project to be included as part of the Project's forty (40%) percent open space requirement.

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

Not applicable.

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).

Not applicable.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
-----	-------	-----	-------

Not applicable.

Development Special Use Permit with Site Plan (DSUP) # 2002-0001

6. Describe any potential noise emanating from the proposed use:
- A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Not applicable.
- B. How will the noise from patrons be controlled? **Not applicable.**

7. Describe any potential odors emanating from the proposed use and plans to control them:
Not applicable.

8. Provide information regarding trash and litter generated by the use:

- A. What type of trash and garbage will be generated by the use?
The type of trash and garbage will be generally associated with residential use.

- B. How much trash and garbage will be generated by the use?
The volume of trash and garbage will be that generally associated with residential use.

- C. How often will trash be collected?
Trash, garbage and recyclables will be collected in accordance with the City of Alexandria's weekly pick-up schedule for this area of the City.

- D. How will you prevent littering on the property, streets and nearby properties?
Not applicable.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?
 Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?
 Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

11. What methods are proposed to ensure the safety of residents, employees and patrons?

Not applicable.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine, or mixed drinks?

Yes. No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

Twenty (20) parking spaces are required for the townhouse dwelling units and eighty (80) are required for the multifamily dwelling units. In addition, the Project includes an additional fifteen (15%) percent visitor parking.

B. How many parking spaces of each type are provided for the proposed use:

- 64 Standard spaces.
- 58 Compact spaces.
- 3 Handicapped accessible spaces.
-
- 125 Total.

C. Where is required parking located? (*check one*) on-site off-site.

If the required parking will be located off-site, where will it be located:

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4)

Development Special Use Permit with Site Plan (DSUP) # 2002-0001

or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

14. Provide information regarding loading and unloading facilities for the use:
- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?
None.
 - B. How many loading spaces are available for the use?
One.
 - C. Where are off-street loading facilities located?
Adjacent to the structured parking facility serving the multifamily condominium building.
 - D. During what hours of the day do you expect loading/unloading operations to occur?
Loading and unloading activities will be generally restricted to the moving in and out of unit owners. The Condominium Association will regulate the hours for unit owner use.
 - E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Except for the initial move in period by initial owners, it is not anticipated that loading and unloading activities will occur more than ten (10) times per month.
15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?
Yes.

ATTACHMENT

MODIFICATIONS REQUESTED:

Modifications are being requested for the Townhouse portion of the project as shown on the Zoning Tabulation (Sheet C2 of 12) of the Development Plan from the strict application of the front, rear and side yard regulations of §5-211(c) of the Alexandria Zoning Ordinance, 1992, as amended (the "Ordinance") and from the strict application of §7-1005 of the Ordinance which provides that no more than fifty (50%) percent of a required yard can be used for parking of automobiles, including driveways, whether paved or unpaved for specific townhouse dwellings.

A modification for the multifamily portion of the project is being requested from the strict application of the vision clearance setback requirements of §7-800 of the Ordinance.

SUP'S REQUESTED:

Development Special Use Permit with Site Plan to construct a fifty-three (53) dwelling unit multifamily condominium building and ten (10) townhouse dwelling units on outlot subdivision, special use permit for additional floor area ratio pursuant to §5-205(c) of the Ordinance; special use permit additional height pursuant to 7-703(B); special use permit for parking reduction for tandem parking spaces; special use permit to permit for construction of residential townhouse dwelling units on outlots.

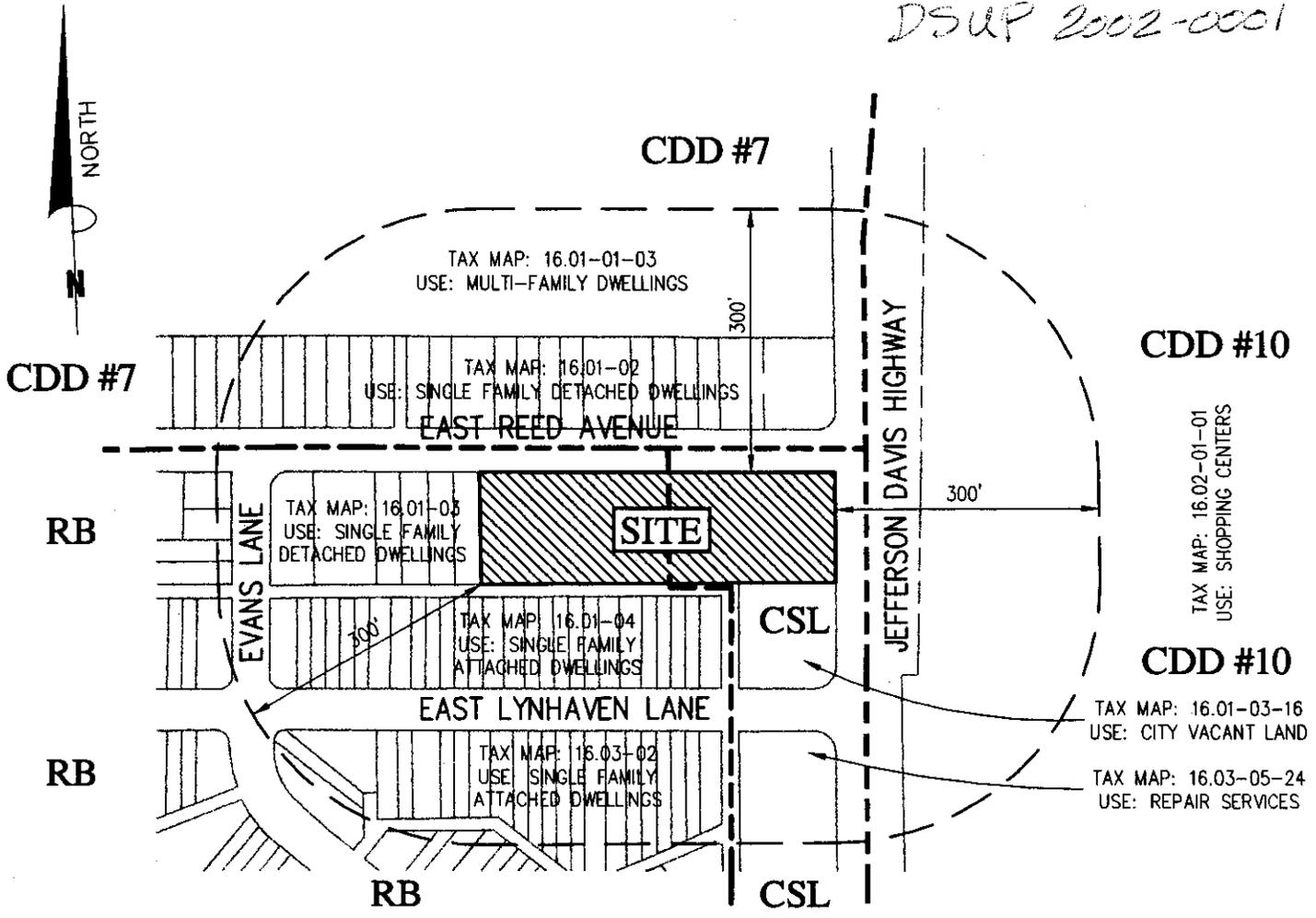
In addition, the Applicant is requesting City Council approval of rooftop and interior amenities and facilities which meet the beneficial purposes functional and usable characteristics of open green areas be permitted to be included in the project's overall forty (40%) percent open space requirement pursuant to §5-207 of the Ordinance.

December 4, 2001

**DESCRIPTION OF
THE PRESTON CONDOMINIUM AND TOWNHOMES
CITY OF ALEXANDRIA, VIRGINIA**

Beginning at the point of intersection of the southerly right-of-way line of East Reed Avenue with the westerly right-of-way line of Jefferson Davis Highway, U.S. Route 1, and running thence with the westerly right-of-way line of Jefferson Davis Highway, $S01^{\circ}56'04''W$ 125.04 feet to a corner common to the property now in the name of the City of Alexandria; thence departing the westerly right-of-way line of Jefferson Davis Highway and running with the line common to the City of Alexandria, and continuing with the northerly side of a 15 foot alley, $N88^{\circ}14'30''W$ 397.80 feet to a corner common to Lot 501, Block 1, Section 1, Beaumont; thence departing the northerly side of said 15 foot alley and running with the line common to said Lot 501, $N02^{\circ}00'00''E$ 126.71 feet to a corner common to said Lot 501 on the southerly right-of-way line of East Reed Avenue; thence running with the southerly right-of-way line of East Reed Avenue, $S88^{\circ}00'00''E$ 397.65 feet to the point of beginning, containing 50,065 square feet or 1.14933 acres.

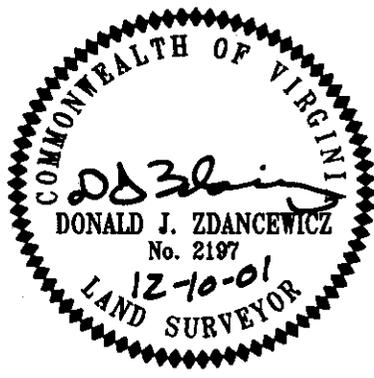
DSUP 2002-0001



VICINITY MAP

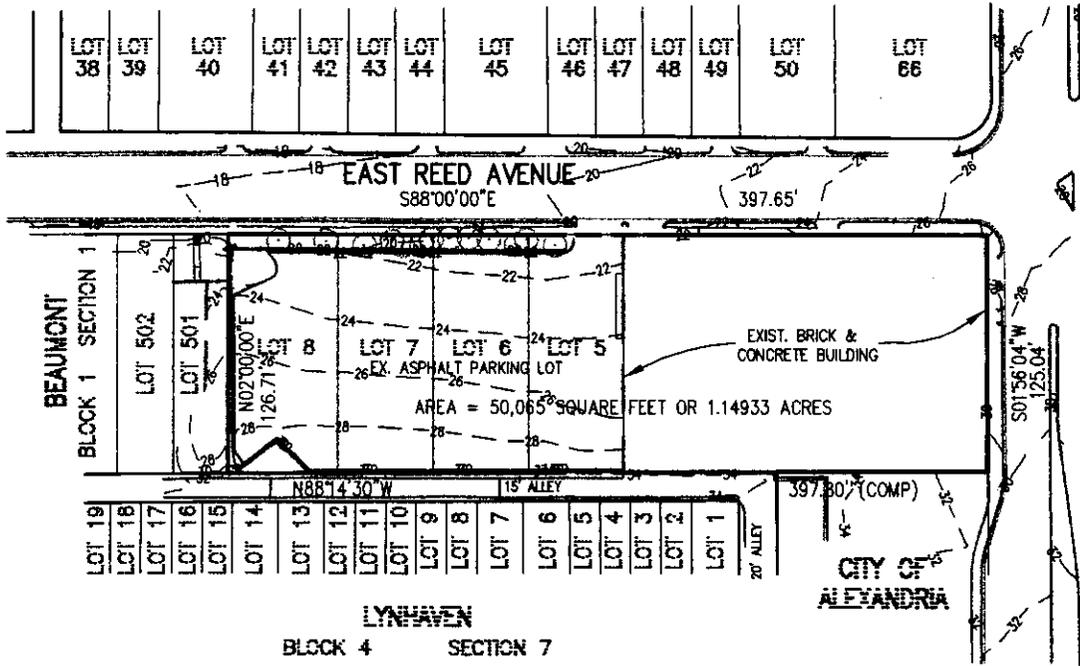
THE PRESTON CONDOMINIUM AND TOWNHOMES

CITY OF ALEXANDRIA, VIRGINIA

DWG:		SHEET 1 OF 1	
COUNTY REF NO: N/A	BOWMAN CONSULTING GROUP, LTD. 2121 EISENHOWER AVE., SUITE 302 ALEXANDRIA, VIRGINIA 22314 PHONE: (703) 548-2188 FAX: (703) 683-5781	<h1>BOWMAN </h1> <h1>CONSULTING</h1> <h1>GROUP</h1> <p>ENGINEERS PLANNERS SURVEYORS</p>	
SCALE: 1" = 200'	<p>REUSE OF DOCUMENTS</p> <p>THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF BOWMAN CONSULTING GROUP, LTD. AND IS NOT TO BE COPIED OR USED, IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF BOWMAN CONSULTING GROUP, LTD.</p> <p>© BOWMAN CONSULTING GROUP, LTD.</p>		
BCG PROJ NO: 1748-01			
PHASE: N/A			
BY: RJS			
CHK: DZ			
DATE: 12-4-01			

DSUP 2002-0001

BEAUMONT
BLOCK 4 SECTION 5



JEFFERSON DAVIS HIGHWAY

LYNHAVEN
BLOCK 4 SECTION 7

METES AND BOUNDS MAP
THE PRESTON CONDOMINIUM
AND TOWNHOMES
CITY OF ALEXANDRIA, VIRGINIA

DWG:

SHEET 1 OF 1

COUNTY REF NO:
N/A

SCALE: 1" = 100'

BCG PROJ NO: 1748-01

PHASE: N/A

BY: RJS

CHK: DZ

DATE: 12-4-01

BOWMAN CONSULTING GROUP, LTD.
2121 EISENHOWER AVE., SUITE 302
ALEXANDRIA, VIRGINIA 22314
PHONE: (703) 548-2188
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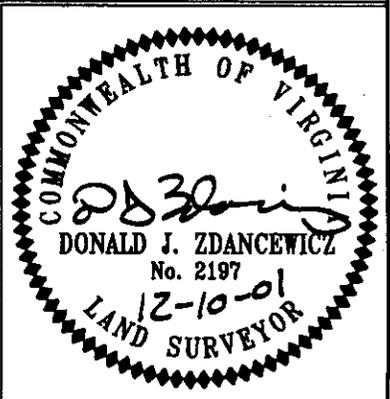
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ENGINEERS PLANNERS SURVEYORS



66

Lynhaven Citizens Association

P O Box 2301 Alexandria, Va

March 20, 2002

To: Eric Wagner, Chairman of Planning Commission
Members of the Planning Commission

Fr: Ruby Tucker, President *RT*
Lynhaven Citizens Association

Sub: "THE PRESTON" CONDO & TOWNHOUSE DEVELOPMENT
Jefferson Davis Highway/East Reed Avenue

At their General Membership Meeting of Monday, March 4, 2002, members of the Lynhaven Citizens Association passed the following motion unanimously:

"We support plans for "The Preston" development as presented to us by the Abramson Development Group pending compliance of recommendations by the city's planning department and other city agencies"

We have an agreement with Abramson Development Group that they will present the plan in its final stage after completion of the approval process.

Cc: Mayor Kerry Donley
Members of City Council
file

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 2, 2002

TO: MEMBERS OF THE PLANNING COMMISSION

FROM: RICHARD J. BAIER, P.E., DIRECTOR, TRANSPORTATION &
ENVIRONMENTAL SERVICES

SUBJECT: PRESTON CONDOMINIUM AND TOWNHOUSES
DSP #2002-0001



In response to the applicants submission of a revised development plan on March 29, T&ES requests the following conditions be added to the existing recommendations:

67. All Private utilities shall be located outside of public utility easements. Re-design the private storm sewer system accordingly and to the satisfaction of the Director of T&ES.
68. Minimize the location and addition of new utility poles at the periphery of the project.

LAND, CLARK, CARROLL, MENDELSON & BLAIR, P.C.

Attorneys & Counsellors at Law

524 KING STREET
ALEXANDRIA, VIRGINIA 22314

H. CARTER LAND, III
JAMES C. CLARK
F. ANDREW CARROLL, III
RICHARD S. MENDELSON
DUNCAN W. BLAIR

(703) 836-1000

FACSIMILE
(703) 549-3335

MAILING ADDRESS:
P.O. BOX 19888
ALEXANDRIA, VIRGINIA 22320-0888

March 29, 2002

Delivered by Hand

Ms. Eileen P. Fogarty
Director, Department of Planning & Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314

**In re: Preston Condominium and Townhomes
Development Special Use Permit #2002-0001**

Dear Ms. Fogarty:

I am writing on behalf of our clients A & A Limited Partnership, a Virginia limited partnership ("A & A") to set forth the understandings and agreements reached during our recent discussions and meetings concerning clarifications, modifications and changes to the Staff conditions contained in the Staff Report prepared for the Alexandria Planning Commission City Council Public Hearings. The agreed upon changes are as follows.

1. Condition #1(a). Cooper Carry's design scheme providing for an initial twelve percent (12%) grade transition from the Reed Avenue right-of-way extended into the townhouse site to a grade established at 4.2% is acceptable to the City and A & A. This scheme is depicted in drawings presented to the Department of Planning and Zoning on March 8, 2002.

Condition #1(a) is amended to permit the extended 12% grade and 4.2% grade shown on Cooper Carry's drawings dated March 8, 2002.

2. Condition #1(c). Deleted.
3. Condition #5. Clarify Condition #5 to reflect that the desired overall four (4') foot reduction in the condominium building may be achieved by removing three (3') feet of building height from the actual building and a one (1') foot reduction from the height of the parapet wall. Condition #5 is amended to provide:

“Lower the height of the condominium building by at least 4 feet. The height reduction may be achieved by removing at least 3 feet from the top floor of the condominium building and 1 foot from the parapet. The Applicant will work with staff to refine the proportions of the cornice and window proportions in order to reduce the mass and scale of the condominium building’s top floor, to the satisfaction of the Director of P&Z.”

4. Condition #9. Clarify Condition #9 to provide that it is the intent of the condition to only prohibit metal vents, grills and exhaust fans. Request Condition #9 to read as follows:

“The condominium building garage door shall be designed so as not to appear as a garage door. No metal vents, grills or exhaust fans shall be located on the parking garage facade of the condominium building where adjacent to pedestrian areas. Masonry openings for ventilation shall be screened and approved by the Director of P&Z.”

5. Condition #11. A & A is in the process of determining Dominion Virginia Power’s requirements for transformer and switch gears which are not only the result of new power demands for the project, but also the result of undergrounding equipment currently located overhead. A & A agrees that no equipment would be contained in the set back area. However, preliminary evaluations indicates that certain screening walls may be required to project into the set back area to accommodate the required clearance for the electrical equipment.

Condition #11 is clarified to provide: “No utility structures shall be located within this open space, provided, however, a below ground utility vault may be located within the open space and screening walls.” A & A agrees that any protrusion of screening walls into the open space area will be the minimum required to comply with Dominion Virginia Power access requirements.

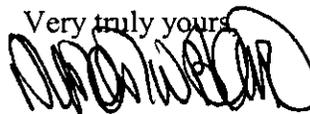
6. Condition #13. Amend Condition #13 to provide that the use of the club room, exercise facilities and rooftop terrace by townhouse residents can be made subject to reasonable rules and regulations adopted and established by the Preston Condominium Association. The purpose of this provision is to provide for the security and integrity of the condominium building while at the same time realizing that the facilities would be available for use by the townhouse owners, but subject to reasonable conditions.

7. Condition #17. Throughout the design process and all discussions with neighborhood associations, it has always been disclosed that all units in the condominium buildings would be conveyed with one parking space and that an additional parking space could be purchased and assigned to the unit. The ability to sell the additional parking spaces provides an essential economic premise for the development of the project and has allowed A & A to move forward with not only the design of the project but also the provision of the public benefits including the undergrounding of all overhead utilities, the redevelopment of the City park and a comprehensive, affordable Housing Plan.

Amend Condition #17 by deleting the second sentence and inserting the following new second sentence: "Parking spaces not initially conveyed with a unit shall be available for sale or lease to condominium owners until all such parking spaces have been sold".

8. Condition #18. Revise Condition #18 to provide that use of the visitor parking by the townhouse owners may be subject to the adoption of reasonable rules and regulations of Condominium Association to ensure the security and integrity of the condominium building.
9. Condition #20(e). Revise Condition #20(e) to provide that: "Exterior architectural changes to units, excluding painting of non-masonry surfaces, shall not be permitted without the approval of City Council or the Director of Planning and Zoning, as determined by the Director".
10. Condition #20(g). Revise Condition #20(g) to be consistent with revised Condition #18.
11. Condition #20(h). Revise Condition #20(h) to be consistent with revised Condition #13.
12. Condition #30. It is agreed that Condition #30 does not prohibit the placement of freestanding construction and marketing signs on the property and only prohibits permanent, freestanding subdivision or development signs.
13. Condition #32. It is agreed that the third sentence of Condition #32 pertaining to minimum City standards streets has been satisfied, and this sentence may be deleted.

Once you have had an opportunity to review the enclosed, I would appreciate your contacting me.

Very truly yours

Duncan W. Blair

cc: Danny Abramson
Jack Scott
Andres Domeyko

THE DEL RAY CITIZENS ASSOCIATION

11
4-13-02

P.O. BOX 2233

ALEXANDRIA, VIRGINIA 22301

ESTABLISHED 1954

To: Honorable Members of City Council
Eileen Fogarty, Director, Office of Planning and Zoning

From: Amy Slack, Land Use Committee Co-Chair
Sarah Haut, Land Use Committee Co-Chair
Bill Hendrickson, President

Date: April 12, 2002

Subject: SUP#2002-0007, 1501 Mt. Vernon Ave. Consideration of a request for a special use permit for a restaurant and off-street parking reduction.

At the General membership meeting of April 8, 2002, we the committee, recommended to *support the application with the following conditions:*

1. One year review.
2. No dumpster pick up is to be allowed before 8 AM, year round.
3. Exterior lighting is to comply with the Mount Vernon Avenue Design Guidelines.
4. Landscaping to screen/buffer the parking area from Mount Vernon Avenue and Nelson Avenue will be installed in accordance with the Mount Vernon Avenue Design Guidelines.
5. The applicant shall provide a letter of proof of off-street parking for 6 vehicles.
6. The applicant shall install a sign on site stating where additional parking is available.
7. Smoke from the oven will not adversely impact the adjoining neighbors.
8. Signage is to be limited to the Mount Vernon Avenue side of the building and will conform to the Mount Vernon Avenue Design Guidelines.
9. The applicant will resurface the sidewalk from the building front to the property line with brick pavers in conjunction with city planned streetscape enhancements.

We strongly feel that the Mount Vernon Avenue Design Guidelines should be adhered to, particularly in regards to signs, lighting, and landscaping. These guidelines, the result of much community discussion and effort, shape the Avenue into a pedestrian friendly and community oriented environment.

Discussion by the membership revolved around condition # 8. The applicant wishes to make use of an existing back-lit sign fixture in an innovative fashion in conjunction with downward lighting. No signage is proposed for the Mount Vernon Avenue side of the building. Several suggestions were made, an intriguing one is to paint a mural on the Nelson Avenue side wall. Although this would enliven the site, it is not oriented to Mount Vernon Avenue and may not comply with existing sign ordinances.

The membership voted to support the application with the recommended conditions.

We request your support for this position and welcome your questions and comments. Please feel free to contact Co-chairs Amy Slack at 703-549-3412 or Sarah Haut at 703-838-9060, and President Bill Hendrickson at 703-549-7365 (days), 703-519-9410 (evenings).

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0001

PROJECT NAME: THE PRESTON CONDOMINIUM AND TOWNHOMES

PROPERTY LOCATION: 111 East Reed Avenue, Alexandria, Virginia

TAX MAP REFERENCE: 16.01 03 12, 13, 14 & 15 ZONE: Existing CSL/RB
Proposed CRMU-M

APPLICANT Name: A & A Limited Partnership, a Virginia limited partnership
Address: 507 Wythe Street, Alexandria, Virginia 22314

PROPERTY OWNER Name: Alexandria One Associates, L.P., a Virginia limited partnership
Address: 1130 Connecticut Avenue, N. W., Suite 800, Washington, D.C. 20036

SUMMARY OF PROPOSAL: Development Special Use Permit with Site Plan to construct
a fifty-three (53) dwelling unit multifamily condominium building and ten (10) townhouse
dwelling units on outlots, and approval of subdivision plat.

MODIFICATIONS REQUESTED: See attached.

SUP's REQUESTED: See attached.

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in
accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the
City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI,
Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all
surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Land, Clark, Carroll, Mendelson & Blair, P.C.
Duncan W. Blair, Esquire
Print Name of Applicant or Agent

[Handwritten Signature]
Signature

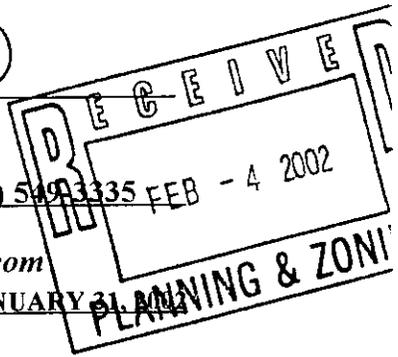
112 South Alfred Street, Suite 300
Mailing/Street Address

(703) 836-1000 (703) 549-3335
Telephone # Fax #

Email: dblair@landclark.com

Alexandria, Virginia 22314
City and State Zip Code

December 14, 2001-REVISED JANUARY 31, 2002
Date



===== DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY =====

Application Received: _____ Received Plans for Completeness: _____
Fee Paid & Date: \$817.25 2/4/02 Received Plans for Preliminary: 2/4/02
Legal Advertisement: _____ Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: 4/13/02PH-- CC approved the recommendation
of the Planning Commission.

PRESTON CONDOMINIUM & TOWNHOMES

SPEAKER'S FORM

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM.**

DOCKET ITEM NO. 10 9 11

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: DUNCAN W. BLAIR
2. ADDRESS: 524 Kutz St.
TELEPHONE NO. 936-1000 E-MAIL ADDRESS: dblaizo@landclerk.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? AAA Realty
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: AGAINST: OTHER:
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES NO

This form shall be kept as a part of the Permanent Record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

Additional time, not to exceed 15 minutes, may be obtained with the consent of the majority of the Council present, provided that notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at Public Hearing Meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a Public Hearing Meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.