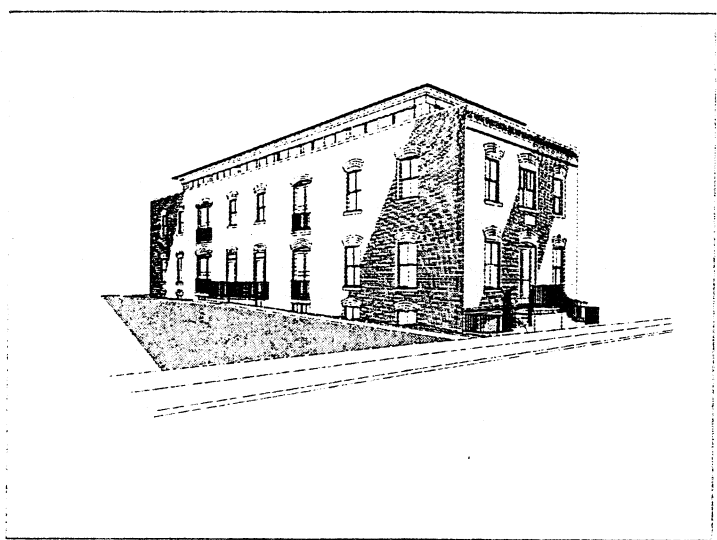
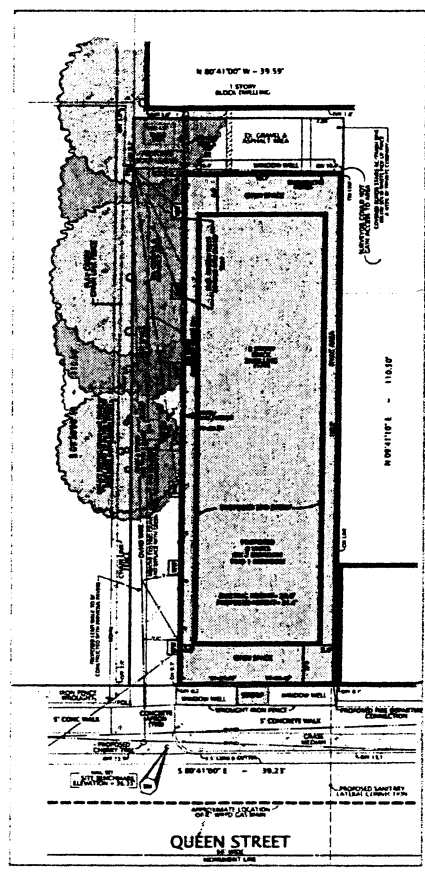


# Cromley Lofts, LLC



**SPECIAL USE  
PERMIT  
#2005-0050**

**1210 Queen Street**



**Department of Planning and Zoning  
Planning Commission Meeting  
JUNE 7, 2005**

Planning Commission Meeting  
June 7, 2005

**ISSUE:** Consideration of a request for a special use permit, with plot plan to increase the floor area ratio (FAR) and parking reduction for an eight unit residential condominium building.

**APPLICANT:** Cromley Lofts LLC  
by Duncan Blair, attorney

**LOCATION:** 1210 Queen Street

**ZONE:** CRMU/M Commercial Residential Mixed Use (Medium)

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**PLANNING COMMISSION ACTION, JUNE 7, 2005:** On a motion by Ms. Fossum, seconded by Mr. Jennings, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations, with an amendment to Condition #72. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis, finding that the conditions recommended by staff and amended by the Commission represent a balance of interests within the community.

Speakers

Duncan Blair, attorney, representing the applicant.

Phillip Moffat, representing the Inner City Civic Association, spoke in favor of the project, stating that the Inner City Civic Association voted in support of the project and that the project represents an innovative solution to minimizing parking.

Patricia Schubert, representing the Inner City Civic Association, spoke in favor of the project, stating that the project represents smart growth and its LEED certification would be beneficial to the City.

Brian Maday spoke in favor of the project, stating that residential use is appropriate and the solution to parking is complex.

James Carey stated that the building is in disrepair and is in need of attention and it is in everyone's best interest to see the project be completed.

Jodi Orr, spoke in favor of the project, stating that the proposal is a sensitive development and has architectural merit and that the use is consistent with the neighborhood and parking cannot be provided on site.

Edward Jiran, spoke in favor of the project, stating that he felt the project stands out, preserves a historic building, uses green technology, and commended the developer's contributions to the community.

Barbara Sumner, spoke in favor of the project, stating that the Planning Commission should not delay the project, but should look at parking problem as a City-wide issue.

Clark Overbaugh, spoke in favor of the project, stating that the proposal represents smart growth, retains a historic building, and he does not see a problem with parking.

Linda Wolf, spoke in favor of the project, expressing concerns over the building's current state of disrepair and believes that the applicant will dedicate the time and effort needed to restore the building based on his commitment to the community and believes this is the best option.

Melissa Luby, spoke in favor of the project, stating that parking could be helped by putting restrictions on parking on the 200 block of N. Fayette and that she is pleased that the applicant has proposed a green building.

Ginger Swope, 311 N. Fayette St., spoke in favor of the project, stating that the builder has integrity, and the building will be good for the neighborhood.

NV Fitton, spoke in favor of the project, 311 N. Fayette St., stating that more people living in the neighborhood is a good thing and that the Planning and Zoning staff and the Parker Gray Board of Architectural Review recommendations are reasonable.

Richard Lloyd, spoke in favor of the project, stating that he is a BAR member, but he was representing himself and that he felt the applicant is proposing a clever design that fits into the mass and scale of the neighborhood, and that there is not a parking problem in the neighborhood other than on Sunday during church times.

Rebecca Edwards, spoke in favor of the project, expressing concerns over the safety in the neighborhood, particularly at Hunter/Miller Park and feels that the project will bring back life to the park and increase safety. She stated that Mr. Cromley's projects have contributed a lot to the neighborhood, and she doesn't think there is a parking problem.

Steven Edwards, spoke in favor of the project, stating that the "broken window theory" would apply here and that the building is deteriorating and it is time to make a change, and there is parking available.

Sarah Becker, 1200 Princess Street, spoke in opposition to the project, expressing concerns over what historic preservation means in regards to neighborhood and is disappointed with staff's historic preservation analysis, and believes that parking conditions are unenforceable, the neighborhood has yet to see the impacts of the Prescott and Monarch on parking in the neighborhood, and feels that the compromise would be to eliminate the inappropriate addition, which would help solve related issues.

Kevin Abbott, spoke in favor of the project, stating that the area is "dead" at night and residential activity would help with safety and commercial activity would create more activity, while a residential use would better serve the neighborhood.

Jane Casteline, spoke in favor of the project, stating that the building is currently blighted and the current proposal with the conditions will be more productive and will add to the neighborhood.

Leslie Zupan, spoke in opposition to the project, stating that those who are opposing the project are not against the renovation of the building, but take issue with the analysis and conclusions within the staff reports, further stating that parking is an issue, that examples of other additions shown are not within a historic district, and limiting one residential permit per unit is not enforceable.

Ed Luckett, 420 N. Alfred St., spoke in favor of the project, stating that parking is not a problem except on Sunday, the use is the owner's option, and there are good solutions proposed for the project, and the applicant has proposed architecture that is well done.

G. Scott Singleton, 421 N. Fayette, spoke in favor of the project, stating that parking can be an issue on Sunday, but it is usually not a problem and this is the best solution for the property and supports the addition and the use of green building.

Nensi Fiorenini, spoke in favor of the project, stating that the conversion will bring owners into the neighborhood, the design is exciting, and underground parking is not feasible.

Wilson Thompson, spoke in opposition to the project, expressing concerns about parking problems in the neighborhood and that the 200 block of N. Fayette is congested.

Teri Webster stated that the applicant's qualifications are not in question and that the design is exciting and read quotes from the City's Vision and the Master Plan, and stated that adding back a commercial building would have less appeal, but the burden of parking should not be placed on the residents of the neighborhood.

Kristina O'Brien, spoke in favor of the project, stating that the project would be a great improvement to a historic building, and there is no guarantee of the number of people associated with a commercial use.

Francesca Koslov, 1219 Queen Street, spoke in opposition to the project, expressing her concern over the number of units with no parking provided and that the multi-family proposal would change the character of the block and is not consistent with the scale of the neighborhood and would create an unlivable parking problem in the neighborhood, and that four units would be an acceptable number of units.

Joseph Shumard, spoke in favor of the project, stating that the housing stock needs to be maintained and that the applicant lives in the neighborhood and will take care in renovating the building and adding the addition.

Douglas Meick, spoke in opposition to the project, stating that he is a BAR board member, but he was representing himself and expressed his concerns with the increased FAR and the parking

reduction. He further stated that it is inappropriate to allow development without parking and that the one parking permit limit will not work.

Raymond Deakins, spoke in opposition to the project, expressing his concerns over the increased FAR and parking reduction and that the project would establish a standard that is not acceptable.

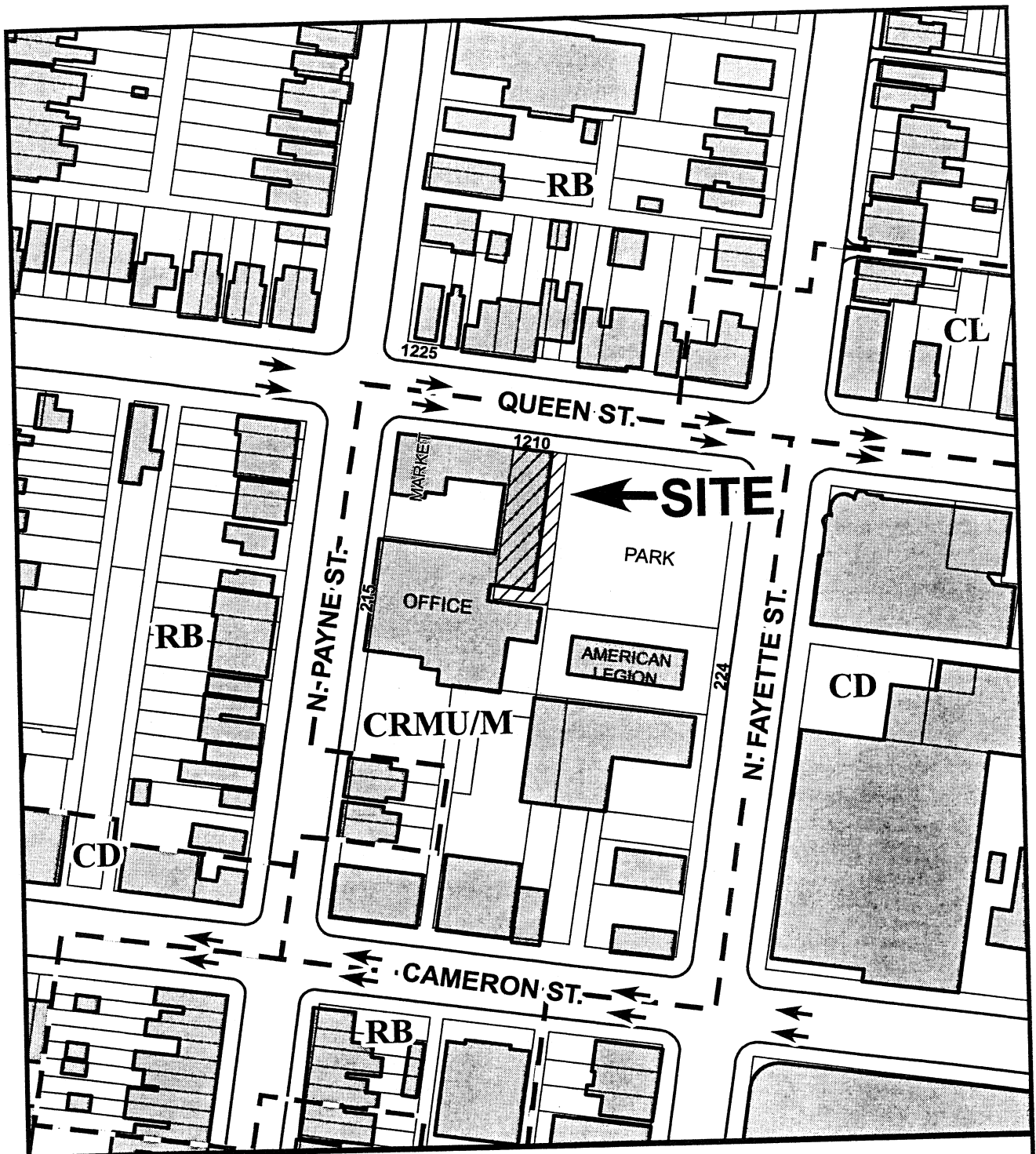
John Arnold, 1316 Queen Street, spoke in opposition to the project, expressing his concerns over parking and that parking is a problem at all times.

Charlene Miller, representing her Mother, Helen Miller, spoke in opposition to the project, stating that her mother was not in favor of residential use and wanted commercial use to remain.

Christian Burch, 402 N. Fayette St., spoke in favor of the project, stating that it would add to the diversity of the neighborhood, parking is not a problem, but thought traffic is a problem.

Yvonne Weight, 735 S. Lee St., spoke in favor of the project, stating that she was the former owner of the building, and the building at times would generate as many as 20 cars and that the proposal would add to the safety of the property, add open space, and would set a precedent for other development with the green technology.

Paul Hertel, spoke in opposition to the project, stating that there is a heavy police presence in the neighborhood, so safety is not an issue, but the issue is the inconsistency of the City's approach to the parking between this project and others in the neighborhood. He further stated that there are conflicts in the BAR staff report and that he supported Sarah Becker's suggested compromise.



SUP #2005-0050

06/07/05



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**I. IMPACTS/BENEFITS:**

IMPACT/BENEFIT	COMMENTS
Consistency with Strategic Plan	<ul style="list-style-type: none"> <li>• The proposal is residential condominium infill redevelopment that will retain the existing historic building, add open space to the site and contribute to the vitality of the neighborhood.</li> </ul>
Use	<ul style="list-style-type: none"> <li>• 8 residential condominium units.</li> </ul>
OpenSpace/Streetscape	<ul style="list-style-type: none"> <li>• 73 % ground-level open space, 27% roof-top open space, 40% total.</li> <li>• \$10,000 contribution for improvements to the Hunter/Miller Park.</li> </ul>
Pedestrian	<ul style="list-style-type: none"> <li>• Replacement of existing curb cut with landscaping strip and additional landscaping in eastern courtyard; pedestrian crosswalk at the Braddock Road Metro; pedestrian scale lighting, trash receptacles and bicycle parking.</li> </ul>
Building Compatibility	<ul style="list-style-type: none"> <li>• The building will have a maximum height of approximately 32 ft. The height of the building is compatible with the neighborhood and consistent in height with other buildings in the neighborhood. The exterior of the existing building will be rehabilitated and the addition consists of high quality materials.</li> </ul>
Affordable Housing	<ul style="list-style-type: none"> <li>• The applicant will make a voluntary offer of \$2.22 per sq.ft of floor area for a total voluntary contribution of \$24,000.</li> </ul>
Traffic/Transit	<ul style="list-style-type: none"> <li>• Distance to the King Street metro station is approximately 2,500 feet and approximately 2,000 feet to the Braddock Road metro station.</li> <li>• transit subsidies for (\$50.00/month) transit fare media for residents</li> <li>• subsidies for membership and application fees for car share vehicles.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Parking reduction of 14 required spaces.</li> <li>• Staff recommendation to limit on-street parking permits to one space per unit (8 spaces); and</li> <li>• \$10,000 funding for community-wide parking study.</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• The proposed building will use green building elements such as using sustainable building materials, energy efficient plumbing fixtures and HVAC systems and will also be a LEED certified building.</li> </ul>

## II. EXECUTIVE SUMMARY:

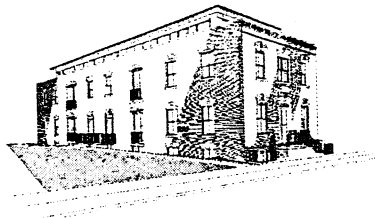
### A. Overview:

The applicant is requesting approval of a special use permit to increase the floor area from 1.35 to 1.57 and to permit a parking reduction of the 14 required on-site spaces within the CRMU-M zone. The applicant is proposing eight residential condominiums within the existing 9,045 sq. ft. two-story commercial building and the construction of an approximately 1,750 sq. ft. third floor addition. This case proposes the reuse of a commercial structure for residential use in the Inner City neighborhood. The property is located on the southern portion of Queen Street between North Fayette Street and Payne Street and adjacent to the Hunter/Miller Park. The block includes a mix of office, commercial and residential uses, although this block of Queen Street is primarily residential in character. This proposal is a challenging case as it requires a balancing of City goals and community expectations that include:

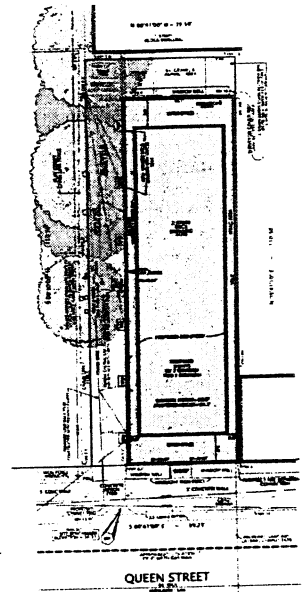
- compatibility of building scale;
- retention of the existing building;
- conversion of a commercial use to a residential use; and
- parking.

#### Building Scale-Increased FAR:

The fundamental test of any special use permit for increased floor area is whether the proposed building height and character is appropriate to the existing neighborhood. In this case, the proposal is surrounded by buildings that range in height from approximately 12 to 35 feet. The proposed addition will increase the height of the existing building from approximately 27 feet to 32 feet. The proposed addition is setback 3 to 8 ft., while retaining the existing two-story building. The proposed addition is generally compatible with the mass, scale and character of the surrounding neighborhood.



*Queen St. Building Facade*



*Site Plan*



*Context Map*



Retention of the Existing Building:

In addition to scale the other challenge as with any historic building, is how or should the building be altered without impacting the fabric and character of the building. This masonry warehouse building was constructed circa 1910 as a warehouse. Other uses in the past have included a laundry, offices, and studios. The building is an excellent example of a warehouse building within the Parker Gray Historic District.

A defining element of Parker Gray is the modest scale of the neighborhood and the vernacular townhouses and mix of commercial and residential uses within the District. Given the adjoining heights and the setback of the proposed addition, the proposed scale will be comparable or less than many of the adjoining residential and commercial structures.

In addition to the overall mass and scale, the applicant has designed the proposed addition as a “monitor like” structure to top this industrial building. Monitors, historically were used on industrial buildings to allow natural light into industrial buildings, including buildings in Alexandria.



*Surrounding Buildings and Scale*

Because the applicant has setback the proposed addition, provided a flat roof, has used historical precedent (monitor) for the proposed addition, staff believes the overall scale, character and design are compatible with the scale of the neighborhood. At their May 25, 2005 meeting, the Parker Gray Board of Architectural Review approved the proposed concept 5 to 1.



*Example of a Monitor*

Conversion to Residential Use:

The conversion in this case from a warehouse-commercial use to a residential use is compatible with the primary character of Queen Street as a residential street. The Master Plan also states the block on which the proposal is located “*would make an excellent location for residential redevelopment or for a mix of residential and commercial development.*” During the long period that the existing building has been primarily vacant, several new and renovated residential uses have been added in the immediate vicinity. The addition of eight new residential units to the area will bring activity and provide positive impacts such as increased safety for the neighborhood, helping to create Council’s vision of an unique, urban neighborhood that includes residents, commercial uses, parks, and service uses.

Parking:

The most difficult issue in this case is the fact that the proposal provides no parking. Under the zoning ordinance requirements, the conversion of the building from commercial use to eight residential condominium units requires the applicant to provide 14 spaces. In addition, staff generally requires an additional 15% of the required parking as visitor spaces, for a total of 16 spaces. The applicant is requesting a waiver of all required parking spaces for the proposed residential use and addition. Because the property is located within the Central Business District (CBD) any commercial use of the property for office, personal service or retail uses would not require the provision of any parking.

The challenge for this case and other historic buildings within the City becomes finding a way to allow the reuse and renovation of historic buildings in a way that benefits the City and the community. The parking reduction special use permit enables review by the City and the community of difficult parking issues on a case-by-case basis, thus allowing review of the unique circumstances of each site and neighborhood. Staff believes the process has been successful and is necessary in our closely developed City with its emphasis on transit and pedestrian-oriented development.

The parking study indicates that within a two block radius there are 51 to 110 available spaces, based on an inventory of parking on November 11-14, 2004 and April 17, 2005 as discussed in more detail below. In addition, staff has explored a variety of alternative parking solutions to alleviate any potential or perceived parking impact from this proposal. The footprint of the building does not allow parking to be provided on-site. Neighbors have suggested that parking be provided under or behind the building. While it may be feasible to accommodate some parking on-site at or below grade, to do so would require demolition of a significant amount of the east wall of the building and is strongly discouraged by staff because of the significant loss of the fabric and character of the historic building wall facing the park. Neither the applicant nor staff could find opportunities for off-site parking in the neighborhood. Other options, unacceptable to the applicant, to reduce the demand for parking would be to reduce the number of units or limit the number of cars owned by each resident.

Consistent with its approach in other cases, staff has attempted to balance the positive aspects of the development – the renovation of a historic building for a residential use on a primarily residential street – with the extent of the impacts it creates in not providing parking, and has attempted to design ways to minimize those impacts. Rather than simply granting the 14 space parking reduction without additional requirements or limitations, staff is recommending that a condition of approval allow residents to have district parking permits, but limit the number of permits to one sticker for each unit; this device will provide eight parking spaces for the residents of the building, albeit on the street. In addition, recommendations have been added that will :

- establish a significant (\$50/month) transit subsidy for bus and transit fares and fees for use of “shared” vehicles paid for and used by the future owners of the condominium;

- enhanced pedestrian crosswalks; and
- require language within leasing and/or sales agreements that inform tenants/owners of the transit account.

With these significant conditions for an eight unit residential building, staff can support the proposed parking reduction.

**B. Community:**

Some of the neighboring residents have expressed support for the proposal, while others are strongly opposed to the proposed development. Residents who support the proposal have expressed that the rehabilitation of the building and additional residential units will add to the character of the neighborhood and will create more evening activity in the neighborhood, which will also enhance safety. The neighborhood opponents have substantial concerns about the impact of the proposal on available street parking. Many residents perceive a current parking problem in the neighborhood and believe that this proposal, coupled with others recently approved, will exasperate the problem.

**C. Conclusion:**

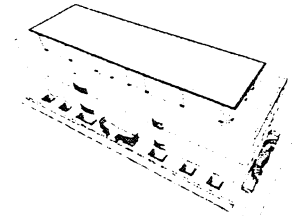
As with each development case, this one requires a delicate balance of ensuring compatibility with the character of the existing neighborhood, mitigating any impacts, and ensuring that the development is consistent with City's vision. The proposed use in this case is one encouraged by the City's Master Plan and Council's Strategic Plan, and the mass and scale of the building are compatible with other buildings in the surrounding area. The quality of the proposed building addition reflects the high quality expected by the City as part of the special use permit process.

While the parking issue is paramount for those in the neighborhood who oppose the project, the land use and planning question is whether there are means of addressing the parking issue in a way that benefits the neighborhood and the City. Staff believes the recommendations help to mitigate the concerns regarding parking, introduce pedestrian improvements and transit incentives, allow the historic building to be reused and restored, and provide additional residents and activity in the neighborhood. Therefore, staff recommends approval of the project.

### III. BACKGROUND

#### A. Site Description:

The property is located on Queen Street between North Fayette and Payne Street within the Parker-Gray Historic District and in the Inner City neighborhood. The site has frontage on Queen Street, and a lot area of 4,355 sq. ft. The existing 9,045 sq. ft, two-story commercial building was originally constructed circa 1910 as a warehouse and has been underutilized and poorly maintained for a long time.



*Aerial View*

The Hunter/Miller Park is adjacent to the eastern portion of the site, the American Legion building is located to the southeast of the site, to the west, there is a one-story commercial structure and an office building is located to the south. There are commercial uses on three corners of North Fayette and Queen Street and a few other commercial uses on Queen Street east of North Fayette. Townhouses are located directed across the street, and the predominant use, both in the immediate Queen Street area as well as in the several block surrounding neighborhood is small scale residential uses, typically townhouses.

#### B. Proposal:

The applicant is proposing to retain the existing building, restore the exterior, and add a third floor, converting a previously commercial building to eight residential condominium units. The building will be repointed and new windows and doors will be installed that are appropriate to the period in which the building was constructed. The proposed third floor will add 1,749 sq.ft. to the existing 9,045 sq. ft. building and the footprint of the third-story addition will generally be centered within the roof outline. The proposed addition will also be lowered to the original joists as depicted in the graphic so that only five feet will appear above the parapet wall of the existing structure. The proposed height of the existing building is now approximately 27 feet; with the addition the height will be approximately 32 feet, increasing the height by five feet.

The proposed development will consist of 6- two bedroom units and 2- one bedroom units. The two bedroom units would be approximately 1,200 sq.ft., while the one bedroom units will be approximately 740 sq.ft. in area. The units would be accessed by a central stairway located in the middle of the building. The main entrance to the building will be along the east elevation where there will be a new walkway and a handicap accessible ramp. The front entrance will be built with curved stairways to enhance the front of the building and to mimic a primary entrance. The driveway along the east side of the building will be removed. This area will be landscaped and will serve as a shared open space courtyard for residents of the condominium.

The existing transformer at the southeast corner of the property will be relocated underground. In addition to the new open space areas at grade, the applicant proposes to use the roof top setback area as a deck, with the parapet wall functioning as a railing. In total, there is 40% of the site which qualifies as open space, consistent with the zoning requirement; 73% of the open space is at ground level, and 27% of it is on the rooftop. As a commercial use, the site currently has no open space. The project will also incorporate green building materials and technologies and will be LEED certified as discussed in more detail below.

**C. History of the Building:**

When built in 1909-1910, the two-story brick building at 1210 Queen Street would have been among the most impressive structures in the Parker Gray neighborhood. Nearly 100 years later, the large, rectangular building with a distinctive tan brick facade, arched windows and doorways and decorative brickwork remains a notable presence in this district of largely small scale frame residences. Although not an obvious example of an architectural style, this utilitarian building is well proportioned and exhibits brick work, arched openings, and a corbeled cornice of the level typically seen on some of the Alexandria's more high style residential buildings of the era. Despite the various minor alterations and deficient maintenance through the years, the building retains a high level of architectural integrity.

The building was designed by H. A. Riggs as a warehouse for William Peck, who had already established a substantial mercantile business at the southeast corner of Queen and Payne Streets, including a two-story frame grocery (circa 1902), a one-story frame warehouse (circa 1904), one-story coal sheds and a coal and wood yard. In addition to the mercantile business, William Peck built a large number of houses in the immediate vicinity of his business. Examples of his houses can be seen at 405 - 411 North West Street and at 1315 and 1317 Princess Street, permitted on September 1, 1909. Most of Peck's houses appear to have been built in pairs and to be two-story, frame, buildings with half mansard roofs.

The building was leased by Alexandria Laundry from 1913 to 1940 when it was sold to the Southern Dry Cleaning Company. Later uses included a transfer and storage facility. In recent years it has housed a combination of commercial uses, including a construction company office, storage and artist studios. The applicant purchased the property on December 8, 2004.

**D. Zoning:**

The applicant is requesting approval of a special use permit, with a plot plan, for an eight unit residential condominium building. The property is presently designated in the Braddock Road Metro Small Area Plan and zoned as CRMU/M Commercial Residential Mixed Use (Medium). The applicant is requesting special use permit approval to increase the allowable floor area ratio (FAR) from 1.35 (existing) to 1.57 and a parking reduction.

<b>Alexandria Laundry Condominiums</b>		
<b>Property Address:</b>	1210 Queen Street	
<b>Total Site Area:</b>	4,355 sq. ft.	
<b>Existing Zone:</b>	CRMU/M Commercial Residential Mixed-Use (Medium)	
<b>Current Use:</b>	Office/Commercial	
<b>Proposed Use:</b>	Eight unit residential condominium building	
	<u>Permitted/Required CRMU/M Zone</u>	<u>Proposed</u>
<b>FAR</b>	1.0 to 2.0 w/ SUP (1.35 existing)	1.57*
<b>Open Space</b>	40% for residential	1,271 sq.ft. ground level 476 sq.ft. roof-top Total: 40% or 1,747 square feet
<b>Height</b>	50'	31.1'
<b>Parking</b>	14 spaces, 2 guest spaces Total: 16 spaces	0* (parking reduction requested)

#### **IV. STAFF ANALYSIS:**

Some neighbors have expressed concerns regarding the impact of the proposed development on the neighborhood, and are particularly concerned about the impact of the renovated building on parking in the neighborhood. Staff is sensitive to the parking concerns in the neighborhood and agrees that it is the principal issue in this case as discussed in detail below. However, staff was also concerned about the proposed FAR addition, both as a general matter of compatibility as well as with regard to the integrity of the existing building. Each of these issues is discussed below, as well as the conditions staff has added to the proposal to ensure public benefits and minimal impacts.

##### **A. Conversion to Residential Use**

As an important threshold matter, the mixed use zoning for the site permits residential use and a goal of the Master Plan is to preserve and strengthen the residential areas within the Braddock Road Area. The Plan further encourages new residential uses adjacent to existing residential uses and establishes the goal of promoting safety by promoting round-the-clock activity. Specific to the subject Queen Street block, the Plan states that the block "*would make an excellent location for residential redevelopment or for a mix of residential and commercial development.*" Also the CRMU/M zoning for this block anticipated redevelopment of several specific sites in this block, some of which have already occurred in the past couple years, in order to provide a mix of uses for this block.

The immediately adjacent uses are mixed, but the character of Queen Street for this block is predominantly residential, thus supporting the reuse of the subject building for residential uses. A potential problem with a residential use at this location is the adjacent Hunter/Miller Park, with its potential noise and impacts for future residents of the renovated building. There are other residential uses in the vicinity; however, they are not as close. To address this concern, staff has included conditions requiring that condominium purchasers be advised of noise, hours, and lighting potential for the park in the condominium disclosure documents. However, the residential use could also add activity or "eyes" to the park, which will help increase safety of park users as well as the neighborhood.

With a commercial use, the applicant would be permitted to renovate the existing building and provide no on-site parking as discussed below. There would also be no requirement for open space.

Staff supports the reuse and restoration of this building. There is a history of problems with the maintenance of this building, and there have been many prior complaints about trash and debris along with work done without permits. Thus, the proposed renovation will cure a problem in the neighborhood and ensure the longevity of this building. Because of the policy statements in the Master Plan, and because of the primarily residential character of the block, staff supports the proposed residential use for this building.

**B. Compatibility with the Neighborhood Character:**

In addition to supporting the use, staff has analyzed the increase in FAR for a third floor addition, and determined that it is compatible with the mass, scale and character of the buildings in the neighborhood. Because the new third floor will be recessed, and will only add an additional five feet to the height of the structure, it will be visually unobtrusive and within the range of other building heights in the neighborhood.



*Townhouses across Queen Street*

To reduce the visual appearance of the addition from the street as well as reduce the impact on surrounding properties, the applicant has set the addition back from the parapet wall of the existing structure. Both in the front and rear, the addition will be set in eight feet from the parapet and three feet on both sides of the building. The full height of the addition is eight feet; however, the roof of the second story will be lowered by approximately 3-1/2 ft. resulting in the proposed addition being approximately 5 feet above the parapet.



*Example of third story rooftop addition*

There is considerable variation in height in the block in which the property is located and the surrounding blocks. The heights within the block range from the approximately 12 ft. front of the Firehook Bakery building to the 35 ft. tall three-story residence on Cameron Street. The residential buildings across Queen Street from the subject property are two stories and are approximately 34 ft. tall.

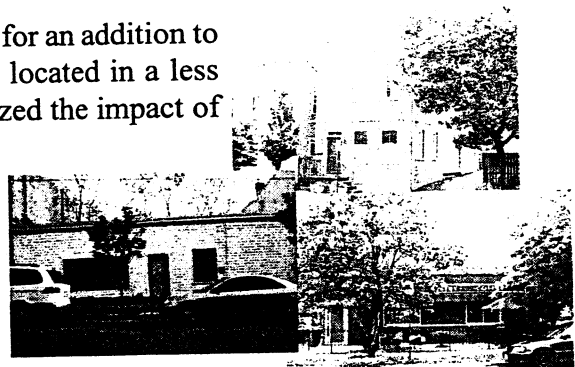


*Examples of Monitors*

As proposed, the building will be several feet lower than a number of buildings in the same block and across the street. The proposed additional story is generally compatible with the neighboring buildings and surrounding area which is characterized by a considerable diversity of building types, sizes and heights.

**C. Increase In Floor Area Ratio:**

In general, a rooftop addition is not a preferred approach for an addition to an older building, being less desirable than an addition located in a less prominent location. However, the applicant has minimized the impact of the addition by providing a setback, lowering the second story roof, and providing a flat roof. In addition, there is also historical precedence for elements on the roof. Industrial and warehouse structures often had rooftop structures known as monitors to provide ventilation and light to the floors below. While the proposed element is not a monitor, it is a "monitor-like" addition.



*Height variation in surrounding buildings*



There are also several good examples within the City where a rooftop addition respects the existing building and does not deter from the historic nature of the existing building. The Coca-Cola building at King and South Peyton Street is a good example of a roof top addition that has little visual impact on the surrounding buildings or the street.

In this case, because of its setbacks and the lightness of the design, the third floor addition does not overwhelm the building. It is respectful of the design of the original building without being replicative. Its rectangular form, flat roof and series of windows reflects the historic building. However, its setbacks and lighter design is simple, allowing the historic building to be visually dominant.

**D. Parking Issue:**

The applicant is not providing the 14 spaces required for the proposed residential use by the zoning ordinance, and is not providing the (15%) 2 additional spaces for visitor parking typically required in conjunction with new residential developments.

Conversion to Residential Use:

Because the site is located within the CBD, parking is not required for commercial, office or retail uses. Therefore, if the existing building were used as a commercial, office, personal service or retail use, no parking would be required. Thus, assuming the property owner continued a commercial use (office, personal service or retail) of the building, an occupant would only require building permit approval for interior renovations. The commercial use could occupy the space without providing parking, regardless of the number of employees, hours of operation, or turnover of the business. No special use permit would be required, and there would be no opportunity to add conditions to the use, either with regard to improvements to the building and for the community, or with regard to parking and transit.

In addition, commercial uses generally have a higher parking demand for the employees and patrons than residential uses. Depending on the particular use, the number of employees and hours of operations, commercial uses generally have a higher demand for parking during the day and early evening. For example, a movie rental store or photocopy shop may be open 24 hours a day and have a considerable number of customers and employees. While a residential use would generate less overall demand for parking, it typically generates more long-term parking and less turnover of spaces and the demand will be focused in the evening when it competes with adjoining residential uses.

Because the existing building was constructed prior to the requirements to provide on-site parking, the building is currently "grandfathered" as to parking for its commercial use; however, the applicant is proposing to change the use from a commercial use to a residential use, which triggers current residential parking requirements. While acknowledging that parking is a concern, staff believes it

is significant to note that there will be impact on the neighborhood and available parking whether the building is used for commercial purposes, or residential as proposed here.

Parking Study:

At the City's request, the applicant had a parking study prepared and submitted as part of his application. Prepared by Gorove/Slade Associates, the parking study shows parking availability in the area in the evenings and on weekends, the peak periods for visitors and for neighborhood residents. The analysis showed that during all times over five sample periods there is available parking for the proposed development within a one-block radius.

**Average Daily Parking Availability – 2 Block Radius\***

Study Period	% Available	# Available	Average %of Residential Parking Permit Holders vs. % Non-Permit Holders in occupied spaces
Thursday, November 11, 2004, 4 p.m to 8 p.m.	28% available	84 spaces	40% permit holders vs. non-permit holders vs. 60% non-permit holders
Friday, November 12, 2004, 4 p.m to 8 p.m.	34 % available	101 spaces	39% permit holders vs. non-permit holders vs. 61% non-permit holders
Saturday, November 13, 2004, 11a.m. to 8 p.m.	26 % available	79 spaces	35% permit holders vs. non-permit holders vs. 65% non-permit holders
Sunday, November 14, 2004, 11a.m. to 3 p.m.	17 % available	51 spaces	38% permit holders vs. non-permit holders vs. 62% non-permit holders
Sunday, April 17, 2005, 8 a.m. to 12 p.m.& 2 p.m. to 10 p.m.	32% available	89 spaces	
<b>Total Averages</b>	17% to 34%	51 to 101 spaces	

\*Study did not take into consideration the future reduction of six spaces due to bulbs-outs on N. Fayette Street associated with the Prescott Development.

The streets adjacent to the site are Queen Street, N. Fayette Street and N. Payne Street. Directly in front of the proposed development, Queen St. restricts parking for non-permit holders to three hours with two hours of no parking on Monday and Tuesday mornings for street cleaning. On N. Payne Street no parking is allowed on the east side of the 300 block, otherwise the same restrictions apply as on Queen St. North Fayette Street in the 200 block on the west side limits parking to 30 minutes during the daytime Monday through Saturday, and no parking is allowed for two hours during the morning on Monday for street cleaning. Parking on the east side is limited to two hours Monday through Saturday during the day with some spaces having no restrictions as well. The 300 block of N. Fayette restricts parking for non-permit holders to three hours with two hours of no parking on Monday and Tuesday mornings for street cleaning. The parking study indicates that within a two-block radius, an average of 51 to 101 spaces (17% to 34%) were available and that minimum available parking conditions of 36 spaces occurred on Sunday from 11 a.m. to noon.

The Braddock Road and King Street Metro Stations are within six to seven blocks of the proposed development. Additionally, there are also several bus routes that have stops within close proximity to the site. Dash Route 3 runs along West Street and stops at Princess, Oronoco, and Cameron Streets and provides access to Old Town, Braddock Metro, and the Pentagon. Along King Street, there are three additional bus routes. All the Dash routes stop at South Payne and South Fayette Streets along King Street and provide access to the four metro stations, Landmark Mall, Alexandria Hospital, Bradlee Shopping Center, and Old Town.

While the parking study indicates that there is available parking within one block of the site, neighbors insist that parking is now and will be a problem if the new residential project is constructed without parking. While staff notes that the parking study is comparable to the findings of other parking studies performed regarding this area of the City, staff also notes that parking will continue to be limited with the planned and potential redevelopment of adjoining sites.



*Examples of evening parking on a Saturday*

*Are there options other than a complete parking reduction for a residential use?*

In reviewing the application, staff has looked at numerous options to address the concerns regarding parking including:

- On-site parking.
- Require developer to secure off-site parking arrangements.
- Reduce the number of units.
- Limit the number of on-street district parking permits.
- Mass transit incentives - Pedestrian improvements.

On-site parking

The site is small and does not have sufficient land area outside the building to permit on site parking. Although some have suggested that underground parking be considered, and staff has reviewed this option carefully, staff concludes that it is not feasible. While there are cost and structural issues with creating a parking structure under an existing historic building, staff's main concern with underground parking, even if it could feasibly be done, is that it would require removal of a significant portion of highly visible east facade of the building wall for an entrance and would result in unacceptable driveway slopes and turning movements. In addition, this configuration would only allow one-way traffic flow, making it impracticable for cars to enter and leave the site simultaneously. This would also be true if the building were partially demolished to provide parking in the rear of the building under the second story.

Require developer to secure off-site parking arrangements

Staff also initially required that the applicant find and secure off-site parking spaces for future residents of the building. However, staff is convinced that, under present circumstances, there is actually no parking available that is suitable for residential use. For example, the nearby 1101 King Street (Tyco) building has 498 space parking garage, which could potentially be available from 7 p.m. to 7 a.m. While there are spaces available today, the overnight limitation is not feasible for residential parking habits, which would often include taking mass transit during the day and leaving cars parked all day. In addition, parking spaces available today may not be available in the future. There are no other lots or garages within a reasonable proximity of the site.

Reduce the number of units

The applicant has objected to a reduction in the number of units in the project, and claims it will not be feasible economically to proceed with fewer than eight units. Furthermore, even if the third floor of the building were eliminated, a change that staff has seriously considered, that would only reduce the project by two units, and reduce the parking requirement from 14 to 11 spaces. Staff believes that, although limited, the same potential problem remains. Staff therefore suggests consideration of a more creative approach which allows the project to proceed.

As discussed in more detail below, staff has included conditions designed to allow the proposed renovation to proceed, but also designed to limit the parking impact. Specifically, staff's required conditions would:

- limit the number of district parking permits for residents of the building to only one per unit, thus enabling eight parking spaces for the project, although they are on the street;
- provide mass transit incentives in order to promote non-vehicular travel; and
- provide pedestrian and streetscape improvements to make connections to transit and the remainder of the neighborhood more attractive and conducive for pedestrians.

The City has consistently used the parking reduction SUP review to assure that projects are scrutinized for impacts and to exact those requirements of the development necessary to minimize impacts. As in other parking reduction cases, where the balance of competing interests tips in favor of public benefits in the form of neighborhood compatibility and historic preservation, and where conditions can be fashioned that minimize adverse impacts from the parking reduction, staff has generally recommended approval.

**V. Issues Addressed By Staff Recommendations:**

While staff supports the residential use and the proposed reuse of the building, the 14 space parking reduction requested by the applicant is more than staff can comfortably support without some mechanism to reduce the impact on the neighborhood. Therefore, staff is recommending a series of very specific conditions to address the parking reduction, including:

**A. Limiting the number of parking permits**

Staff recommends that the SUP include a condition providing that residents of this building be limited to one residential parking permit per unit as well as requiring language to that effect in the leases or sales documents. This approach is similar to other developments where the number of on-street parking permits has been limited. The approach of limiting the number of parking spaces is consistent with the overall City's approach of limiting parking near our metro stations to encourage mass transit ridership.

**B. Transit Subsidies**

In addition, staff has added recommendations that will require the developer to contribute an initial \$4,800 to a transportation fund for mass transit incentives. The recommendations will also require condominium owners to provide \$50.00 per unit per month (\$7,200/year) for mass transit incentives for the condominium residents. The contributions would enable transit subsidies for metro, DASH and METRO bus and would also enable the condominium to subsidize programs such as the Zip/Flex car programs at the adjoining King Street and Braddock metro stations. The subsidy could also be used by residents for "shared" vehicle program, walk to the location of the car at either Metro station, and be billed for the car on an hourly or daily basis depending on use.

**C. Pedestrian Improvements- Safety:**

The applicant is proposing to close the existing curb cut along Queen Street and provide a 5 foot wide sidewalk and planting strip along the street and staff has made this a condition. Staff has also included a condition requiring the applicant to provide pedestrian crosswalks at the Braddock Road Metro. This is to increase safety for pedestrians walking to the Metro and to help encourage use of the Metro by residents.

A concern among residents has been recent safety in the neighborhood. The site currently has little exterior lighting, and a condition has been added that requires pathway lighting that is appropriate for the site. This will increase the safety of residents as well as pedestrians along the street, and the proposed residential use will also increase activity in the neighborhood.

**D. Open Space- Landscaping- Streetscape**

Currently, the proposed site has no open space and no landscaping. The majority of the open space sq.ft. will be at ground-level and will be landscaped along with a handicap accessible path leading to the building. Additional open space will be private rooftop open space for residents of the third floor. The ground level courtyard will be required to be functional open space for the respective residents and benches, lighting, and trash receptacles will be required as a condition.

Staff has included several conditions requiring landscaping and hardscaping for the proposed side courtyard. The applicant will have to provide an additional landscaping in the adjacent Hunter/Miller Park. In addition to landscaping in the park, staff has included a condition that the applicant will provide improvements to Hunter/Miller Park.

**E. Green Building**

Staff has worked with the applicant to develop a building that will become a LEED certified building. This development would be the first residential building in the City to become LEED certified and would set an example for future development in the City. To become LEED certified, the applicant has proposed to use sustainable building practices, incorporate water efficient landscaping and plumbing, use energy efficient building techniques and HVAC systems, protect indoor air quality, use materials from recycled / reused sources, etc. The applicant has obtained a consultant to facilitate the LEED process and will be required to use the above approaches to become certified upon completion of the building by the U.S. Green Building Council. Staff recognizes the importance of LEED certification and has included a condition that the applicant shall obtain LEED certified for the building upon completion of the project.

**VI. Community Meetings**

Staff and the applicant have met with the community and with concerned citizens on numerous occasions regarding this project. Staff and the applicant met with the Inner City Civic Association in April, and staff held a community meeting in May to discuss the proposal.

Residents who support the project have cited the positive attributes of the proposal such as the rehabilitation of the existing building and increased activity within the neighborhood especially during evening hours. The opposition, however, is vocal and has submitted written comments, voiced their concerns at the community meetings, and has spoken to staff on many occasions. The opponents of the project have stated that they support improvements to the property, but object to the potential

impact that the development has on parking in the neighborhood. Comments which have been made by opponents have included the following:

- Not enough on-street parking exists in the neighborhood currently and this proposal would increase the existing problem.
- Too many units are proposed and off-street parking should be provided for residents of the building.
- The character of the neighborhood would be altered by a condominium development.
- Reducing the number of units or retaining commercial uses would be more appropriate for this location.

## **VII. CONCLUSION:**

Staff concludes that, although a challenging case, staff is recommending approval of the increase in FAR and the parking reduction with the attached recommendations of approval.

**STAFF:** Eileen Fogarty, Director, Department of Planning and Zoning;  
Jeffrey Farmer, Division Chief, Development;  
Katrina Newton, Urban Planner.

**VIII. STAFF RECOMMENDATIONS:**

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

**PARKING - MASS TRANSIT:**

1. The residents of the proposed development shall be eligible for a maximum of one on-street residential parking permit for each unit and the applicant shall prepare as part of its leasing and/or sales agreements appropriate language to inform tenants/owners of this condition. Such language shall be reviewed and approved by the City's Attorney's office prior to its use in any lease/purchase agreements. (P&Z)
2. Cromley Lofts, LLC (Owner) shall establish a special Transportation Management Plan (TMP) designed and managed to mitigate the impacts of the on-site parking reduction requested for this project. This TMP shall be maintained for the life of the proposed facility. (P&Z)(T&ES)
3. The TMP shall be funded and managed to meet the following requirements:
  - a. Owner shall make an initial TMP fund contribution of \$600 per dwelling unit, payable to the fund at the time of the first building Certificate of Occupancy. Payments thereafter shall be made to the fund by the unit owner in the amount of \$50.00 per unit per month. The rate shall be increased by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of Transportation and Environmental Services. The governing association may increase the per unit contribution as necessary to cover the costs of selected activities.
  - b. Payments shall be the responsibility of the Owner until such time as this responsibility is transferred by lease or other legal arrangement to the owners of the condominiums.(P&Z)(T&ES)
4. The TMP fund shall be used exclusively for approved activities, which shall include the following:
  - a. Discounting the cost of bus and transit fare media for residents. Discounted transit fare media shall be distributed to owners and occupants on request. The availability of this fare media will be prominently advertised. At a minimum the initial discount will be 50%.
  - b. Membership and application fees for car share vehicles.
  - c. Flex car or other dedicated "shared" vehicle for the unit owners.

Additional TMP activities may be established, subject to prior approval by the Director of Transportation and Environmental Services and provided that any such activities are consistent with the goals of the TMP. (P&Z)(T&ES)



5. The applicant shall provide annual TMP reports to the Office of Transit Services and Programs. These reports shall provide a summary of TMP activities conducted during the previous year and an accounting of all fund receipts and disbursements, measures of the effectiveness of these activities in mitigating the demand for on-street parking, and planned activities and proposed budget for the upcoming year. The first report shall be due one year following the issuance of the first certificate of occupancy. The Director of Transportation and Environmental Services shall determine whether any unencumbered funds remaining in the TMP fund at the end of each reporting year may be retained for TMP activities during the ensuing year or be paid to the City for use in parking and/or transit support activities which benefit the community. (T&ES)(P&Z)
6. The applicant shall prepare as part of its leasing and/or sales agreements appropriate language to inform tenants/owners that the transit account requires the owner or owners of the property to provide transit fare subsidies for each unit. Such language shall be reviewed and approved by the City's Attorney's office prior to its use in any lease/purchase agreements. (T&ES)(P&Z)
7. The TMP shall also be subject to the following:
  - a. The TMP program shall provide that subsidies shall be available to all residents, including both owner-occupants and tenants of rental units.
  - b. Information about all TMP account activities shall be distributed and displayed to residents, including transit schedules, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within the building. (T&ES)(P&Z)
8. In order to promote teleworking, each of the units will be wired for high-speed and wireless internet access. (P&Z)
9. The applicant shall provide off-street parking for all construction workers without charge. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)
10. The applicant shall provide two bicycle parking spaces to the satisfaction of the Director of P&Z and T&ES.(P&Z)(T&ES)

11. A TMP Coordinator shall be designated for the condominium on application for the certificate of occupancy permit. This person will be responsible for implementing and managing all aspects of the parking management program for the project. (P&Z)(T&ES)
12. The applicant shall participate in any larger Transportation Management Plan and parking efforts for the area and shall coordinate with adjoining transportation management plans to the satisfaction of the Director of T&ES and P&Z. (P&Z)(T&ES)
13. The applicant shall contribute \$10,000 to fund a community-wide parking study prior to the approval of the final plot plan. (P&Z)(T&ES)

**BUILDING:**

14. The building shall incorporate the use of green building and sustainable techniques for building systems, specifically the building shall be LEED-NC certified. Provide specific examples where this development will incorporate green technology, including low impact development, green roofs, and energy efficient materials into its design. The response provided indicates that the site has a high potential as a LEED site, but does not outline specific applications of the development that will incorporate this technology prior to the final plan. A green roof may help the project meet its water quality volume requirement and we encourage its consideration. The applicant shall work with the City for reuse of leftover, unused, and/or discarded building materials.(T&ES)(P&Z)
15. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated April 28, 2005. In addition, also provide additional refinements to the satisfaction of the Director of P&Z that include:
  - a. The roof for third floor shall be flat.
  - b. Through-wall HVAC vent grills shall be prohibited, the HVAC equipment shall be located on the western portion of the roof as generally depicted on the floor plan and shall be depicted on all plans.
  - c. The base of the building and eastern courtyard shall provide low-level pedestrian-scale lighting as an integral part of the facade.
  - d. The final design and materials shall be reviewed and approved by the Parker Gray Historic District Commission.
  - e. All required refinements to the design and materials shall be revised prior to the release of the final site plan. (P&Z)
16. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

**LANDSCAPING/OPEN SPACE:**

17. The applicant shall contribute an amount of \$10,000 to provide park improvements for the adjacent Hunter/Miller Park and provide landscaping along the western property line of the Park. Any park improvements shall be designed and executed to the satisfaction of the Director of P&Z and RP&CA. The amount shall be paid prior to the release of the final plot plan. (P&Z) (RP&CA)
18. The final landscape plan shall be revised to provide the following to the satisfaction of the Director of P&Z and RP&CA .
  - a. The eastern courtyard shall include decorative paving, benches, focal element, low scale pedestrian lighting to encourage its use.
  - b. Street trees shall be a minimum of 3.5" to 4" caliper at the time of installation.
  - c. Identify species and location of all proposed plantings in accordance with the landscape guidelines.
  - d. The eastern courtyard and landscaping shall be privately maintained.
  - e. Shrub plantings on the Queen Street facade and the eastern courtyard shall be provided for seasonal color and be arranged to provide visual interest and be complimentary to the design of the courtyard.
  - f. Low scale pathway or bollard lighting along walkways on site.
  - g. All lawn areas shall be planted with sod.
  - h. Additional amenities including special paving surfaces such as brick or slate on site.
  - i. Tree protection shall be provided for the trees within the park on the eastern portion of the site and Queen Street to include existing street trees. Any pruning of the existing trees shall be approved by the City arborist and undertaken by a certified arborist . All tree protection shall be installed prior to any demolition, grading or construction.
  - j. Tree protection location and detail shall be shown on plot plan.
  - k. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association of Nurserymen; Washington, D.C.
  - l. All work shall be performed in accordance with Landscape Specifications Guidelines, Current Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
  - m. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
  - n. The location of all light poles shall be coordinated with the street trees.
  - o. All landscaping shall be maintained in good condition and replaced as needed.
  - p. The landscape plan shall be prepared and sealed by a landscape architect.
  - q. As trees mature, they shall be limbed up to a minimum of 6 feet to allow natural surveillance.

- r. Replace existing chain link fence located at the western edge of Hunter/Miller Park up to play court with a decorative metal fence.
19. The applicant shall provide the required 40% open space. Rooftop open space shall be designed to function as high-quality usable open space for the residents of the respective units. At a minimum, the revised plans for the roof-top deck shall include the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. Features and elements such as seating, trash receptacles, and low level lighting.
  - b. Varied and high quality paving material.
  - c. The railing for the roof-top deck shall be incorporated as part of the parapet of the building.
  - d. The lighting for the roof-top open space shall be low level residential lighting and shall not be visible from the adjoining streets.
  - e. Noise generated in conjunction with the roof top open space shall be limited to the type and hours normally associated with a residential use.
  - f. Any proposed rooftop equipment must be shown on plot plan and elevations and screened from the public right-of-way.
  - g. Clarify and depict limits of access to rooftop.(P&Z)(RP&CA)

#### **PEDESTRIAN - STREETScape IMPROVEMENTS**

20. The applicant shall be required to design, and construct the following pedestrian and streetscape improvements that shall include the following to the satisfaction of the Director of P&Z:
- a. The existing curb cut on Queen Street shall be eliminated and replaced with a 5 ft. wide concrete sidewalk and a 4 ft. wide landscape strip adjacent to the curb to match the existing sidewalk.
  - b. One additional street tree within the landscape strip on Queen Street that does not conflict with overhead wires and other existing street trees.
  - c. Pedestrian crosswalks at the Braddock Road Metro to the satisfaction of the Director of P&Z and T&ES.
  - d. Provide two (2) city standard street cans on Queen Street to the satisfaction of the Director of T&ES.
  - e. The streetscape improvements shall be constructed prior to the issuance of the last certificate of occupancy permit. (P&Z)
21. Relocate the proposed street tree or overhead lines to eliminate the conflict. (T&ES)(P&Z)

#### **PLOT PLAN**

22. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the 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. The applicant shall provide a street light detail. (P&Z)(T&ES)
23. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property.(P&Z)
  24. A freestanding subdivision or development sign shall be prohibited. (P&Z)
  25. A plot plan showing all improvements and alterations to the site shall be submitted for review and approval by the City prior to issuance of a building permit. The plot plan shall include all site improvement requirements contained in the conditions of approval. The plot must also contain site information, footprint and elevations consistent with this application. (T&ES)
  26. Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive storm water outfall is present. (T&ES)
  27. Provide pre- and post-development, 2 and 10 year storm water computations. (T&ES)
  28. Provide a drainage area map delineating area contributing storm water onto the project site. (T&ES)
  29. Applicant shall provide means to adequately convey storm water from proposed swale to curb and gutter, under the sidewalk. (T&ES)
  30. Applicant shall underground all overhead utilities that traverse the site. (T&ES)(P&Z)
  31. Provide detail of pervious pavers proposed for lead walk. (T&ES)
  32. The walkway across the existing curb cut shall be modified (access ramps if necessary) to provide an easy transition for pedestrians without abrupt changes in grades. (T&ES)
  33. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
  34. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

35. Provide dimensions of the existing window wells and stoop along the north side of the building. It is unclear whether stairs will be installed at this location as some plans depict stairs and others do not. Clarify on final plans. Note that stairs must not encroach onto the existing 5' public sidewalk. (T&ES)
36. The project is located within the Combined Sewer District. The applicant is to comply with the City's policy for management of the combined sewer system. Sanitary sewer for this project must be connected to the 30" Potomac Yard Trunk Sewer located along Queen Street. Connection to the trunk sewer must be made at a manhole. Show the location of the proposed connection to the sanitary sewer system and connection details on the next submission. Lateral connection indicated to the existing 10" combined sewer is unacceptable. (T&ES)

**STORMWATER:**

37. The applicant must comply with the Environmental Management Ordinance (Article XIII of the City's Zoning Ordinance) for storm water quality control including requirements for pollutant load reduction and treatment of the Water Quality Volume Default (WQV). Plan narrative indicates that impervious area is to be removed with the development. Provide Worksheets B and C from the City of Alexandria Supplement to the Northern Virginia BMP Handbook, outlining pre and post development impervious areas and pollutant load removal requirements, and water quality volume treatment. Include a City standard Project Description sheet that indicates areas to be treated, detention requirements, WQV treatment, watershed, and receiving body of water. (T&ES)
38. Provide a tabulation, as well as a plan view delineation of all proposed disturbance. Include disturbance required off-site to connect to the 30" Potomac Yard Trunk Sewer in the tabulation. (T&ES)
39. Delineate the extent of the proposed vegetative filtration strip and pervious walkway pavers. Vegetated filter strips require design calculations to demonstrate treatment of the WQV. Depth of flow should be limited in such a way as to prevent ponding of water on the accessible route. Provide a drainage map outlining all areas draining to the proposed BMP devices, swales. (T&ES)
40. Provide complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
41. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his

designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

1. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  2. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
42. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
43. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
44. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowners association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
45. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
1. The Applicant shall furnish the Homeowners Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  2. The Developer shall furnish each home purchaser with a brochure describing the storm water 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.

Otherwise the following condition applies:

The Developer shall furnish the owners with an Owner ' s Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

46. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES)
47. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)
48. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
49. A Certified Land Disturber shall be named on all Erosion & Sedimentation Control sheets prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
50. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner ' s other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)



**GENERAL**

51. The applicant shall submit a final location survey for the building prior to issuance of a certificate of occupancy permit. (P&Z)
52. All condominium association covenants shall be approved by the Director of P&Z and the City Attorney prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants.
  - a. Each unit shall be limited to a maximum of one on-street parking permit for each unit.
  - b. All landscaping and open space areas within the development, shall be maintained by the homeowners and condominium owners.
  - c. Exterior building improvements or changes by future residents shall require the approval of the Parker Gray Board of Architectural Review and/or City Council as determined by the Director of P&Z.
  - d. The applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney: That civic and commercial uses, including churches, a 24-hour bakery operation, commercial businesses, and a public park with lighting, active uses and nighttime hours are located adjacent to the project and have associated issues such as traffic and noise. (P&Z)
53. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)
54. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. The liaison shall meet with community representatives on a monthly basis, if necessary. The applicant shall develop a plan of communication with the community in consultation with the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
55. A temporary informational sign shall be installed on the site prior to approval of the first final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information: the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)

56. It is unclear how solid waste will be stored and removed from site. Clearly depict type and number of solid waste containers to be provided on site and how solid waste will be removed from the site. Note that adequate solid waste containers must be provided to serve the site. (T&ES)
57. 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. (T&ES)
58. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
59. Fire Protection plan shall identify design standard of fire suppression system; floor area per floor shall be provided on plot plan. (Code)
60. Fire line and size of fire line must be shown on plot plan. (Code)
61. Size of water main shall be provided on plans. (Code)
62. A key plan shall be provided on plot plan. (Code)
63. Window well grates on basement windows shall comply with requirements for emergency egress requirements of the USBC. (Code)
64. Provide symbol for Fire Department Connection on plot plan. (Code)
65. Prior to submission of the plot 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. (Code)
66. An automatic fire suppression system and monitored fire alarm system will be required for this structure. Provide location of fire department connection (FDC). FDC shall be within 100 feet of a fire hydrant as measured along the travelway or an additional hydrant shall be required. Show hydrant location(s) on plans. (Code)
67. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520. (Police)
68. Trees are not to be planted under or near light poles.(Police)

69. All trees are to be limbed up a minimum of 6 feet as they mature to allow for natural surveillance.(Police)
70. No shrubs higher than 3 feet are to be planted within 6 feet of walkways.(Police)
71. Any proposed shrubbery is to have a maximum height of 36 inches when it matures.(Police)
72. The applicant shall provide a **voluntary** contribution of \$24,000 to the Affordable Housing Trust Fund. (Housing)

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Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services

- C-1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-2 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.
- C-3 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-4 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-5 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement

- F-1 Building Code Analysis is incomplete. Fire Protection plan does not identify design standard of fire suppression system; floor area per floor is not provided.
- F-2 Fire line and size of fire line not shown on plans.
- F-3 Size of water main not provided on plans.
- F-4 No key plan is provided.
- F-5 Existing hydrant location(s) not shown on plans.
- F-6 Window well grates on basement windows shall comply with requirements for emergency egress requirements of the USBC.

- F-7 Provide symbol for Fire Department Connection.
- C-1 The building height must be kept under 50 feet or ladder truck access will be required. Condition met, structure is below 50 feet in height.
- C-2 Clarify how many entrances will be provided for the structure. Concept elevations show at least four doorways. Some of these doorways open over window wells. These conditions shall be resolved. Condition met, only one entrance is proposed on alley side.
- C-3 Several exterior walls are located within 5 feet of interior lot lines and shall have a minimum 1 hour fire rating without openings. Condition met.
- C-4 This structure will be required to have handicap accessible units in accordance with Chapter 11 of the USBC. Provide information on whether the structure will be equipped with an elevator. Required exits, parking, and accessibility for persons with disabilities must be provided to the building. **Condition not met. Applicant indicates full compliance however, the entrance provides no details for a handicap ramp. Slope of ramp not provided. Ramp is omitted from elevation drawings. Porous pavers are not ADA compliant for accessible entrance requirements.**
- C-5 Provide roof access from stairwell. **Provided by new exterior egress stair. Stairwell location shall meet travel distance from the most remote point of access for the roof. For roof access to be considered acceptable as a secondary means of egress, the pathway shall conform to the requirements of the USBC for illumination; protection against weather; guardrails along roof edges, signage; and other applicable conditions of the USBC. The exterior stair is located adjacent to window openings and shall have the required fire rated surface protecting the integrity of the exterior stair per the USBC. The current design is not compliant with the USBC.**
- C-6 Two exits are required, a 2<sup>nd</sup> exit from 3<sup>rd</sup> floor is required. Exterior egress stair provided for 3<sup>rd</sup> floor. Location of stairwell discharge shall not obstruct emergency egress from basement windows. **See additional code issues in C-5 above.**
- C-7 This project is a Change of use from F-1, Factory to R-2, Residential. A change of use and new Certificate of Occupancy is required..
- C-8 Before a building permit can be issued on any proposed future alterations, a certification is required from the owner or owner's agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4).
- C-9 A separate tap is required for the building fire service connection. **Fire tap and fire line not shown.**

- C-10 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0.
- C-11 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. **Building Code Analysis incomplete, See F-2.**
- C-12 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-13 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-14 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.
- C-15 Permission from adjacent property owners is required if access to the adjacent properties is required to complete the proposed construction. Otherwise, a plan shall be submitted to demonstrate the construction techniques utilized to keep construction solely on the referenced property.
- C-16 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-17 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.

Police

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520.
- R-2 The house numbers are to be placed on the front of each home.
- R-3 Trees are not to be planted under or near light poles.
- R-4 All trees are to be limbed up a minimum of 6 feet as they mature to allow for natural surveillance.
- R-5 No shrubs higher than 3 feet are to be planted within 6 feet of walkways.

- R-6 Any proposed shrubbery is to have a maximum height of 36 inches when it matures.
- F-1 No lighting plan submitted at this time.

APPLICATION for SPECIAL USE PERMIT # 2005-0050

[must use black ink or type]

PROPERTY LOCATION: 1210 Queen Street  
Alexandria, Virginia

TAX MAP REFERENCE: 64.03 03 18

ZONE: CRMU-M

APPLICANT NAME: Cromley Lofts, LLC, a Virginia limited liability company

ADDRESS: 421 N. Alfred Street, Alexandria, VA 22314

PROPERTY OWNER NAME: Cromley Lofts, LLC, a Virginia limited liability company

ADDRESS: 421 N. Alfred Street, Alexandria, VA 22314

PROPOSED USE: Special Use Permit pursuant to §5-205(c) of the Alexandria Zoning Ordinance, 1992, as amended ("Ordinance") to increase the allowable floor area ratio of the existing structure by adding a rooftop addition, and a Special Use Permit pursuant to §8-100(A)(4) of the Ordinance to reduce the required parking.

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance 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 hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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



Signature

524 King Street  
Mailing/Street Address

(703) 836-1000  
Telephone #

(703)549-3335  
Fax #

dlbair@landclark.com  
E-mail:

Alexandria, Virginia 22314  
City and State Zip Code

April 28, 2005  
Date

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

Application Received: \_\_\_\_\_ Date & Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_



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 (*check one*)  the Owner  Contract Purchaser  
 Lessee or  Other: \_\_\_\_\_ of the subject property.

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.

**The applicant, Cromley Lofts, LLC, is a Virginia limited liability company. William Cromley, who resides at 421 North Alfred Street, is the sole member of Cromley Lofts, LLC.**

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.

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 8½" x 14" or smaller. Twenty-four copies are required for larger plans or if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan Package is required.

**See Attached.**

### NARRATIVE DESCRIPTION

3. 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)

Cromley Lofts, LLC, a Virginia limited liability company (the "Applicant"), is requesting approval of two special use permits to allow a change of use of the Alexandria Laundry Building located at 1210 Queen Street from commercial office use to residential use, specifically an eight (8) unit multi-family condominium (the "Property"). The change of use from commercial to residential is consistent with the goals and objectives of the Braddock Road Metro Area Small Plan Chapter of the Master Plan of strengthening the residential areas by retaining residential zoning. In this case, the CRMU-M zoning regulations governing the Property encourages residential use by providing an incentive through the Special Use Permit process of obtaining additional floor area ratio. The Applicant is requesting an increase in the allowable floor area ratio ("FAR") from the existing 1.35 FAR to a 1.6 FAR. The building is being expanded by the construction of a 1,749 square foot rooftop monitor addition consistent with the architectural character of the Alexandria Laundry Building.

Pursuant to §8-200(f)(1) of the Ordinance, the existing commercial use of the Alexandria Laundry Building does not provide off-street parking and as a "grandfathered" parking requirement is exempt from the Ordinance. However, pursuant to §8-200(f)(1)(b) of the Ordinance, provides that if the use of a "grandfathered" building is changed in use or substantially enlarged or altered, the required parking must be provided. In addition to being "grandfathered" under §8-200(F)(1) of the Ordinance, the Property is located in the Central Business District which exempts most commercial uses allowed under the CRMU-M zone regulations, including clinics, medical and dental offices, schools, private and commercial, retail, personal service and office uses, from the Ordinance's parking requirements. As applied to the Property a more intense commercial use does not have to provide the parking, while a less intense residential use must comply with the parking regulations. In this case, fourteen (14) spaces for the proposed eight (8) condominium units.

The Applicant submits that given the size of the Property, and the location of the historic structure on the Property, it is unfeasible to provide the required parking. Consistent with recent City approvals of other §8-200(F)(1) parking reduction cases, the Applicant is proffering a Transit Program to encourage owners and residents of the condominium to utilize mass transit and reduce automobile dependency (See attachment to Special Use Permit Parking Reduction Supplemental Application).

The adaptive reuse and renovation of this historic building as a residential property will protect and preserve this piece of Alexandria's architectural history and complement and strengthen the residential character of the 1200 block of Queen Street.

#### USE CHARACTERISTICS

4. The proposed special use permit request is for: *(check one)*

a new use requiring a special use permit,

- a development special use permit,
- an expansion or change to an existing use without a special use permit,
- expansion or change to an existing use with a special use permit,
- other. Please describe: **Parking reduction and increase in floor area ratio for a residential building.**

5. Please describe the capacity of the proposed use:

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

**Not applicable**

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

**Not applicable**

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

Hours:

**Not applicable**

7. Please 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**

8. Describe any potential odors emanating from the proposed use and plans to control them:

**Not applicable**

9. Please 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 that typically generated and 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 typically generated and associated with residential use.**

C. How often will trash be collected?

**Trash, garbage, and recyclable materials will be collected in accordance with the City of Alexandria's weekly pickup schedule for this area.**

D. How will you prevent littering on the property, streets and nearby properties?

**Not applicable**

10. 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:

11. 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:

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

### **ALCOHOL SALES**

13. 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**

14. Please 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?

**The Ordinance requires that fourteen (14) parking spaces on-site as the result of the requested change of use of the existing building from commercial use to residential use.**

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

\_\_\_\_\_ Standard spaces

\_\_\_\_\_ Compact spaces

\_\_\_\_\_ Handicapped accessible spaces.

\_\_\_\_\_ Other.

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

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

**Not applicable**

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

15. Please 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? **None**
- C. Where are off-street loading facilities located? **None**
- D. During what hours of the day do you expect loading/unloading operations to occur? **None**
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate? **None**

16. 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, street access is adequate and no new improvements are required.**

### SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building?       Yes       No

Do you propose to construct an addition to the building?       Yes       No

How large will the addition be? **1,749 square feet (rooftop)**

18. What will the total area occupied by the proposed use be?

**9,045 sq. ft. (existing) + 1,749 sq. ft. (addition if any) = 10,796.22 sq. ft. (total)**

19. The proposed use is located in: *(check one)*

a stand alone building       a house located in a residential zone       a warehouse

a shopping center. Please provide name of the center: \_\_\_\_\_

an office building. Please provide name of the building: \_\_\_\_\_

other, please describe: \_\_\_\_\_



**MEMORANDUM**

**TO:** Tom Culpepper  
Jeffrey Farner  
Katrina Newtonson  
**CC:** Bill Cromley  
Duncan Blair

City of Alexandria Transpo & Environmental Services  
City of Alexandria Department of Planning & Zoning  
City of Alexandria Department of Planning & Zoning  
William Cromley Restoration/Preservation  
Land, Clark, Carroll, Mendelson & Blair, P.C.

**FROM:** Chad Baird  
Cheryl Franks

**DATE:** May 27, 2005

**SUBJECT:** 1210 Queen Street Parking Addendum

This memorandum is a follow-up to the parking study dated April 25, 2005 for the 1210 Queen Street redevelopment and addresses broader community questions regarding parking in urban environments. An eleven-block area of the previous study was taken into consideration and consists of the following:

- 200 block of N. Fayette Street
- 300 block of N. Fayette Street
- 400 block of N. Fayette Street
- 200 block of N. Payne Street
- 300 block of N. Payne Street
- 1100 block of Princess Street
- 1200 block of Princess Street
- 1100 block of Queen Street
- 1200 block of Queen Street
- 1300 block of Queen Street
- 1200 block of Cameron Street

**Existing and Planned Parking Supply**

The amount of on-street parking in the 11-block area was verified on May 20, 2005. There are currently 221 parking spaces within the study area based on measurements of the allowed parking areas on each block. (This is a reduction of 2 when compared with the prior calculation of 223.) This amount will decrease by 6 spaces in the future with the construction of bulb-outs, per the Prescott development, on the 200 and 300 blocks of N. Fayette Street and the 1100 block of Princess Street. Table 1 summarizes this information.

**Table 1: Future Supply of On-Street Parking Spaces**

	# Parking Spaces
Existing Supply of On-Street Parking Spaces	221
Eliminated Spaces (Due to Future Bulb-outs)	(6)
Future Supply of On-Street Parking Spaces	215

**Existing and Planned Residential Demand**

The number of future residential units on these eleven blocks is 138 dwelling units, of which 124 are currently occupied and 14 are vacant. The average number of vehicles with residential parking permits on those blocks as determined through field counts on November 7th, 11th, 12th, and 13th of 2004 and April 17, 2005 was 68. As shown in Table 2, under existing conditions this equates to approximately 0.55 permitted vehicles per dwelling unit. This ratio is characteristic of parking ratios and vehicle ownership in urban areas, which is typically less than suburban areas due to the availability of other modes of transportation. The proposed redevelopment of 1210 Queen Street includes the addition of 8 dwelling units. Based on City of Alexandria Department of Planning and Zoning recommendation for the site, the maximum number of permits would be one residential parking permit per unit, or a total 8 permits allocated to the redeveloped property.

**Table 2: Future Residential Demand of On-Street Parking Spaces**

Number of Residential Units (a) (b + c)	138 Units
Number of Existing Occupied Residential Units (b)	124 Units
Number of Existing Vacant and Future Residential Units (c)	14 Units
Existing Average Demand of Residential Parking Permits (RPP) (d)	68 Permits
Existing RPP to Existing Occupied Residential Units Ratio (e) (d ÷ b)	0.55 Permits/Unit
Future Average Demand of Residential Parking Permits (Based on Existing Demand, without 1210 Queen Street Residential redevelopment) (e x a)	76 Permits
1210 Queen Street Residential Demand (8 units) (Based on the number of permits allocated to the 1210 Queen Street redevelopment)	8 Permits
Future Residential Parking Permit Demand	84

**Existing and Planned Non-Residential Demand**

Field counts showed that an average of 88 vehicles were parked within the study area that did not display residential parking permits. Based on the residential increase from 124 to 138 units (11.3%) it was assumed the non-residential permit parking would also increase by this same factor to represent growth in associated visitor parking for a total of 98 non-residential permit parkers. This is an overly conservative



estimate due to the fact that the current non-residential permit parkers are visitors as well as individuals traveling to and from local commercial establishments. Table 3 provides a summary of non-residential permitted parkers in the area for both existing and future conditions.

**Table 3: Future Non-Residential Demand of On-Street Parking Spaces**

	# Parking Spaces
Existing Average Demand of Non-Residential Parking Permits	88
Potential Additional Non-RPP Demand (ie. guests & visitors)	10
Future Non-Residential Parking Permit Demand	98

## FINDINGS AND CONCLUSIONS

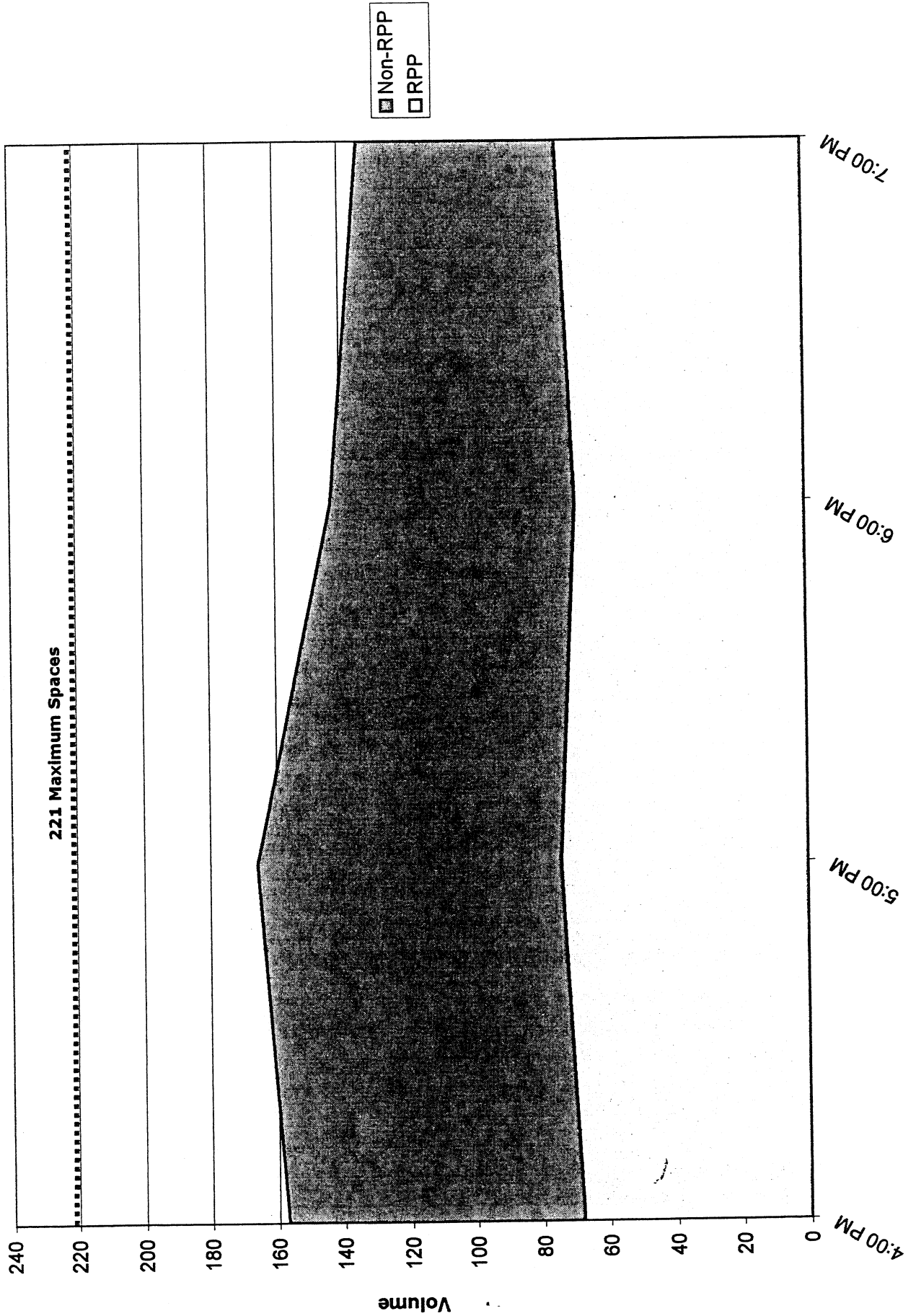
Based on the field information collected and the analysis of future conditions it was determined that the future parking supply would be in excess of the future parking demand and there would be a parking surplus. Table 4 summarizes the specific results:

**Table 4: Future Supply vs. Demand**

	# Parking Spaces
Future Supply of On-Street Parking Spaces	215
Future Demand of Residential Parking	84
Future Demand of Non-Residential Parking	98
Difference (Supply Minus Demand)	33 Excess spaces
% Difference	15% Excess

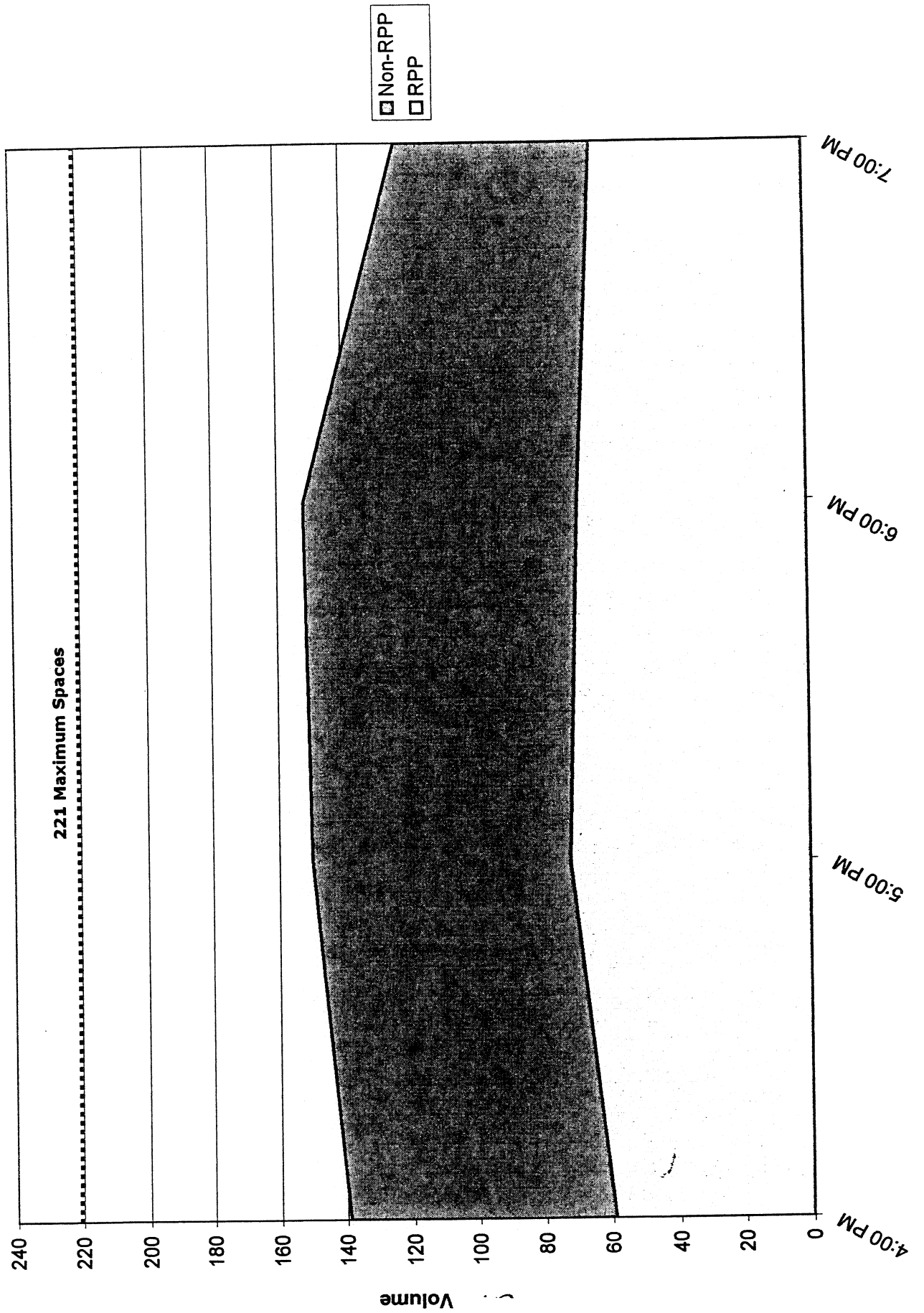
- Currently the residential units in this study area are parking at approximately 0.55 vehicles per residential unit. This ratio is characteristic for urban areas;
- The future residential permit parking has been forecasted based on the current vehicle per unit ratio and the anticipated number of future occupied units;
- The future non-residential permit parking has been forecasted based on the current ratio of non-residential permit parkers to occupied units to represent a correlation between units and visitors. This is an overly conservative estimate due to the fact that the current non-residential permit parkers are visitors as well as individuals traveling to and from local commercial establishments;
- Based on forecasted residential parking permits, there will be approximately 131 spaces within the 11-block area that would not typically be utilized by residents with parking permits and would be available for other use; and
- It is forecasted that the future parking supply will exceed the future parking demand by 33 spaces.

# Thursday On-Street Parking



50

# Friday On-Street Parking

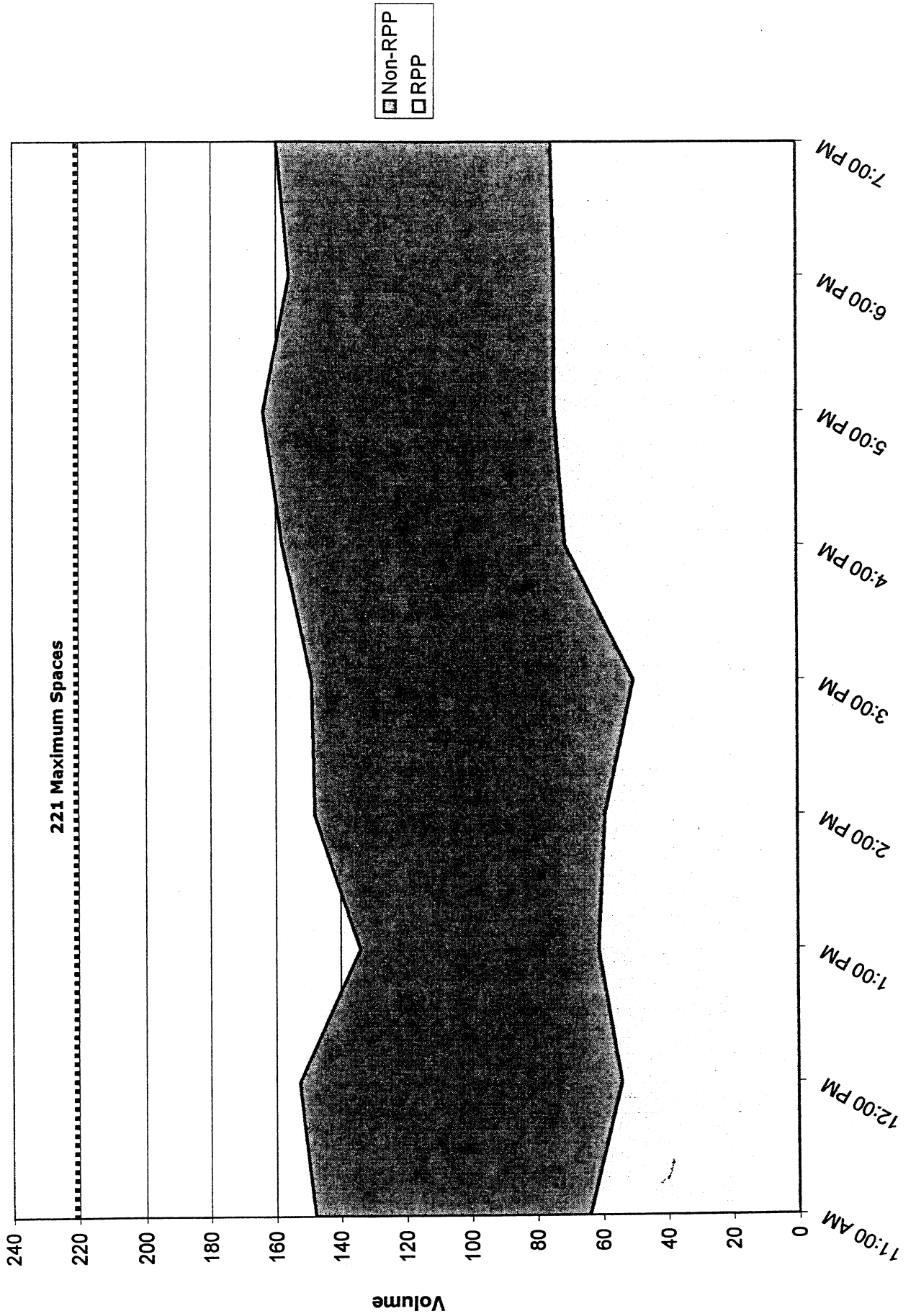


□ Non-RPP  
□ RPP

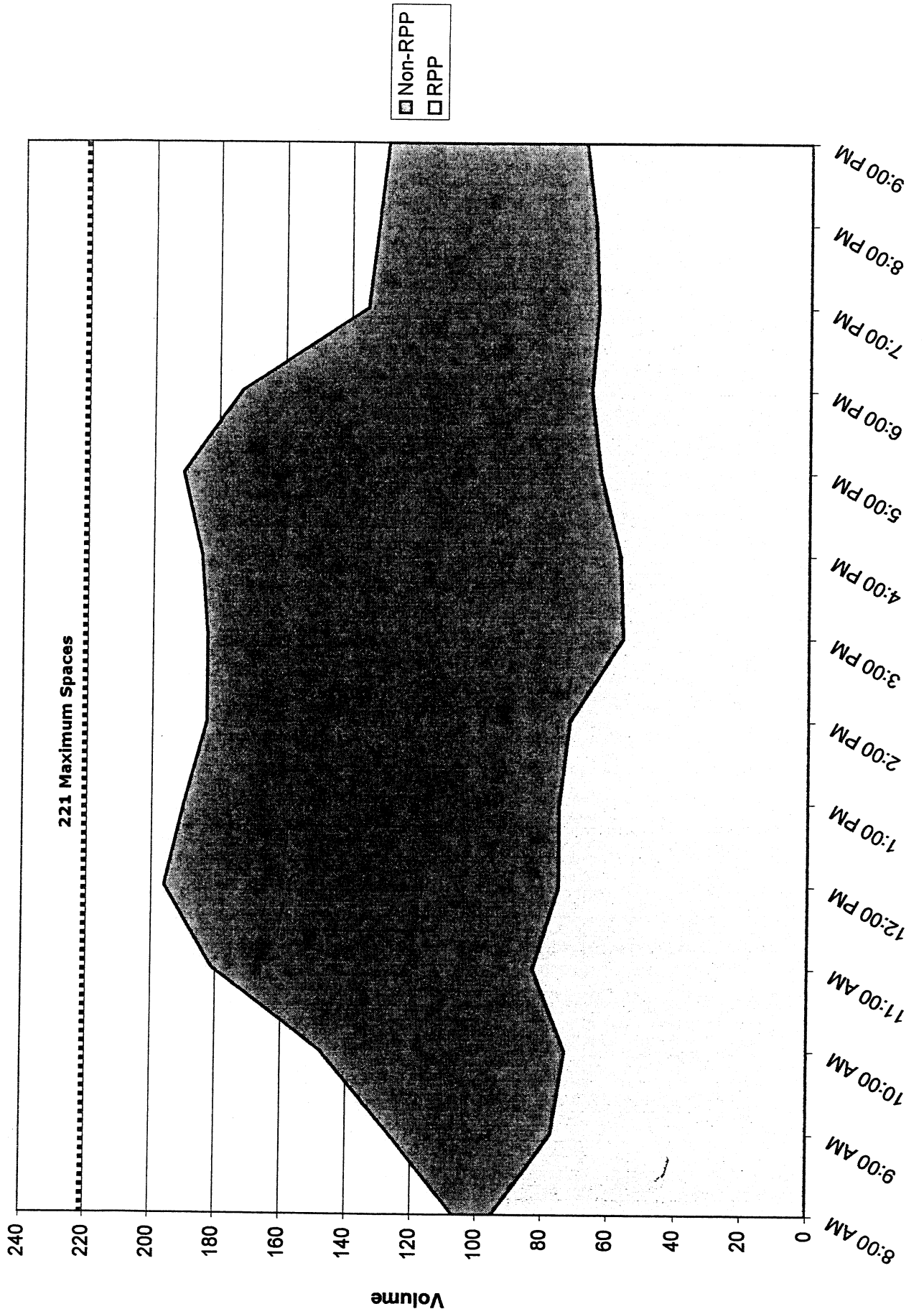
221 Maximum Spaces

Volume

# Saturday On-Street Parking



# Sunday On-Street Parking





**PRELIMINARY  
PLAN**

**MEMORANDUM**

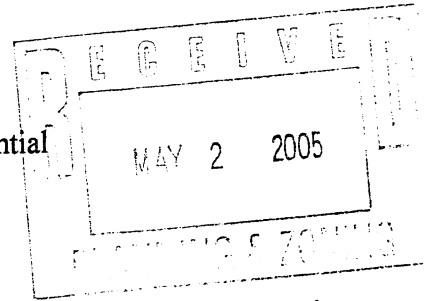
**TO:** Tom Culpepper  
Jeffrey Farnar  
Katrina Newtonson  
City of Alexandria, Transpo. & Environmental Services  
City of Alexandria, Planning & Zoning  
City of Alexandria, Planning & Zoning

**CC:** Bill Cromley  
Duncan Blair  
William Cromley Restoration/Preservation  
Land, Clark, Carroll, Mendelson & Blair, P.C.

**FROM:** Chad Baird  
Caleb Smith C.E.T  
Christopher Tacinelli, P.E.  
Gorove/Slade Associates, Inc.  
Gorove/Slade Associates, Inc.  
Gorove/Slade Associates, Inc.

**DATE:** April 25, 2005

**SUBJECT:** Revised On-Street Parking Analysis – 1210 Queen Street Residential  
Alexandria, Virginia



**Introduction**

The purpose of this memorandum is to review the on street parking within the vicinity of the proposed 1210 Queen Street Residential development located in the City of Alexandria, Virginia. The site is located along the south side of Queen Street between N. Fayette Street and N. Payne Street. This document outlines the available on-street parking within a two-block radius of the proposed development. Other sites in the area, such as the Prescott development, were taken into consideration when providing the conclusions of the study.

**Analysis**

The proposed redevelopment of the site will change the existing land use from commercial to residential. For this site, the Institute of Transportation Engineers (ITE) Parking Generation, 3<sup>rd</sup> Edition, 2004, indicates a higher demand for parking for commercial uses than for the proposed residential use. The site could be redeveloped by-right with significantly more intense commercial uses than the existing building, potentially generating the need for more parking and having a greater effect on the surrounding on-street parking. Therefore, based on ITE, replacing the existing commercial use with the residential use will decrease the parking intensity for the site.

There are five basic areas of concern associated with on-street parking availability within the vicinity of the site. The following areas of concern were evaluated to show the availability of parking on the adjoining streets and how this parking will accommodate the redevelopment of the site for residential use:

- Show an inventory of all on-street parking spaces within a two-block radius of the proposed site.

A comprehensive inventory of available parking spaces within a two-block area is shown on **Figure 1** and is attached to the back of this memorandum.

MEMORANDUM

On-Street Parking Analysis – Queen Street Residential Development

April 25, 2005

Page 2

- Show an inventory of the available on-street parking.

The on-street parking supply within a two-block radius of the site was collected for four consecutive days from a Thursday to a Sunday. An additional Sunday was studied to include early morning and evening time periods. The hours of the survey are listed by date below:

- |                               |  |
|-------------------------------|--|
| • Thursday, November 11, 2004 | 4:00pm - 8:00pm                        |
| • Friday, November 12, 2004   | 4:00pm - 8:00pm                        |
| • Saturday, November 13, 2004 | 11:00am - 8:00pm                       |
| • Sunday, November 14, 2004   | 11:00am - 3:00pm                       |
| • Sunday, April 17, 2005      | 8:00am - 12:00pm &<br>2:00pm - 10:00pm |

The survey was performed during these hours to include both the commercial and residential uses on the surrounding streets, and it would be the time of day that the parking would be most used by future residents. **Tables 1 – 7** display the available parking inventory by restriction for each of the dates and times collected. All tables and corresponding charts are attached to the back of this memorandum.

- Display all parking time availability and parking limitations within a two-block radius of the site.

The time periods available for on-street parking as well as the parking restrictions within a two-block area of the proposed development are shown on **Figure 1** and is attached the back of this memorandum.

- Show all residential, commercial, and church uses within a two-block radius of the propose site.

The residential, commercial, and church uses within a two-block radius of the site are shown on **Figure 2** and is attached the back of this memorandum.

- Display circulation patterns for all streets within a two-block radius of the proposed site

The roadway circulation pattern within a two-block radius of the site is shown on **Figure 3** and is attached the back of this memorandum.

**Future Demand**

Approved developments in the area, specifically the Prescott condominium development were taken into consideration for this study. The 64-unit condominium building require 110 on-site parking spaces per the City code, and an additional 17 spaces (15%) were requested by the City for visitors, for a total of 127 spaces on the site. The parking spaces provided on-site by the Prescott is 126; therefore only one vehicle will need to utilize on-street parking.

- 2  
55

**MEMORANDUM**

On-Street Parking Analysis – Queen Street Residential Development

April 25, 2005

Page 3

The proposed 1210 Queen Street Residential condominium redevelopment will consist of 8 dwelling units. Currently, there is no off-street parking available on the property, and with the building categorized as being historic, there is no possibility for off-street parking in the future. The required parking per the City of Alexandria Zoning Code is shown in Table 1 below.

**Table 1: Number of Required Parking Spaces**

Bedrooms per Dwelling Unit Description	Number of Dwelling Units	Parking Code Required Parking Spaces per Dwelling Unit	Number of Parking Spaces Required
One Bedroom Units	2 DUs	1.30	2.6
Two Bedroom Units	6 DUs	1.75	10.5
Total	8 DUs		13.1 (~13.0)

The maximum number of spaces needed for the proposed redevelopment, assuming two parking spaces per dwelling unit, is sixteen spaces. Since there is no off-street parking on the site, the tenants of the building currently utilize on-street parking. The maximum number of spaces needed for the building as currently tenanted is 10 spaces (if the units in the building which are currently vacant were leased, this number would rise to 16). Therefore, when the site is redeveloped for the residential use, the 10 to 16 spaces demanded by the current by-right use will be occupied by the owners of the new condominiums, leaving zero to six new spaces in demand.

The study hours were chosen to include the peak periods of several different land uses such as adjacent park and church activities. The average available parking during the study times ranged from 51 to 101 spaces, and the minimum available parking conditions (36 available spaces) occurred on Sunday from 11:00AM to noon. This is due to the nearby churches on Payne Street and on Queen Street, which do not have any on-site parking and parishioners of the churches must utilize on-street parking. The zero to six new spaces potentially in demand is the equivalent to approximately 10% of the available on-street parking, or 1% of the total on-street parking within a two-block radius. Any changes to the future demand due to other developments, such as the future Prescott condominium site, or seasonal/hourly variations will be absorbed by the existing calculated vacancy.

**Conclusions**

This analysis has evaluated the availability of parking surrounding the 1210 Queen Street Residential site. The analysis focused on conditions during the evening hours of Thursday and Friday, November 11 and 12, the afternoon and evening of Saturday, November 13, mid-afternoon Sunday, November 14, 2004 and the early morning and evening time periods of Sunday, April 17, 2005. The following summarizes the conclusions of our study.

1. As the analysis shows, at all times over four days (two weekdays and three weekend days) there is significant available parking for the 1210 Queen Street Residential Site.
2. The attached tables and charts provide a summary of the available parking spaces within a two-block radius of the site.



MEMORANDUM

On-Street Parking Analysis – Queen Street Residential Development

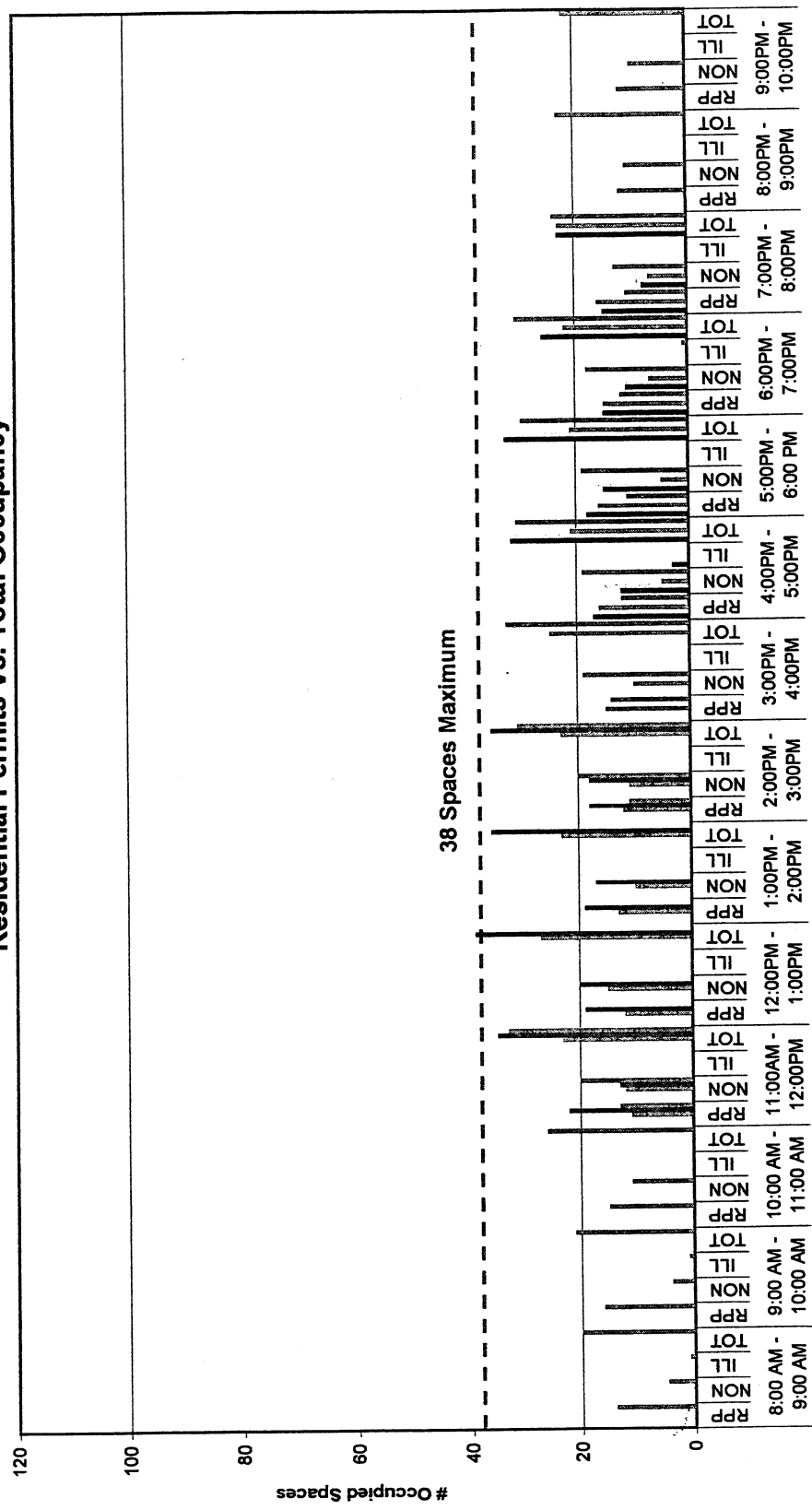
April 25, 2005

Page 4

3. Thursday has an average of 216 occupied spaces (72% occupancy). Of the occupied spaces, an average of 86 parked vehicles (40%) displayed a residential parking permit while an average of 130 vehicles (60%) did not. Thursday has an **average of 84 vacant** on-street parking spaces (28% available), and a **minimum of 64 vacant** spaces occurring from 5:00 to 6:00 PM.
4. Friday has an average of 199 occupied spaces (66% occupancy). Of the occupied spaces, an average of 78 parked vehicles (39%) displayed a residential parking permit while an average of 121 vehicles (61%) did not. Friday has an **average of 101 vacant** on-street parking spaces (34% available), and a **minimum of 92 vacant** spaces occurring from 6:00 to 7:00 PM.
5. Saturday has an average of 221 occupied spaces (74% occupancy). Of the occupied spaces, an average of 77 parked vehicles (35%) displayed a residential parking permit while an average of 144 vehicles (65%) did not. Saturday has an **average of 79 vacant** on-street parking spaces (26% available), and a **minimum of 67 vacant** spaces occurring from 2:00 to 3:00 PM.
6. Sunday has an average of 211 occupied spaces (70% occupancy). Of the occupied spaces, an average of 80 parked vehicles (38%) displayed a residential parking permit while an average of 131 vehicles (62%) did not. Sunday has an **average of 89 vacant** on-street parking spaces (30% available), and a **minimum of 39 vacant** spaces occurring from 11:00 AM to noon.

■ Thursday, 11/11/2004    Friday, 11/12/2004  
 ■ Saturday, 11/13/2004    ■ Sunday, 11/14/2004  
 ■ Sunday, 04/17/2005

**Chart 1**  
**Princess Street**  
**On-Street Parking Occupancy Survey**  
**Residential Permits Vs. Total Occupancy**

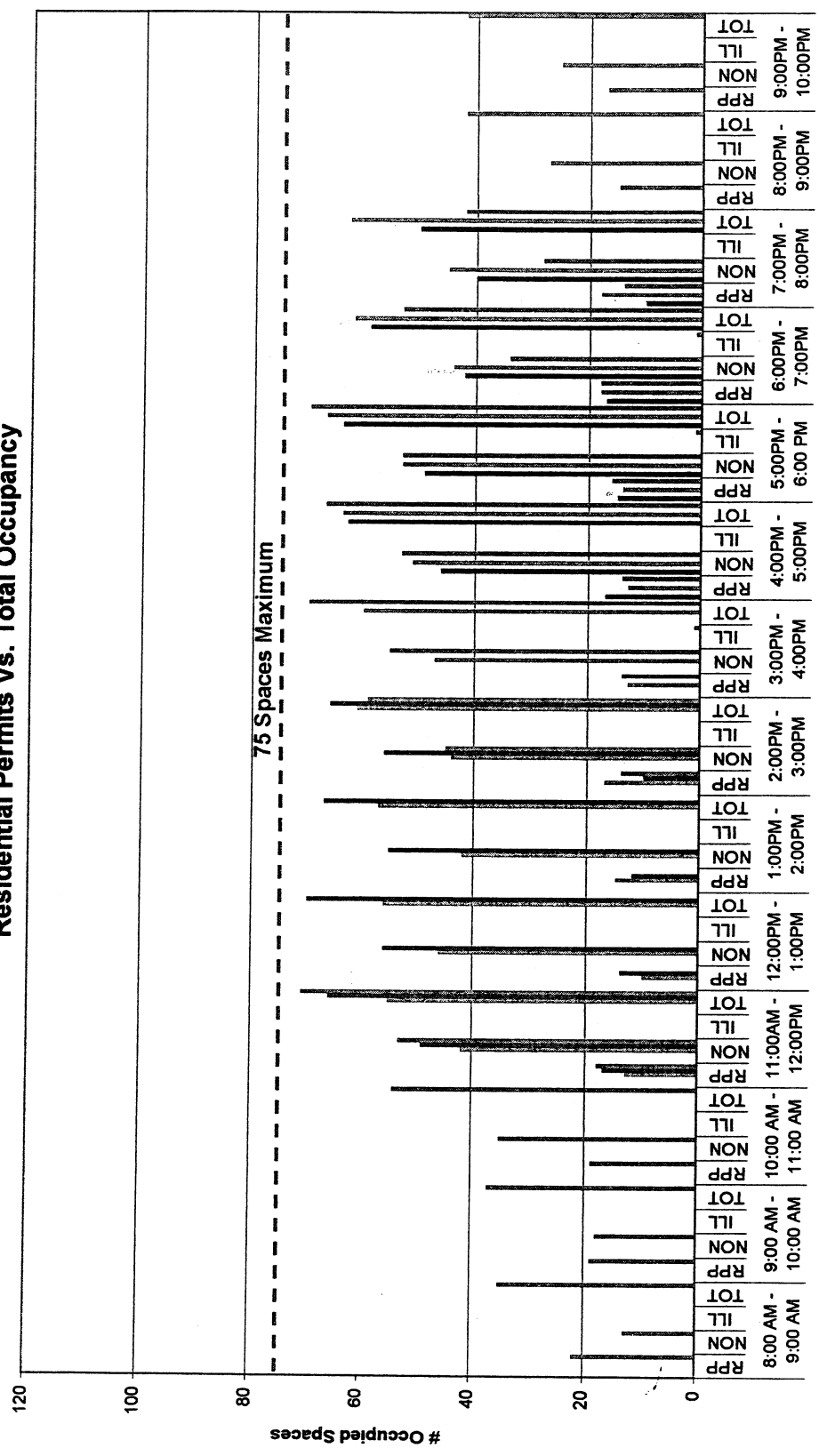


■ Thursday, 11/11/2004  
 ■ Friday, 11/12/2004  
 ■ Saturday, 11/13/2004  
 ■ Sunday, 11/14/2004  
 ■ Sunday, 04/17/2005

Chart 2

Queen Street  
On-Street Parking Occupancy Survey

Residential Permits Vs. Total Occupancy

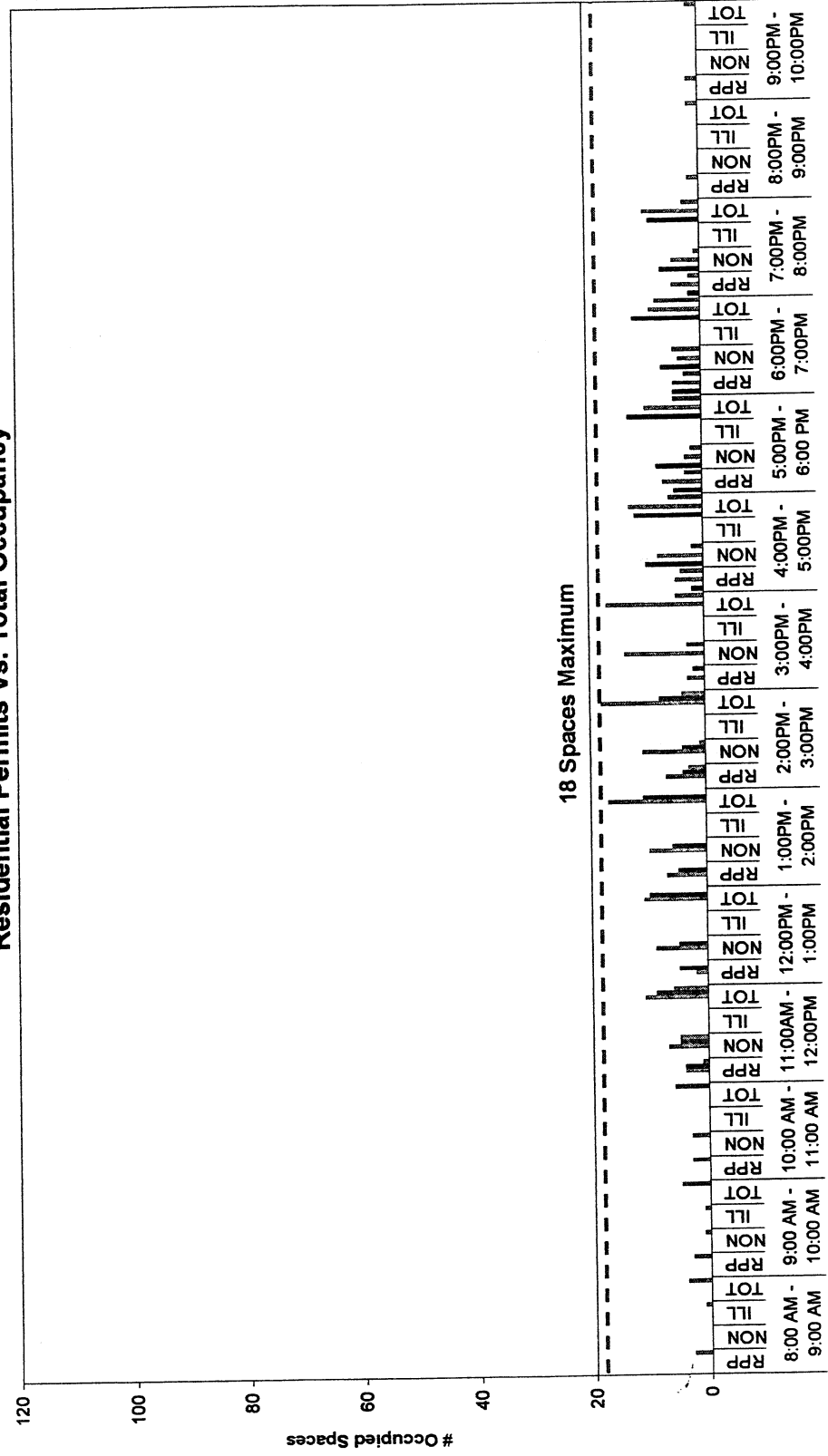


■ Thursday, 11/11/2004    Friday, 11/12/2004  
 ■ Saturday, 11/13/2004    ■ Sunday, 11/14/2004  
 ■ Sunday, 04/17/2005

Chart 3

**Cameron Street  
On-Street Parking Occupancy Survey**

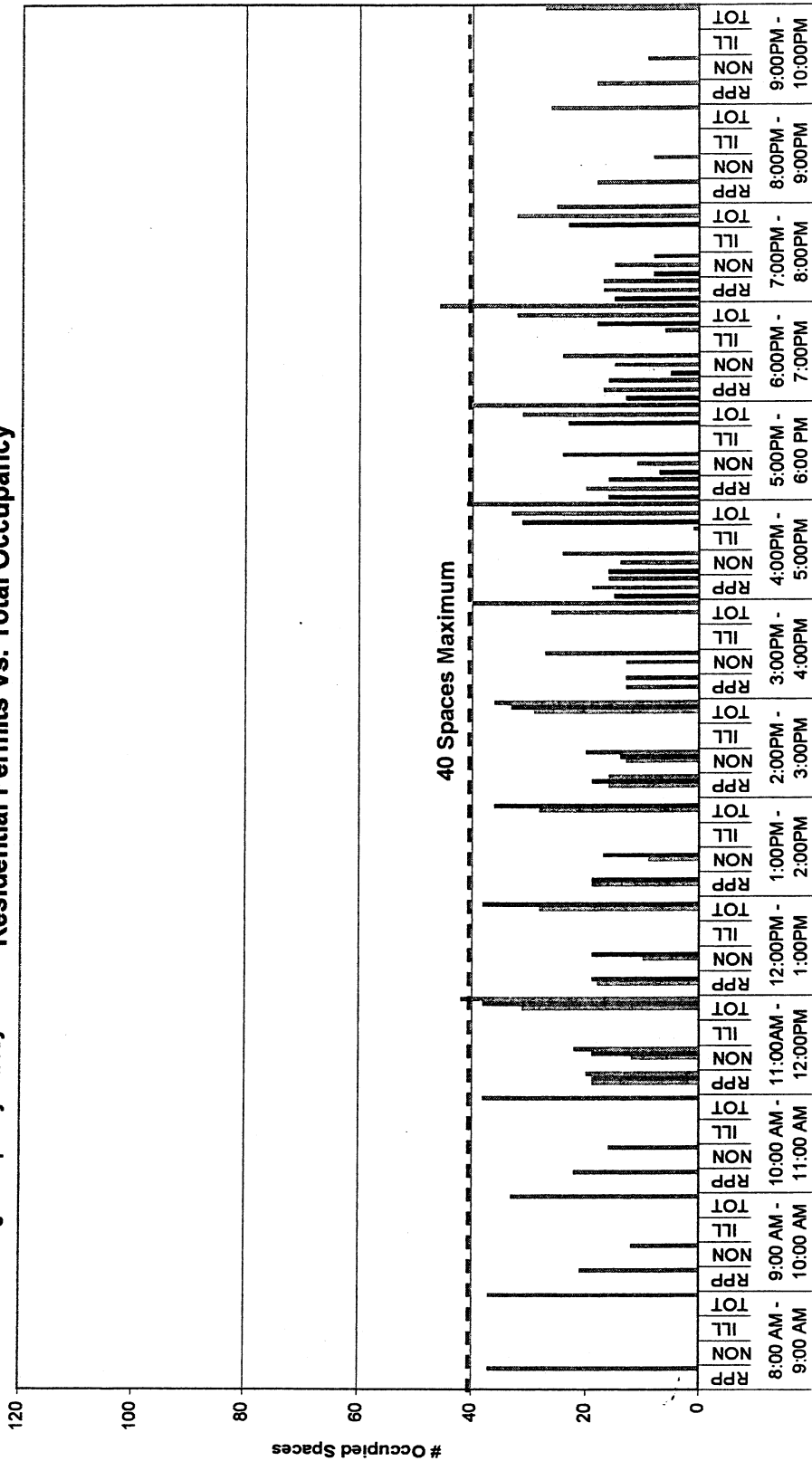
**Residential Permits Vs. Total Occupancy**



■ Thursday, 11/11/2004    ○ Friday, 11/12/2004  
 ■ Saturday, 11/13/2004    ■ Sunday, 11/14/2004  
 ■ Sunday, 04/17/2005

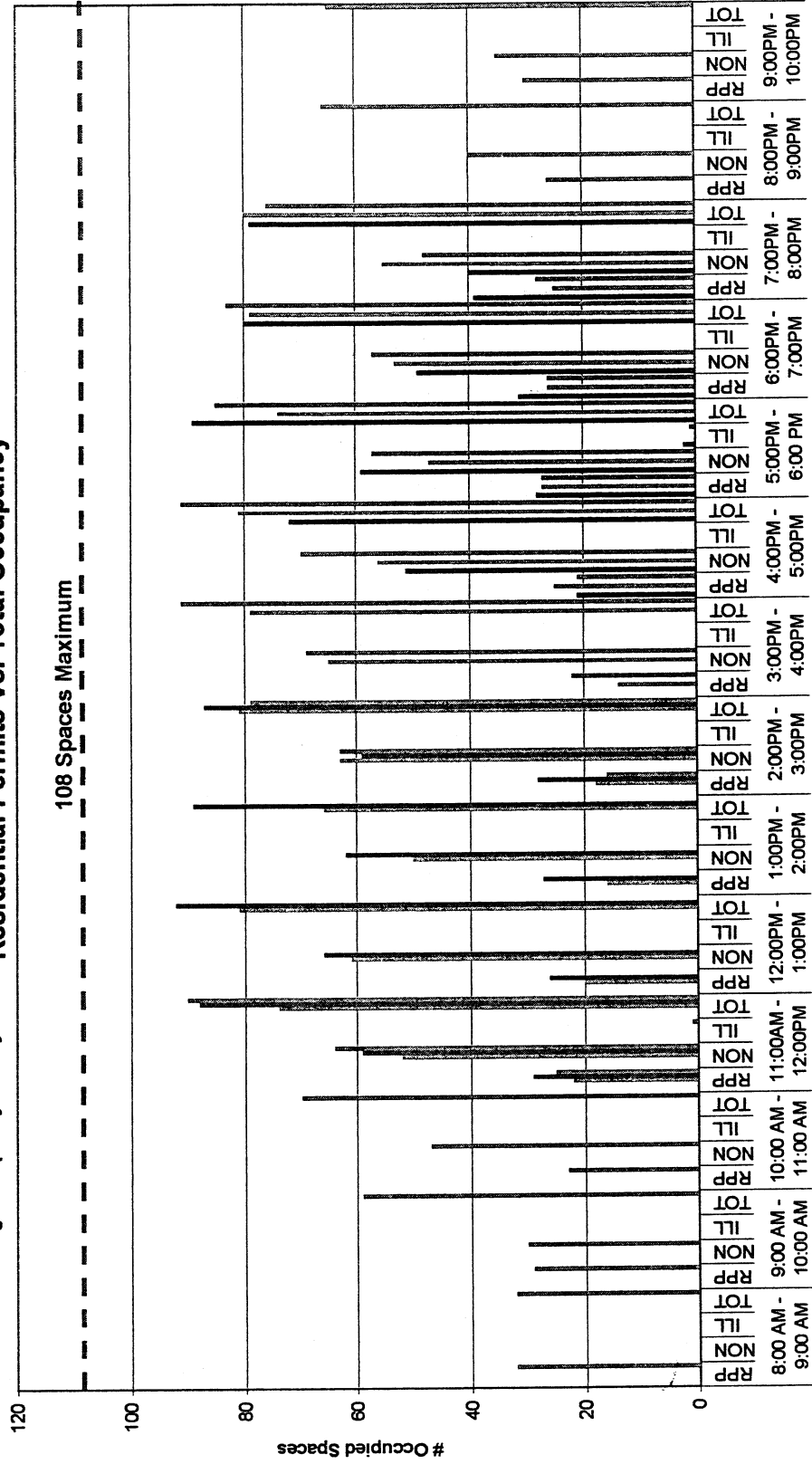
Chart 4

**N. Payne Street**  
**On-Street Parking Occupancy Survey**      **Residential Permits Vs. Total Occupancy**



■ Thursday, 11/11/2004    Friday, 11/12/2004  
 ■ Saturday, 11/13/2004    ■ Sunday, 11/14/2004  
 ■ Sunday, 04/17/2005

**Chart 5**  
**N. Fayette Street**  
**On-Street Parking Occupancy Survey**    **Residential Permits Vs. Total Occupancy**

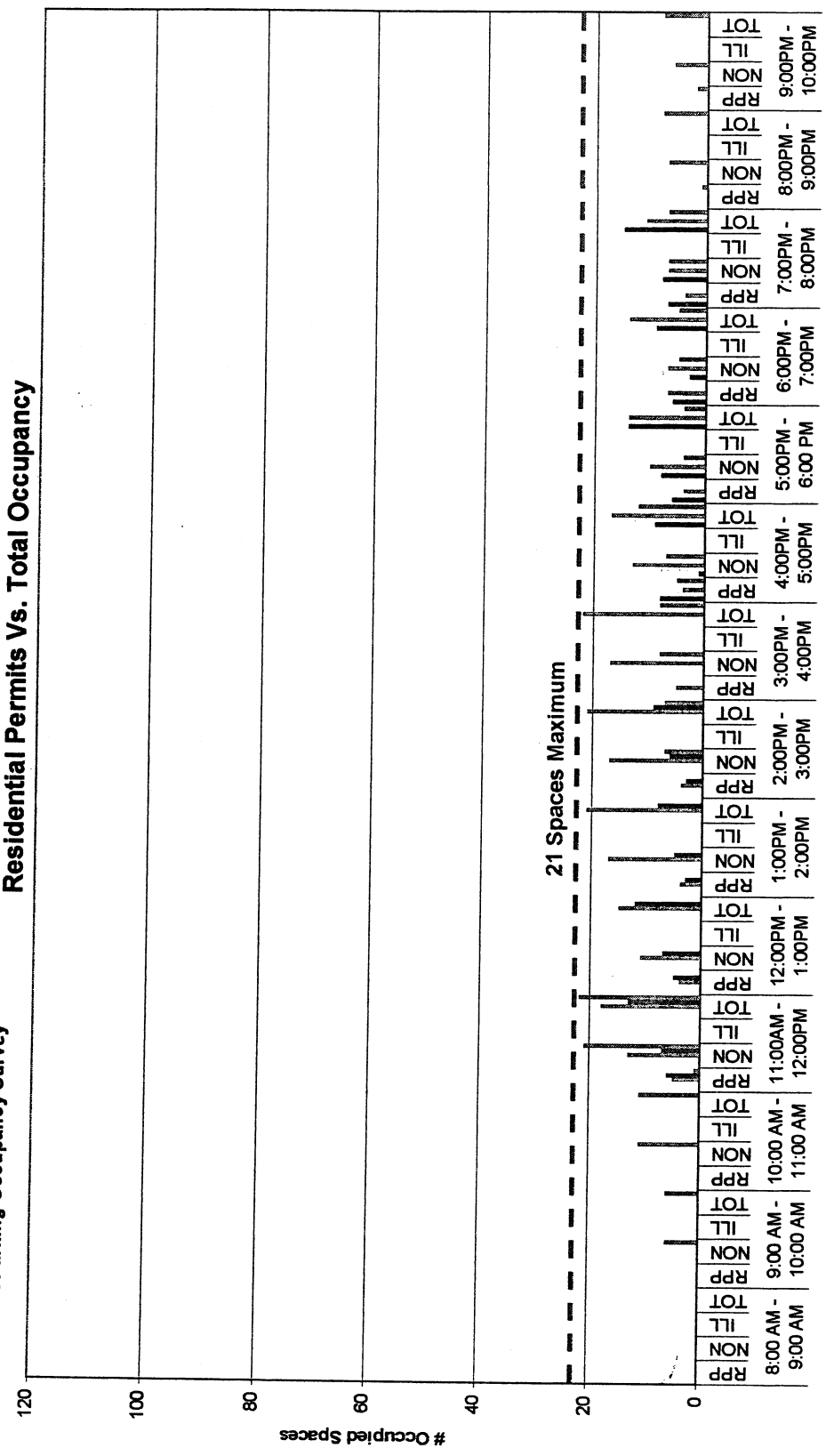


62

■ Thursday, 11/11/2004    Friday, 11/12/2004  
 ■ Saturday, 11/13/2004    ■ Sunday, 11/14/2004  
 ■ Sunday, 04/17/2005

**N. Henry Street**  
**On-Street Parking Occupancy Survey**  
**Residential Permits Vs. Total Occupancy**

Chart 6



■ Thursday, 11/11/2004    Friday, 11/12/2004  
 ■ Saturday, 11/13/2004    ■ Sunday, 11/14/2004  
 ■ Sunday, 04/17/2005

Chart 7

On-Street Parking Occupancy Summary

Residential Permits Vs. Total Occupancy

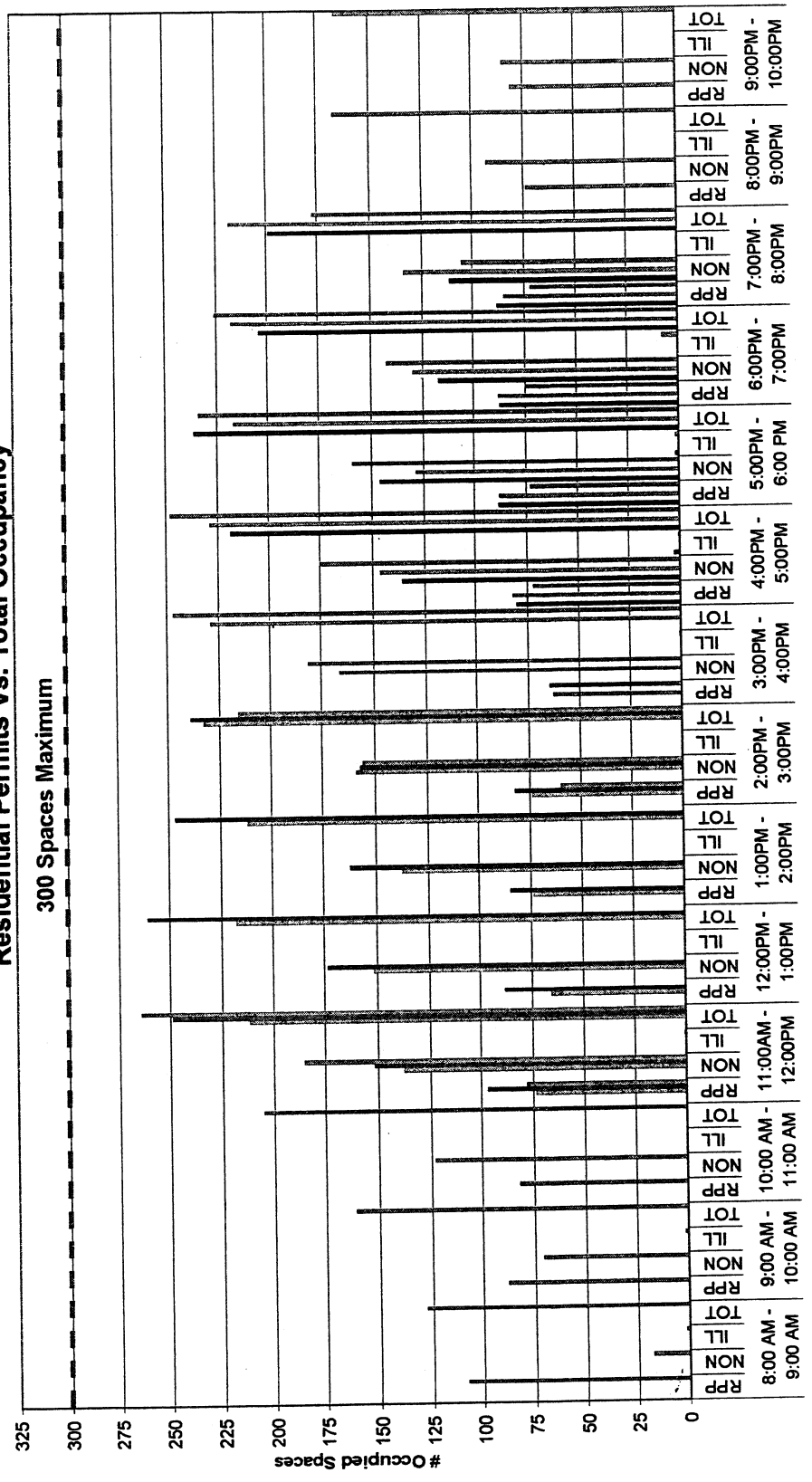




Chart 8

Residential Permit Parking Vs.  
Non - Residential Parking  
Thursday, November 11, 2004

THURSDAY - RPP  
THURSDAY - NON-RPP  
THURSDAY - TOTAL OCCUPANCY

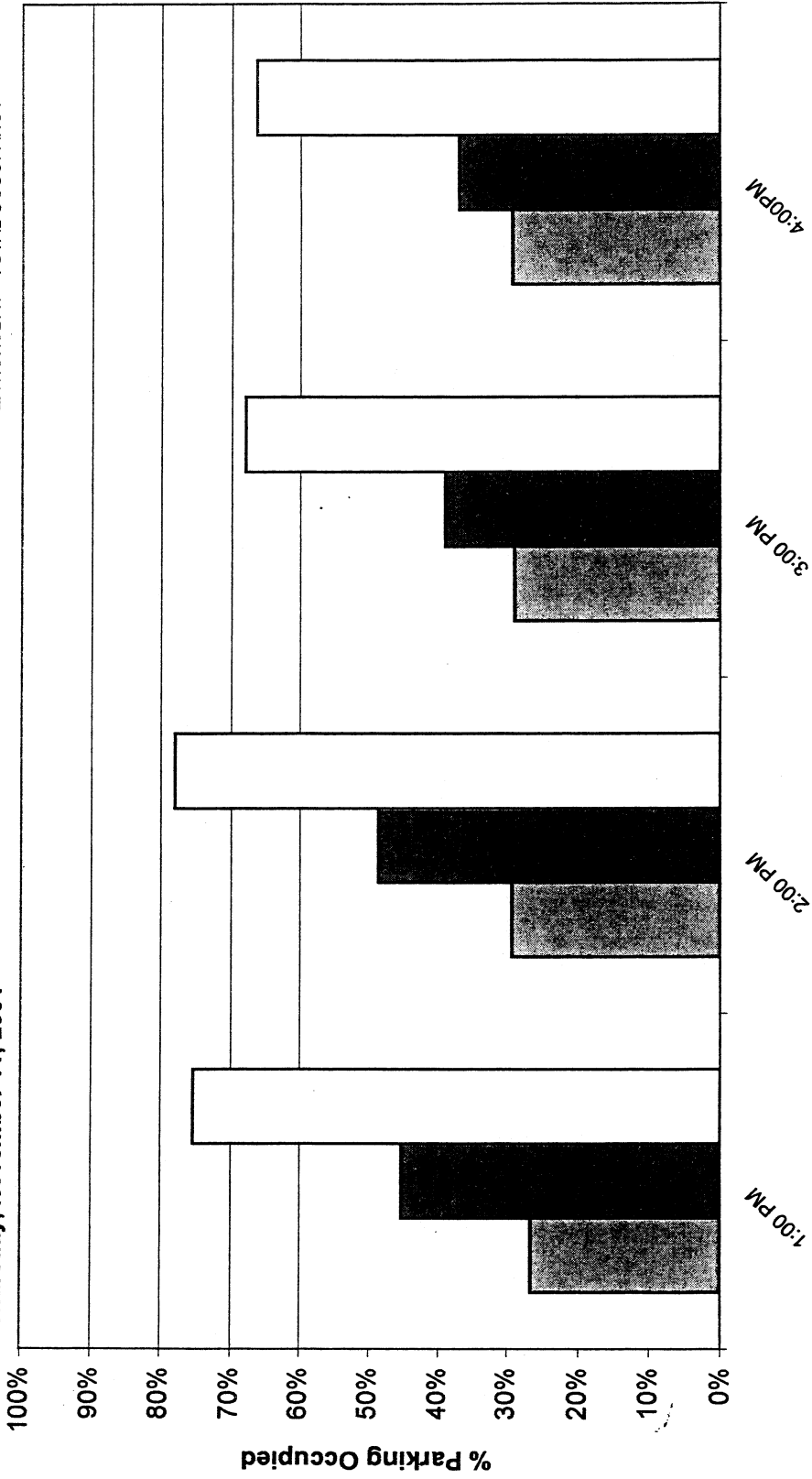


Chart 9

Residential Permit Parking Vs.  
Non - Residential Parking  
Friday, November 12, 2004

- FRIDAY - RPP
- FRIDAY - NON-RPP
- FRIDAY - TOTAL OCCUPANCY

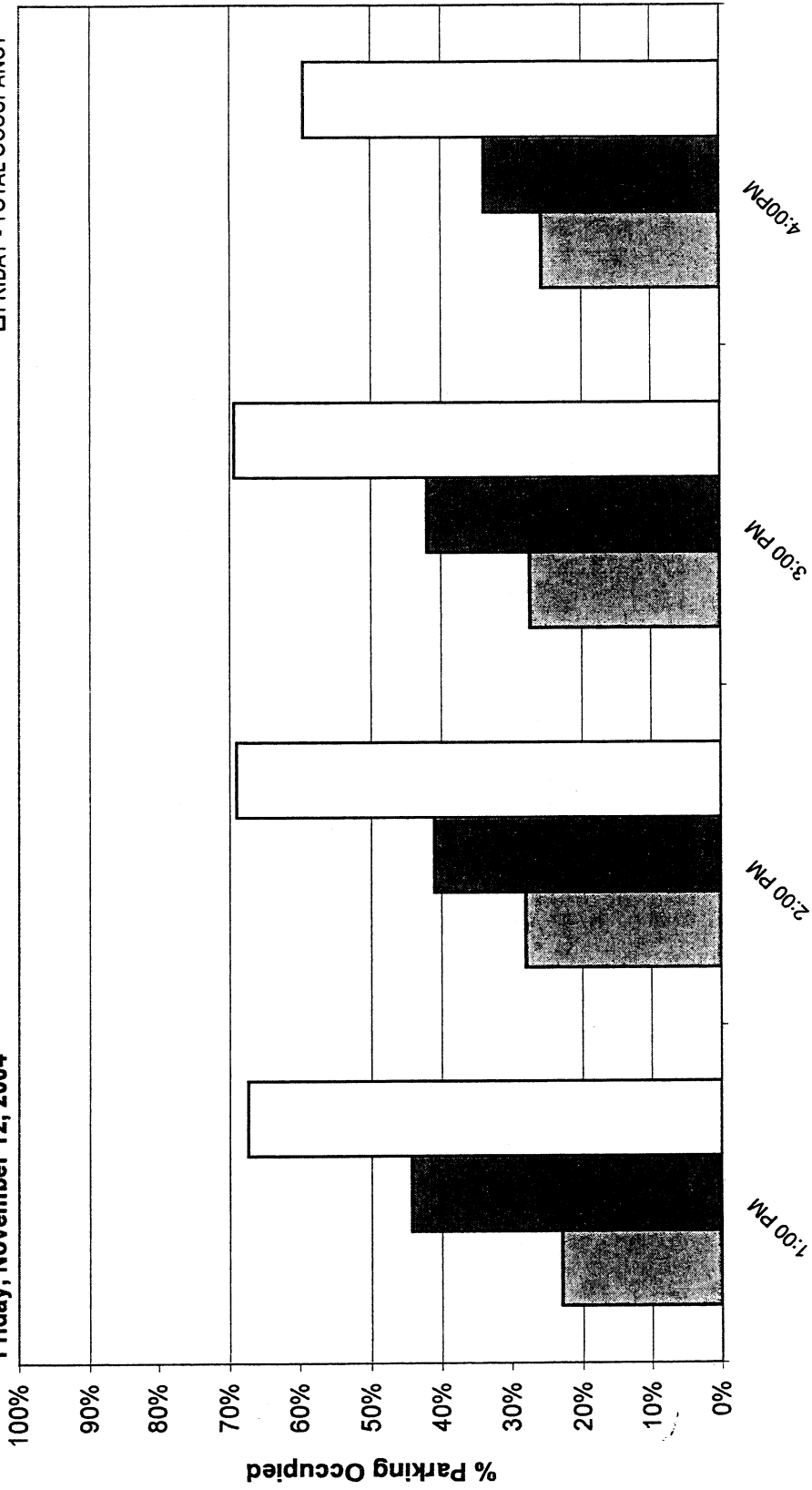


Chart 10

Residential Permit Parking Vs.  
Non - Residential Parking  
Saturday, November 13, 2004

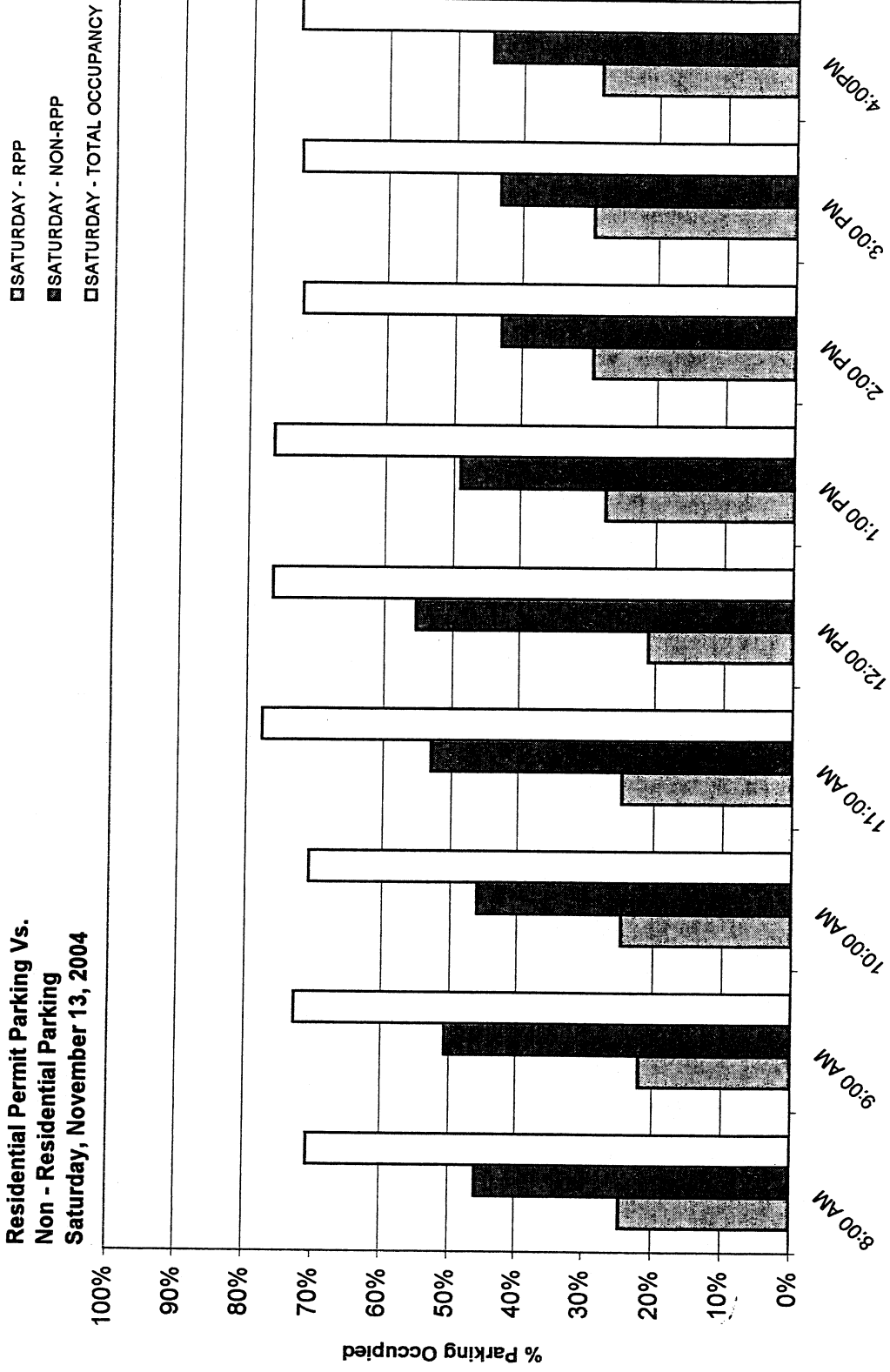


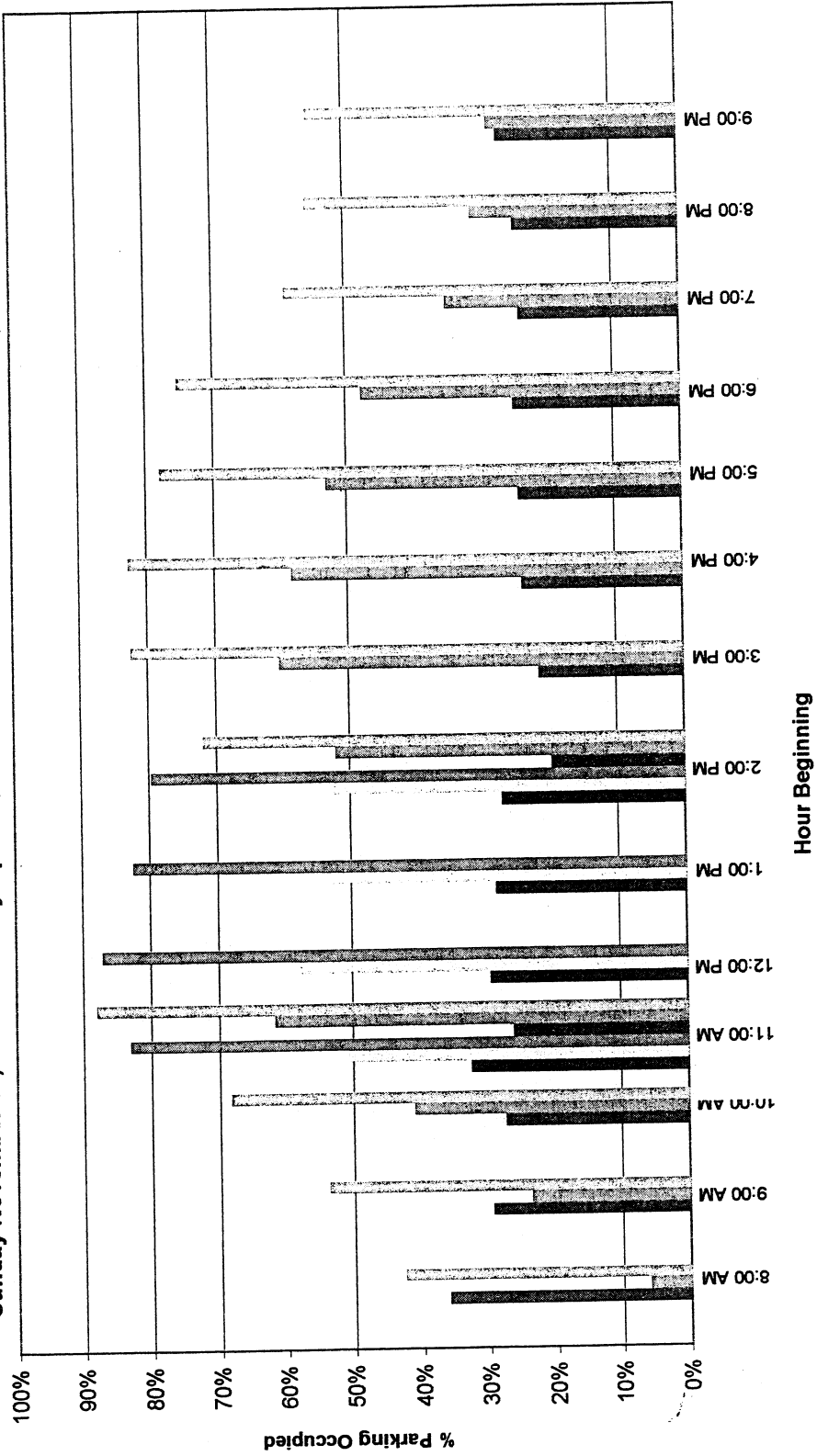
Chart 11

Residential Permit Parking Vs.

Non - Residential Parking

Sunday November 14, 2004 & Sunday April 17, 2005

- SUNDAY - RPP (11/14/04)
- SUNDAY - NON-RPP (11/14/04)
- SUNDAY - TOTAL OCCUPANCY (11/14/04)
- SUNDAY - RPP (04/17/05)
- SUNDAY - NON-RPP (04/17/05)
- SUNDAY - TOTAL OCCUPANCY (04/17/05)



## PROPOSED TRANSIT PROGRAM

### 1210 QUEEN STREET

Cromley Lofts, LLC, a Virginia limited liability company (the "Owner"), is requesting a special use permit for a parking reduction for a change of use and substantial expenditure to convert the existing commercial office structure into an eight (8) unit residential condominium. As a mitigation measure, the Owner shall establish a transit fund to be administered by the condominium association.

The transit fund shall offer each dwelling unit a monthly transit fare subsidy equal to at least 50% of one monthly Metrorail fare pass. Discounted transit fare media shall be distributed to owners and occupants on request. The availability of this fare media discount will be prominently advertised.

Owner shall make an initial transit fund capital contribution of \$600 per dwelling unit, payable to the fund at the time of the base building Certificate of Occupancy monthly. Payments thereafter shall be made to the fund by the unit owner \$50.00 per unit per month. The rate shall be increased by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained by the Director of Transportation and Environmental Services.

Payments shall be the responsibility of the Owner until such time as this responsibility is transferred by lease or other legal arrangement to the owners of the condominiums.

The transit account shall be used exclusively for approved activities; modifications to approved transit account activities shall be permitted upon approval by the Director of Transportation and Environmental Services, provided that any changes are consistent with the goals of the transit account. Approved transit account activities are as follows:

- a. Discounting the cost of bus and transit fare media for residents. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 50%.
- b. Marketing activities, including advertising, promotional events, etc.
- c. Membership and application fees for car share vehicles.
- d. Flex car or other dedicated "shared" vehicle for the unit owners.

The transit account shall also be subject to the following:

- d. The transit account program shall provide that subsidies shall be available to all residents, including both owner-occupants and tenants of rental units.
- e. Information about all transit account activities shall be distributed and displayed to residents, including transit schedules, parking

information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within the building. (T&ES) (P&Z)

The applicant will provide annual transit account reports to the Office of Transit Services and Programs. These reports will provide a summary of the discounts on fare media issued to residents. The first report will be due on year following the issuance of the first certificate of occupancy. The Director of Transportation and Environmental Services shall determine whether any unencumbered funds remaining in the transit account at the end of each reporting year should be reprogrammed for transit activities during the ensuing year or should be paid to the City for use in transit support activities which benefit the site. (T&ES) (P&Z)

The applicant shall prepare, as part of its leasing and/or sales agreements, appropriate language to inform tenants/owners that the transit account requires the owner or owners of the property to provide transit fare subsidies for each apartment unit. Such language shall be reviewed and approved by the City Attorney's office prior to its use in any lease/purchase agreements. (T&ES) (P&Z)



# More Area Car Owners Shift to Hourly Rentals

By STEVEN GINSBERG  
Washington Post Staff Writer

Matt Clausen's friends told him he was crazy. Absolutely nuts. How in the world did he and his wife expect to take care of a new baby if they got rid of their only car? How would they get to the doctor's office? See their friends?

Clausen harbored his own doubts, but he had also done some math. He was paying \$450 a year

in insurance and \$800 in repairs, plus gas and other nagging costs. The hassle equation didn't add up, either: His station wagon broke down a lot, and he was sick of hunting for parking.

So he ditched the clunker and put his trust in Zipcar, one of two car-sharing companies in the Washington region that offer a range of vehicles for rent in increments as short as a half-hour.

Unlike traditional car rental out-

fits, car-sharing companies station small numbers of vehicles in neighborhoods across the region that users reserve online or by phone. They use electronic cards to get into cars and must return them to the reserved spots where they picked them up. Both companies in the Washington area, Zipcar and Flexcar, include gas, insurance and maintenance in their rates.

"It seemed like a car was more of a hassle than anything else,"

said Clausen, of Capitol Hill, who, with his wife, Margarita Diaz, spent about \$1,000 on Zipcar the first year they tried it. "I wanted to have the freedom of having a car around in case I needed it, but it ended up sitting out on the street all the time. Zipcar ... tipped the scales for me."

Many people in the Washington region — with its crowded neigh-

See CAR SHARING, A6, Col. 1

## Short-Term Car Rentals Gaining A Foothold

CAR SHARING, From A1



Matt Clausen and Margarita Diaz use a Zipcar for errands. Owning a car "was more of a hassle than anything," he said.

borhoods, limited parking and nightmarish traffic — have come to the same conclusion, turning it into a proving ground of whether Americans are amenable to the culture of car sharing.

The companies got their starts in Seattle and Boston, but the Washington region is the only place in the country where two car-sharing companies compete, and company officials confirm that it has quickly become one of their hottest markets. After three-plus years, the companies have stationed a combined 226 cars in the area and have signed up more than 14,000 members, nearly half of them in the past year.

Company executives and some local politicians and transportation officials say car sharing represents the future of how people will get around in congested cities.

"This is really kind of an urban solution," said Tim Vogel, a general manager for Flexcar. "Major cities are all headed in the direction where car ownership doesn't make sense at all."

The idea has worked in Europe for years, but for it to succeed in the United States, people will have to abandon a national culture obsessed with the notion that owning a car provides independence and an identity for the more communal idea that people can save money and gain freedom by sharing.

"It's a big leap," said Dave Allen of the Seattle Department of Transportation, which provides 20 parking spots for Flexcar and subsidizes car sharing for up to a year. "People feel they need [a car], so we say, okay, why don't you try it for a month and see if you really need it. They find another culture they prefer of walking more and spending less time in their car."

Users say the services are handy for running to suburban stores, loading up on home improvement supplies, picking up a piece of furniture or visiting family and friends. Some businesses sign up to give employees a way to hustle between offices or pick up materials. Another perk, users add, is that they get to drive all kinds of cool cars.

"I drove a BMW for the first time in my life," Clausen said. "I've tried VW Bugs. I tried a convertible once."

Supporters say that car sharing benefits communities by reducing the number of drivers congesting city streets, polluting the air and circling like vultures for those elusive parking spots. They say it works best in places with extensive public transportation systems and where residents are able to bike and walk a lot. Metro provides free parking spaces for the cars where available. The companies have cars at 66 of the 86 Metro stations.

Arlington County is one of those spots and has quickly become an aggressive backer of car sharing. The county provides 20 spots near Metro stops, and leaders plan to add more this year. The county has also just completed a year-long trial in which it spent \$30,000 to cover many car-sharing costs.

The results: Membership in the two companies jumped from 1,180 to 2,500, according to Chris Hamilton, the county's manager of commuter services. Hamilton added that a survey of 426 of those members found that about 70 percent said they saved money, felt more independent and had delayed buying a car. Half said they drove less, and a quarter said they sold one of their cars.

The City of Alexandria offers similar incentives, and officials in Greenbelt lease a vehicle from Zipcar for seniors at a complex with scant parking, charging residents \$1 an hour to use the car. District officials are also considering giving spots to the companies, and some developers offer the cars as an amenity for new residents.

As car sharing becomes more popular, the idea is running into resistance from people who don't view it as a solution to the parking crunch. Opponents also bristle at handing over prime public parking spots to private businesses.

"I'd love to be able to park close to my house as well," said Bertram Keller of Adams Morgan. "I disagree totally with anybody who thinks having these shared vehicles will make any dent at all in the parking situation in our neighborhood."

Users, on the other hand, say they love it. Wavely Veney, owner of an Internet marketing firm in Southwest Washington, said his Flexcar account provides him access to a fleet of vehicles that all his employees can use. He also said it's cheaper than owning a company car and insuring multiple drivers.

"If I owned the car, there'd be maintenance I'd have to pay for, gas I'd have to pay for, insurance," Veney said. Flexcar "just takes away all the hassle of it. It's perfect for me."

THE WASHINGTON POST

TUESDAY, MARCH 29, 2005

### Car Sharing in the D.C. Area

Car-sharing companies say one of the biggest benefits of their service is the time savings. Here are the costs for customers for the two companies operating in the Washington region.

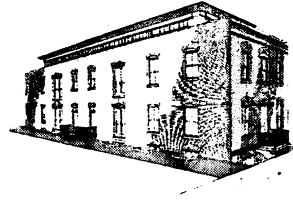
**Zipcar**  
Application fee: \$25  
Annual fee: \$25  
Hourly rate: \$8.50 and up, depending on type of car  
Daily rate: \$59  
Rates include 125 free miles each day.

**Flexcar**  
Annual fee: \$35  
Hourly rate: \$9 and up, depending on type of car  
Daily rate: \$45 or \$80, depending on promotion  
Rates include 30 free miles each hour.

Both companies offer monthly plans with lower rates.



Highlights of  
1210 Queen Street  
**Alexandria Laundry**  
Loft Condo Redevelopment



CROMLEY LOFTS, LLC

**Remedy Blight**

- Restore Neglected Historic Building / Erase Neighborhood Eyesore
- Remove Public Nuisance / Alley is Magnet for Drug Taking, Defecation
- Add Life and Light to Vacant and Dark Edge of Neighborhood at Night
- Increase Safety in and Around Helen Miller Park

**Dynamic Design**

- Create Exciting Urban Architecture / Dynamic New Living Spaces
- Construct "Monitor" Architectural Form, A Common Feature on Alexandria's 19<sup>th</sup> & 20<sup>th</sup> Century Industrial Buildings
- Resurrect a Lost Piece of Alexandria's Architectural History
- 6 to 10 Unit Buildings Part of Parker-Gray Historic District Fabric

**Green Building Leadership**

- Utilize Substantive Green Building Practices: Will Be Alexandria's First Private Development to be LEED Certified by the National Green Building Council
- Reclaim Green Space / Replace Asphalt & Gravel Alley With Landscaping
- Lessen Traffic/Trip Generation By Downsizing Use From Commercial to Residential
- Facilitate Access to Two Nearby Metro Stations by Providing Designated Bicycle Storage Compartments For Each Unit

**Reduced Parking Demand**

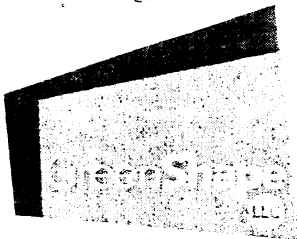
- Limit Number of Cars Associated with Building: Number of Cars For Residential Use is Fixed, Versus Unlimited Number of Cars --With No Parking Requirement-- For Commercial Uses
- Reduce Number of Cars on Street: Current Commercial Tenants Will Be Replaced By Residential Owners. Independent Parking Study Demonstrates Abundant Nighttime Parking on All Adjacent Streets
- Half of the Houses on Block Have Off Street Parking / 70% Have Alley Access
- Residential Use Provides More Parking For Long Established Queen Street Businesses

**Insure Appropriate Use**

- Proposed Project Blocks Potential For More Intensive Commercial Development: Commercial Development at This Site Does Not Require Parking, Potentially Dumping Scores Of New Cars Onto Queen Street At All Hours
- Proposed Project Blocks Potential For Inappropriate "By Right" Development (Developments Which Do Not Require Permission From The City); Current Zoning Allows For, Among Other Things, Chain Type Developments At This Site, Such As "Dry Cleaner Depot," A 24 Hour Laundromat, Etc.

**Plus:**

- Builder Will Make Double the Required Contribution to Alexandria's Affordable Housing Fund
- Building Will Have Double the Required Number of Handicapped Accessible Units
- Builder Will Make Substantial Landscaping and Capital Improvements to Helen Miller Park
- Builder Has Contributed Hundreds of Hours of Volunteer Service Directly to the Parker-Gray Neighborhood
- Builder is Alexandria Native / 12 Year Parker-Gray Resident;
- Builder Has Long Local Resume of Thoughtful/Quality Design



2 February 2005

Jeffrey Farner  
City of Alexandria  
Department of Planning and Zoning

Re: Alexandria Laundry Condominiums, 1210 Queen Street  
LEED Feasibility Report

Dear Mr. Farner-

On 14 December, GreenShape LLC facilitated a one-day feasibility and goal-setting workshop with the project team for the Alexandria Laundry condominiums at 1210 Queen Street. In this meeting we evaluated the potential for the project to be developed as a green building using the Leadership in Energy and Environmental Design (LEED™) Green Building Rating System. The initial design approach seems very compatible with the principals contained within LEED™ and the team's willingness to investigate other opportunities for improved environmental building performance make this project a good candidate for achieving LEED™ Certification.

This report outlines the green building opportunities and strategies identified in the workshop that will support the project's eligibility to apply for LEED™ Certification. References to specific LEED™ Credits will be indicated in parentheses and correspond to the initial scoring summarized in the attached LEED™ Scorecard.

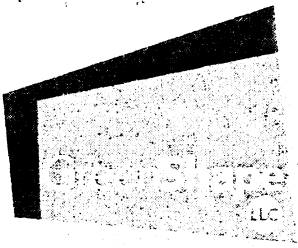
If you have any questions about the items contained within the attached report, please feel free to contact me.

Sincerely,

Iris Amdur  
Principal

616 4th Street NE  
Washington, DC 20002  
T 202-544-1400  
F 202.318.4078  
irisamdur@greenshape.com  
www.greenshape.com

74



# Alexandria Laundry LEED™ Feasibility Report

2 February 2005

## Sustainable Sites

- **Erosion and Sediment and Control (SSPR1)** – An Erosion and Sedimentation Plan will be developed to ensure that soil is not lost during construction and that particulate matter is kept out of storm sewers, receiving streams and/or the air in keeping with EPA or local codes, whichever is more stringent.
- **Site Selection (SS1)**. No parkland, wetlands, farmland, endangered species habitat or other beneficial lands have been disturbed for the building's development.
- **Development Density (SS2)**. The building's location in a dense urban area makes use of existing infrastructure and reduces urban sprawl.
- **Public Transportation (SS4.1)**. There are two Metro stations and several bus lines within blocks of the building. The building's proximity to public transportation reduces the need for automobile use by owners and visitors, helping to reduce gasoline consumption and keep the air clean.
- **Bicycle Storage (SS4.2)** - Secure bicycle storage will be provided for 15% of building occupants to encourage the use of bicycles for transportation.
- **Alternative Fuel Vehicles (SS4.3)**– If financially feasible, a hybrid “shared car” service such as Zipcar or Flexcar may be provided for use by condo owners.
- **Stormwater Management (SS6.1/6.2)**. Coordination with City of Alexandria is needed to confirm support for stormwater management measures to enable infiltration or retention and delayed release and filtration of storm water (Low Impact Development Techniques to reduce the burden on municipal storm systems).
- **Reduce Heat Islands (SS7.1/7.2)**. The use of high reflectance, light colored concrete for sidewalks and the use of an Energy Star white roofing membrane will help keep the site and roof cool.
- **Light Pollution Reduction (SS8)**. All building lighting will be designed to reduce spillage from the site (which can negatively affect the comfort of neighbors and the habits of migratory birds). Use of light cutoffs and canopies will prevent light from being directed upwards.

## Water Efficiency

- **Water Efficient Landscaping (WE1.1/1.2).** In order to conserve water, the landscape plantings will be designed with native plant species and perennial plants that are well-suited to the climate and integrated with the stormwater management plan to eliminate the need for potable (drinking) water to irrigate plants.
- **Water Efficient Plumbing (WE3.1/3.2).** Water-saving plumbing fixtures, including dual flush toilets, low-flow faucet aerators and showerheads, will be provided to reduce the use of water in the building by 20-30%.

## Energy and Atmosphere

- **Fundamental Building Systems/Additional Commissioning (EAPR1/EA3)**  
LEED™ requires a quality control process, called Commissioning, to be implemented which includes the following fundamental best practice commissioning procedures:
  1. Engage a commissioning authority.
  2. Develop Owner's performance requirements for energy, water and IEQ and review the basis of design to verify performance requirements have been met.
  3. Incorporate commissioning requirements into the construction documents.
  4. Develop and utilize a commissioning plan.
  5. Verify installation, functional performance, training and operation and maintenance documentation.
  6. Complete a commissioning report.A LEED™ credit can be earned for also including a 3<sup>rd</sup> party design-phase review of mechanical designs and end-of-warranty quality control check.

The Commissioning Process is typically standard practice for large buildings. Further investigation and discussion with the US Green Building Council may be required to define the scope of the commissioning plan appropriate to this scale of building to ensure quality control without incurring an undue cost burden.

- **Minimum/Optimized Energy Performance (EAPR2, EA1).** The building will meet and exceed local performance standards by meeting a more stringent standard than required by local codes, ASHRAE 90.1-1999. The project team will attempt to exceed those standards by 10-30% through the use of energy saving building techniques and high efficiency HVAC systems, which will translate directly into savings for building owners. If financially feasible, Energy Efficiency Measures will be modeled using energy modeling software to show increased performance and prove compliance with LEED™ requirements.

- **Ozone Protection (EAPR3, EA4).** The building's HVAC and refrigeration equipment will be selected so as not to contain CFC's, HCFC's or Halons, which are harmful to the environment

## Materials and Resources

- **Storage and Collection of Recyclables (MRPR1)** – Pantry areas to be designed to include recycling storage. A centralized area for additional recycling storage may also be included depending on spatial needs and constraints.
- **Building Reuse (MR1)** – At least 75% of existing building structure and shell will be maintained. This reduces the creation of waste and demand for new materials, which provides a tremendous savings to the environment while preserving the existing fabric of the city.
- **Construction Waste Management (MR2)** – Construction Waste Management Plan will be developed to reduce demolition and construction waste by 50%. Plan will likely include salvage of wood joist and recycling of other demolition and construction debris.
- **Resource Reuse (MR3)** – Reclaimed wood flooring will be investigated for use throughout the building. If the cost of this material equates to 5% or more of total project material costs, a LEED™ point can be earned.
- **Local/Regional Materials (MR5.1, 5.2)** – It is anticipated that at least 50% of building materials can be obtained from manufacturing sources within 500 miles of the project and that at least half of those regionally manufactured products will be made from raw materials which were produced within the 500 mile radius.
- **Certified Wood (MR7)** – Depending on cost and availability, a point can be earned for purchasing 50% or more of new wood products used in the job from Forest Stewardship Council (FSC) Certified sources.

## Indoor Environmental Quality

- **Minimum IAQ Performance (MRPR1).** The Cromley Lofts will be designed to meet the minimum requirements for Ventilation for Acceptable Indoor Air Quality as required by LEED™, preventing the development of indoor air quality problems and contributing to the comfort and well-being of the building occupants.
- **Environmental Tobacco Smoke (ETS) Control (MRPR 2).** Smoking will not be permitted in the building common areas or near building entrances.
- **Construction IAQ Management Plan (EQ3)** – During construction, materials will be protected from moisture damage and particulates were controlled through the use of air filters. When construction is complete, the building will be “flushed out” for two weeks with 100% outside air or indoor air quality testing will be conducted. Air filters will be replaced to ensure continued air quality.

- **Low-Emitting Materials (EQ4)** An important strategy for reducing occupant exposure to chemical irritants is limiting their introduction to the building during construction. By adhering to defined limits on volatile organic compounds (VOC's) found in building materials, the Cromley Lofts will maintain a high quality indoor environment.

**Adhesives & Sealants (EQ4.1)** - Interior build out will adhere to VOC limits as defined in LEED™ for all adhesives and sealants used in the building. These VOC limits can be found at [www.greenseal.org](http://www.greenseal.org).

**Paints (EQ4.2)** - Interior build out will adhere to VOC limits as defined in LEED™ for all paints used in the building. These VOC limits can be found at [www.greenseal.org](http://www.greenseal.org).

**Carpet (EQ4.3)** - Interior build out will adhere to VOC limits as defined in LEED™ for all carpet used in the building. These VOC limits can be found at [www.carpet-rug.com](http://www.carpet-rug.com).

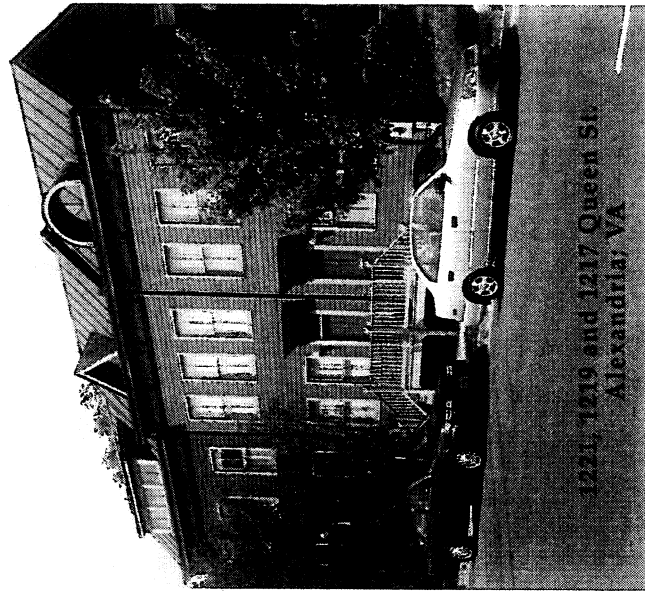
- **Indoor Chemical & Pollutant Source Control (EQ5)**. In order to minimize pollutant cross-contamination of regularly occupied areas, permanent entryway systems will capture dirt, particulates, etc. from entering the building at all high volume entryways. Where chemical use occurs (housekeeping areas) deck to deck partitions, separate outside exhaust and plumbing drains for appropriate disposal of liquid waste will be provided.
- **Thermal Comfort (EQ7.1)** The building's HVAC systems will comply with humidification requirements per code (ASHRAE 55-2004), which ensures that interior spaces are properly dehumidified to ensure comfort.
- **Daylight & Views, Daylight (EQ8.1, EQ8.2)** Access to natural daylight and views will be provided for all regularly occupied spaces per LEED™ requirements.

## Innovation and Design Process

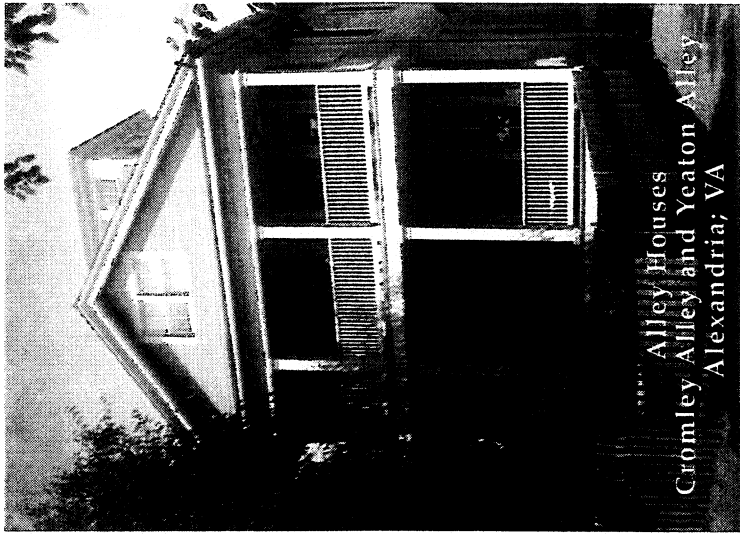
LEED™ Innovation credits can be earned for innovative approaches to design, construction, operations and maintenance of a building. Project-specific ideas for potential innovation credits may be identified in future design phases.

# William Cromley

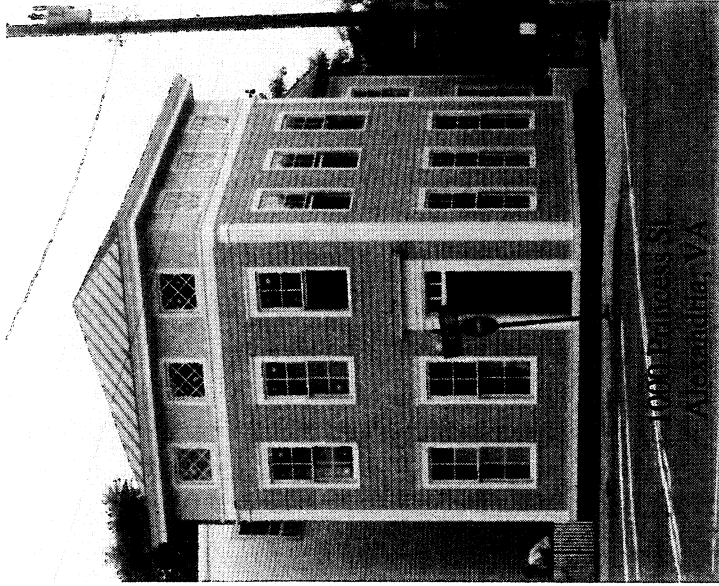
New House Projects  
Alexandria, VA



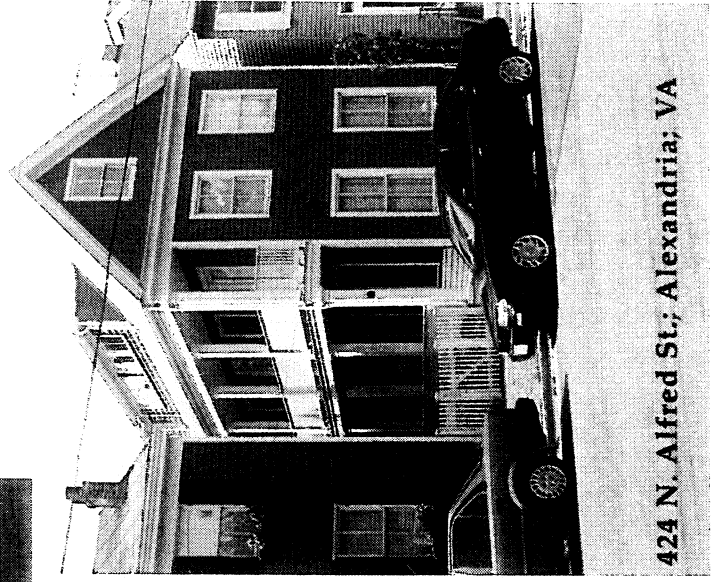
1221, 1219 and 1217 Queen St.  
Alexandria, VA



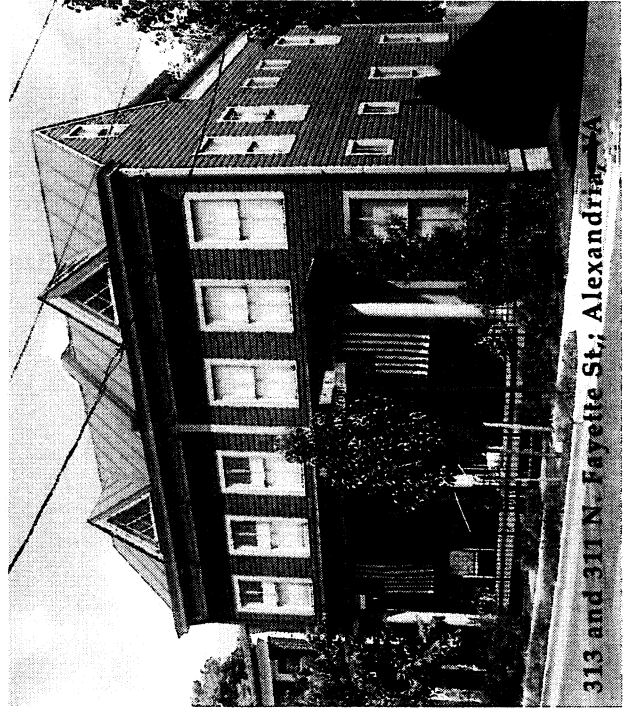
THE ALLEY HOUSES  
Cromley Alley and Yeaton Alley  
Alexandria, VA



1000 Phillips St.  
Alexandria, VA



424 N. Alfred St.; Alexandria, VA



313 and 311 N. Fayette St.; Alexandria, VA

**100 +**  
**Letters of Support**  
1210 Queen Street Alexandria Laundry Loft Condo Redevelopment  
Residents, Business & Property Owners  
**Parker-Gray Historic District / Inner City Civic Boundaries**

**1200 Block of Queen St.**  
(Support of Majority of Property Owners on Block)

Timothy & Kristina O'Brien	1209 Queen St.	Across the street from 1210 Queen
Dore & Michael Duhaime	1221 Queen St.	Across the street from 1210 Queen
Robert & Annalisa Conway	1211 Queen St.	Across the street from 1210 Queen
Adonice C. Hereford	1227 Queen St.	Across the street from 1210 Queen
Mary E. Daly	1217 Queen St.	Across the street from 1210 Queen
Mr. & Mrs. Harold Ferguson	1207 Queen St.	Across the street from 1210 Queen
Charles & Mildred Curtis	1212 Queen St.	Adjoining property of 1210 Queen

**Within Two Blocks of Property**

J. Glenn Hopkins	1224 Princess St.	President, Hopkins House
John Rust & Mark Orling	1215 Cameron St.	Rust, Orling & Neale, Architects
Melissa Luby	312 ½ N. Henry St.	City of Alexandria School Board
Jerome Harris	1303 Queen St.	
Jeff & Cindy Hodor	1317 Queen St.	
Gregory M. Peeples	1105 Queen St.	
Rick Cairo	1109 Queen St.	
Richard Williams	1111 Queen St.	
Donald J. McCarthy	1119 ½ Queen St.	
Ronald Sykes	1101 Queen St.	
Helen McNiell	1019 Queen St.	



**Within Two Blocks of Property  
(Continued)**

Virginia McKinnon	1023 Queen St.	
Thad Worly	1014 Queen St.	
Ginger Swope & Vaden Fitton	311 N. Fayette St.	
Eileen Marousek	313 N. Fayette St.	
Christopher Crumbley	315 N. Fayette St.	
John Lightfoot & Rafael Jiurenez	309 N. Fayette St.	
Gary Robinson	308 N. Fayette St.	
Nensi Fiorenini	317 ½ N. Fayette St.	
Jaselle Williams	316 N. Fayette St.	
Jay Wells	319 N. Fayette St.	
William McKeever	319 ½ N. Fayette St.	
Keith H. Butler	401 N. Fayette St.	
Christian M. Burch	402 N. Fayette St.	
Jim & Celia Lose	419 N. Fayette St.	
Brian Maday	403 N. Fayette St.	
G. Scott Singleton	421 N. Fayette St.	
Chris & Jennifer Patton	414 N. Fayette St.	
Luis Chinchilla	1207 Cameron St. #1	
Marilyn Moore	1207 Cameron St. #2	
Duncan Blair	1115 Yeaton Alley	(No relation to applicant's attorney)
Steve & Rebecca Edwards	1110 Cromley Alley	
Maya Fiorenini	310 N. Henry St.	
Claire Liston	312 ½ N. Henry St.	
Lyne La Berge	329 N. Henry Street	

**Within Two Block of the Property  
(Continued)**

Tom Vaughn	307 N. Payne St.
James L. Cole	427 N. Payne St.
Craig P. Witmer & Amy Liu	1320 Princess St.

**Other Residents, Business & Property Owners  
Parker-Gray Historic District / Inner City Civic Boundaries**

Edward Braswell	426 N. Columbus St.	Former Chair, Alexandria Planning Commission
Elsie Mosqueda	900 Pendleton St.	Candidate, VA House of Delegates, 45 <sup>th</sup> Dist.
Gloria & Charles "Tony" Gee	830 Oronoco St.	Former Pastor, St. John's Baptist Church
Wayne Neale, A.I.A.	405 N. Alfred St.	Partner, Rust Orling & Neale, Architects
Edward & Csilla Lockett	420 N. Alfred St.	Former Chief, Development Division, City of Alexandria Dept. of Planning & Zoning
Dorothea G. Campbell	425 N. Alfred St.	
Jane Casteline & Chris Osburn	517 N. West St.	
Jeff Swedberg & S. Riefman	912 Princess St.	
Jodi Orr	212 N. Alfred St.	
Brooks A. Armandroff	902 Oronoco St.	
Stephen & Judy Baer	501 Francis Ct.	
Lee Esther Bivins	518 N. Alfred St.	
Gerald B. Kauvar	501 N. Alfred St.	
Amy Maddox	403 West St.	
Jada Jones	423 N. Alfred St.	
Mary Burrell Moore	1008 Oronoco St.	
Barbara Sumner	417 N. Alfred St.	
Dana McLeod	519 N. Alfred St.	
Jack Spahr	808 Oronoco St.	
Frank E. Manning	1008 Princess St.	

Saskia Jansen	421 N. Alfred St.
Fay Harris	909 Princess St.
Peggy Marebborke	510 N. Alfred St.
Robt. & Casey Giriffin	802 Pendleton St.
Barbara Levy	522 N. Alfred St.
David Gallina	1622 Boyle St.
Linda Wolf	513 N. Alfred St.
Wilson O. Hall	315 Buchanan St.
Unique Coleman	328 N. Patrick St.
Philip Moffat & D. Plunkett	534 N. Columbus St.
Jesus Q. Yanez	430 N. Henry St.
Regina McNeal	332 N. Patrick St.
Lawson E. Smith	419 N. Alfred St.
Katie Overbaugh	524 N. Columbus St.
Joanne T. Burns	925 Oronoco St.
Kevin Abbott	330 N. Patrick St.
Linwood Cotman	424 N. Alfred St.
Barbarann & Dan Crouch	500 N. Columbus St.
James M. Carey	811 Oronoco St.
Donna Edwards	334 N. Patrick St.
Michael H. Huhn	442 N. Henry St.
Peter L. Bonta	1015 Oronoco St.
William & Karen Conkey	325 N. Patrick St.
Chris LaRosa & M. Duvel	409 N. West St.
Patricia Schubert	907 Oronoco St.
Zobeyda Monaco	511 N. Patrick St.
William R. Ballero	521 N. Henry St.
Cynthea Harris	1519 Princess St.

Dorothy E. Taylor	406 N. Alfred St.
Douglas Foord	1008 ½ Oronoco St.
John Williams	516 N. Alfred St.
Adrienne M. Lewis	1518 Princess St.
John P. Cann, III	904 Oronoco St.
Ralph & Jeanne Brooker	422 N. Alfred St.
Deborah Vitale	1013 Princess St.
Kirk Waldrop	1022 Oronoco St.
Donna Sloper	1000 Princess St.
Gayla Gorden	226 N. Alfred St.
Alberta Gray	1605 Princess St.
Joseph S. Shumard	809 Oronoco St.
Martine & Robt. Imer	512 N. Alfred St.
Mindy & John Harrison	916 Queen St.

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

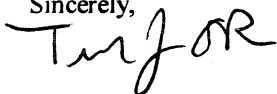
Mr. Cromley has demonstrated time and again his commitment to thoughtful, quality development. His work is an asset to our neighborhood and to the City as a whole.

I have received the handout, "Highlights of Alexandria Laundry Redevelopment," and believe that this project will have a positive impact on our community as well.

I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name TIMOTHY J. O'BRIEN

Address 1209 QUEEN ST

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
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Sincerely,

Name *MICHAEL DUFFANO AND DORÉ CARROLL*

Address *1221 QUEEN ST.*

Alexandria, VA 22314

*M. Duffano*      *Dore Carroll*

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
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Sincerely,



Name *Robert Conway*

Address *1211 Queen St.*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
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May I also note that I own 1217 Queen St., a Cromley project directly facing the Alexandria laundry warehouse. I believe Bill Cromley is uniquely qualified to turn this landmark into an asset for the community. I gather my tenants signed a petition opposing the project. That is their right of course, but to set the record straight, I, the owner of 1217 Queen St., support this project. When I complete my current diplomatic posting, my daughter and I plan to return to 1217 Queen St.

Sincerely,



Mary E. Daly

1217 Queen St. Alexandria, VA 22314

current mailing address: U.S. Embassy Dublin, 42 Elgin Rd. Dublin 4, Ireland



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Members of the City of Alexandria Planning Commission  
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Sincerely,

Name *Mr & Mrs Harold L. Ferguson*

Address *1257 Queen St*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
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Sincerely,

Name *Charles Curtis*  
Address *215 W Payne St.*

Alexandria, VA 22314

# HOPKINS HOUSE



*A Center for Children and their Families*

1224 Princess Street  
Alexandria, VA 22314  
www.HopkinsHouse.org

Telephone: 703/549-4232  
Facsimile: 703/683-3056  
E-Mail: Info@HopkinsHouse.com

April 14, 2005

Mr. Eric Wagner  
Chairman, Alexandria Planning Commission  
301 King Street, Room 2100  
PO Box 178, City Hall  
Alexandria, VA 22314

Dear Chairman Wagner and Members of the Planning Commission,

On behalf of Hopkins House, I write in support of the Alexandria Laundry Warehouse condominium conversion project proposed by developer William Cromley at 1210 Queen Street.

We understand from Mr. Cromley that this development will add eight condominium residencies to our community and include improvements to the adjacent Helen Miller Park. We also understand that a contribution will be made to the affordable housing fund.

For these reasons, and our long and positive association with Mr. Cromley as an active member of the Inner City community, we eagerly support this proposal.

Yours truly,

**J. GLENN HOPKINS**  
President



**OFFICERS:**  
Harry "Bud" Hart  
*Chair*  
Valeria S. Henderson  
*Vice Chair*  
Clarence A. Johnson  
*Secretary/Treasurer*

Richard G. Cole, Jr.  
*Assistant Secretary/Treasurer*  
J. Glenn Hopkins  
*President/CEO*

**TRUSTEES:**  
A. Michael Anderson  
David Attis  
Robert Bogan  
Nathaniel E. Chappelle  
Peter Converse  
Mark Eisenhour  
William D. Buille

Cynthia A. Glassman  
Mary Catherine Gibbs  
Robert D. Hicks  
W. Michael Holm  
Harry F. Hopper, III  
Julie A. Jakopic  
Stephen J. Kenealy  
Bernice Lee

Gregory H. Leisch  
Erik M. Lensch  
Amy L. Maddox  
Alvin Nashman  
Noel A. Shepherd

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
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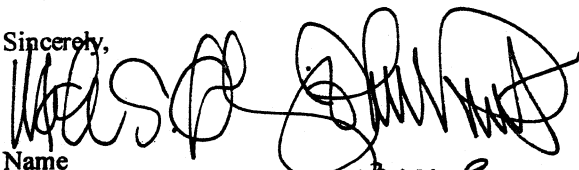
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Sincerely,

Name

Address



1215 CAMERON STREET

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
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Sincerely,

Name

*Melina W. Soby*

Address

*312 1/2 N. Henry St.*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
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Sincerely,

*Jerome Harris*

Name *Jerome Harris*

Address *1303 Queen St 22314*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
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Sincerely,

 Cindy Hodor

Name

JEFF & CINDY HODOR

Address

1317 QUEEN ST.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
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Sincerely,

Name *Gregory M. Sceplos*  
Address *1105 Queen Street*  
Alexandria, VA 22314



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Members of the City of Alexandria Planning Commission  
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Sincerely,



Name

RICK CAIRO

Address

1109 QUEEN ST., ALEXANDRIA, VA

Alexandria, VA 22314

22314

- RESIDENT SINCE 1989

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

Mr. Cromley has demonstrated time and again his commitment to thoughtful, quality development. His work is an asset to our neighborhood and to the City as a whole.

I have received the handout, "Highlights of Alexandria Laundry Redevelopment," and believe that this project will have a positive impact on our community as well.

I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name *Richard Welton*  
Address *111 Queen St*  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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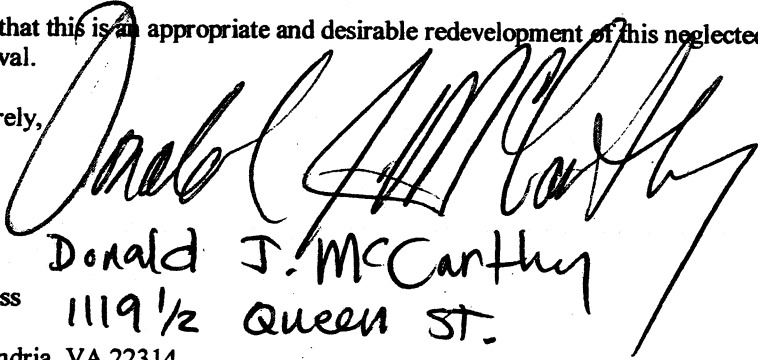
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

  
Name Donald J. McCarthy  
Address 1119 1/2 Queen St.  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name

*Ronald Dyke*

Address

*1101 Queen St*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Helen McNiell*

Name Helen McNiell

Address 1019 Queen St.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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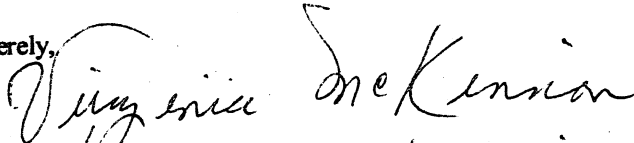
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name VIRGINIA MCKINNON

Address 1023 QUEEN ST.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely, *Thaddeus Wariely*

Name

*Thaddeus Wariely*

Address

Alexandria, VA 22314

*1014 Queen St*

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name *Ginger Suope & WV Filton*  
Address *311 N. Fayette St.*

Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name

Address  
313 n. fayette street  
Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
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Sincerely,



Name **CHRISTOPHER C. CROMLEY**  
Address **315 N. FAYETTE ST**  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

JOHN WATFOOT

Name

Address  
309 N. FAYETTE ST.  
Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name ~~Lot~~ Rafael Jimenez

Address 309 N Fayette St.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name GARY ROBINSON

Address 308 N. FAYETTE ST.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name NENSI FIORENINI

Address 317 1/2 N. Fayette St.

Alexandria, VA 22314

(703) 549-3554

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name *Jaselle Williams*

Address *316 N. Fayette St.*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

Jay Wells

Address

319 N Fayette St

Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

*William McKee*

Name

Address

*319 1/2 N FAYETTE*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
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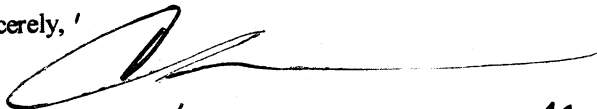
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Sincerely,



Name

Christian M. Burch

Address

402 N. Fayette St

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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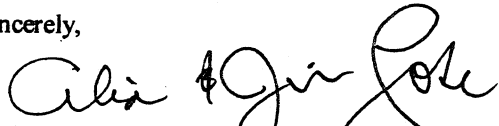
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Sincerely,



Name CELIA & JIM LOSE

Address 419 N. FAYETTE ST.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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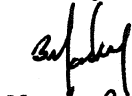
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

Brian Maday

Address

403 N. Fayette St.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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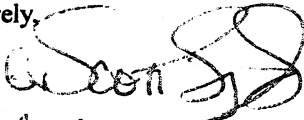
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Sincerely,



Name B. SCOTT SINGLETON  
Address 421 N. FAYETTE ST

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

*Jennifer Patton*

Name Jennifer Patton

Address 414 N. Fayette St

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name Luis Chinchilla

Address ~~20~~ 1207 Cameron Street, #1

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

*Marilyn B. Moore*

Name

Address

Alexandria, VA 22314



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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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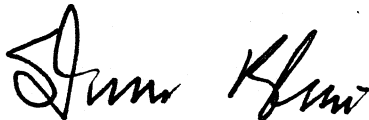
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Sincerely,



Name **DUNCAN BLAIR**

Address **1115 YEATON AVE**

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

*Rebecca Edwards*

Name

Address

*1110 Cromley Alley*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name *M. Pappalardo*

Address *310 N. Henry St*  
Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name

Address

329 N Henry St.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
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Alexandria, VA 22313

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Sincerely,



Name

Tom Vasyhen

Address

307, N. Payne St.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name

Address

Alexandria, VA 22314

James L. Cole  
427 N. Payne St

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name Craig P. Witmer  
Address 1320 Princess St.  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

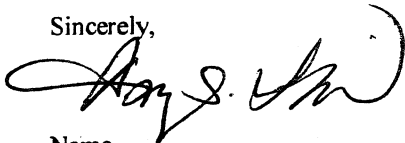
Mr. Cromley has demonstrated time and again his commitment to thoughtful, quality development. His work is an asset to our neighborhood and to the City as a whole.

I have received the handout, "Highlights of Alexandria Laundry Redevelopment," and believe that this project will have a positive impact on our community as well.

I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

Amy S. Liu

Address

1300 Princess St.

Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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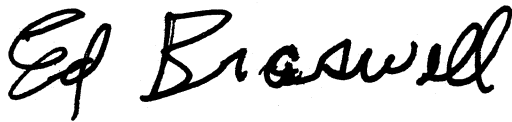
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Sincerely,

Name



Address

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
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Sincerely,



Name

Address

900 Pendleton St

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name Charles + Gloria "Tony" Gee

Address 830 Osmond Street

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

  
Name

Address

Alexandria, VA 22314

405 N. Alfred St. Alex. Va. 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Celia and Edward Suckett*

Name

Address *420 N. Alfred St*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name

*Jonathan B. Campbell*

Address

*425 No. Alfred St*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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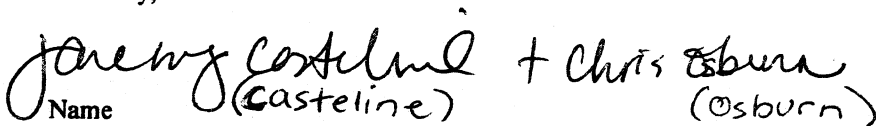
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

 + Chris Osburn  
Name (Casteline) (Osburn)

Address 517 N. West Street

Alexandria, VA 22314

May 13, 2005

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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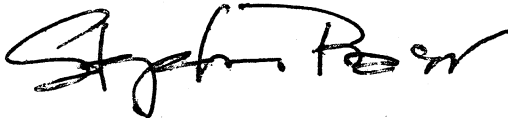
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name STEPHEN BAER  
Address 501 FRANCIS COURT  
Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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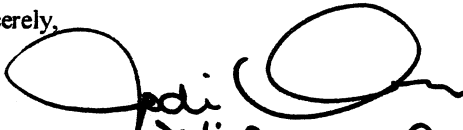
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

Sodi Orr

Address

212 North Alfred Street

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Deissy Marcabonhe*

Name

Address *510 N. Alfred St.*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name Dan McLeod

Address 519 N. ALFRED

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name Barbara A. Leuy

Address 522 N. Alfred St.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name ROBERT + CASEY GRIFFIN

Address 802 PENDLETON ST

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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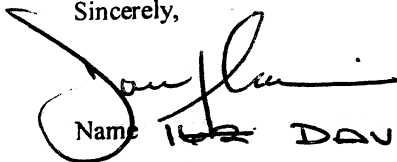
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Sincerely,



Name ~~142~~ DAVID GALLINA

Address 1622 Boyle St

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Wilson O. Halp

Name

315 Buchanan St

Address

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name *Unique Coleman*  
Address *328 N. Poterick St.*  
Alexandria, VA 22314



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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name

*Roger Manuel*

Address

*337 N. Patuxent St*

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name *Ken Z. Abbott*  
Address *330 NORTH PATRICK ST.*  
Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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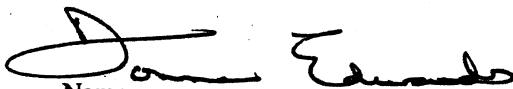
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Sincerely,

  
Name  
Address 334 North Patrick ST

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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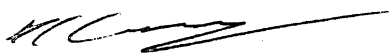
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name WILLIAM CONKEY + KAREN CONKEY

Address 325 NORTH PATRICK STREET

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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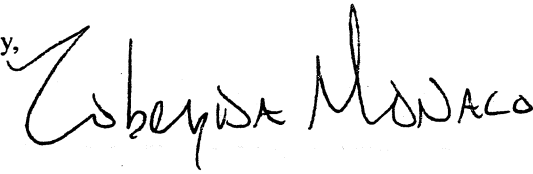
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Sincerely,



Name

Address 511 N. PATRICK ST.

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name

J. Q. May

Address

430 N. HENRY

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name

Michael H. Hahn

Address

442 N. Henry St

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name

Address

Alexandria, VA 22314

BILL BALLERO

William R Ballo

521 HENRY ST



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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,



Name Philip Moffat and Deborah Plunkett  
534 N. Columbus Street

Address Alex. VA (703) 548-5121

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

Name *Katie Orerbaugh*  
Address *524 N. Columbus St.*  
Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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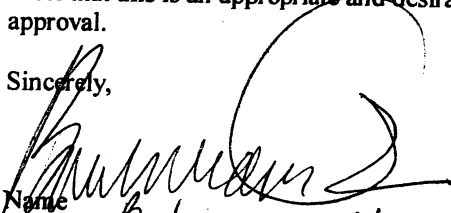
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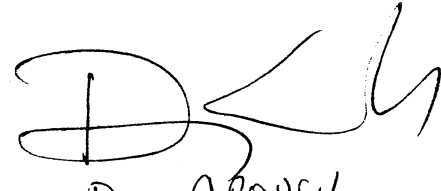
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Sincerely,

Name

  
Barbarann O'Neil

  
Dan CROUCH

Address

500 N. Columbus St  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

Mr. Cromley has demonstrated time and again his commitment to thoughtful, quality development. His work is an asset to our neighborhood and to the City as a whole.

I have received the handout, "Highlights of Alexandria Laundry Redevelopment," and believe that this project will have a positive impact on our community as well.

I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Joanne T. Burns*

Name JOANNET. BURNS

Address 925 ORONOCO ST.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name

*James M. Carey*

Address

*811 Oronsco St.*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name PETER L. BONTA  
Address 1015 ORONO ST.  
Alexandria, VA 22314



BeeAnn Nelbach  
1015 ORONO ST.  
ALEXANDRIA, VA  
22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name *M. Patricia Schubert*  
Address *907 Oronoco Street*  
Alexandria, VA 22314

*703.549.2918 (home)*

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name *Mary Burrell Moore*

Address *1108 Oronoco St.*

Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

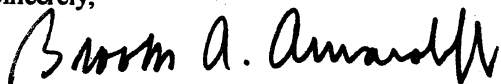
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I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name **BROOKS A. ARMANDROFF**

Address **902 ORONO ST.**

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name JOHN P. CANN, III

Address 904 ORANGE ST.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name Doug Foord

Address 1008 1/2 Oronoco St

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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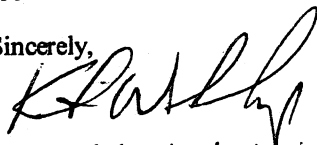
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I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name Kirk Waldrop

Address 1022 Dravoco St.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name JOHN A. SPAHR, JR.

Address 808 ORONOCO ST.

Alexandria, VA 22314

165

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Joseph S. Shumard*

Name *Joseph S. Shumard*

Address *809 Oronoco Street,*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name Amy L. Maddox

Address 403 N. West St.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Christopher LaRosa / Margaret Duval*  
Name *Christopher LaRosa / Margaret Duval*  
Address *409 N. West*  
Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name Cynthia Harris  
Address 1519 Princess St -

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name *Adrienne M. Lewis*

Address *1518 Princess St.*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Sincerely,

  
Name

Address

1013 Princess Street

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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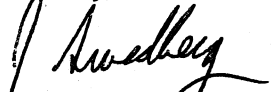
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

JEFF SWEDBERG

Address

912 PRINCESS

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name

*Orney L. Harris*

Address

*907 Princess St.*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

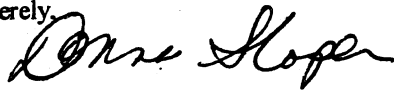
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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name Donna S. Sloper  
Address 1000 Princess St.

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Alberta Gray*

Name

Address *1605 Princess St.*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Frank G. Manning*

Name

Address

*1008 Princes St, Alexandria VA 22314*

Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name

*Lee E. Binson*

Address

*518 M. Alfred*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

Linda T. Watts

Address

513 N. Alfred St.  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name *John Williams*  
Address *516 N. Alfred St.*  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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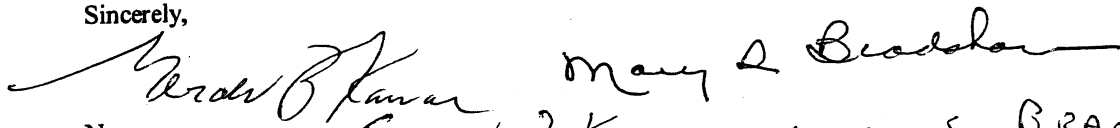
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I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

GERALD B. KAVRAK MARY S. BRADSHAW

Address

501 N. Alfred St

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name *Mrs. Charlene Taylor Kapper*

Address *406 No. Alfred St.*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

Mr. Cromley has demonstrated time and again his commitment to thoughtful, quality development. His work is an asset to our neighborhood and to the City as a whole.

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

Name *Dorothy E. Taylor*  
Address *406 No. Alfred St.*

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

RALPH BROOKER

Address

422 N. ALFRED ST.  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,

*Saskia Jansen*

Name

Address 421 N. Alfred Street

Alexandria, VA 22314



Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

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Sincerely,

Name   
Address 226 N. Alfred  
Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria Laundry warehouse at 1210 Queen Street into eight loft condominiums.

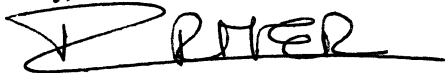
Mr. Cromley has demonstrated time and again his commitment to thoughtful, quality development. His work is an asset to our neighborhood and to the City as a whole.

I have received the handout, "Highlights of Alexandria Laundry Redevelopment," and believe that this project will have a positive impact on our community as well.

I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

Sincerely,



Name

Address 512 N ALFRED

Alexandria, VA 22314

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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Name *LAWSON E SMITH*  
Address *419 N. ALFRED ST*  
Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
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Name

Address

424 North Alford St  
Alexandria, VA 22314

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Sincerely,

*Barbara Sumner / Monika Mitchell*  
*Barbara Sumner*                      *Monika Mitchell*

Name

Address

417 North Alfred Street

Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
Alexandria, VA 22313

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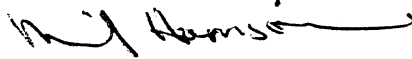
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Sincerely,

Name *Minoy Harrison*   
Address *916 Queen Street*  
Alexandria, VA 22314

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Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
P.O. Box 178, City Hall  
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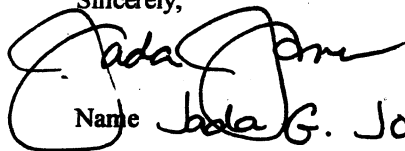
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Sincerely,



Name Jada G. Jones

Address 423 N. Alfred St. # 1

Alexandria, VA 22314



"Cummings Carolyn Maj 89  
MDOS/SGOHH"  
<Carolyn.Cummings@Andre  
ws.af.mil>

04/25/2005 08:05 AM

To <Katrina.Newtson@alexandriava.gov>  
cc  
bcc  
Subject RE: Community Meeting for 1210 Queen

Good morning,

I have written the Mayor, Vice Mayor et al discussing my concerns about this project via e-mail. I am currently work with the government and am being sent overseas for approx 4 months so will not be at the meeting. I discussed my concerns in the e-mail I wrote last week but here is a brief recap of my concerns.

1. Parking. I understand a parking survey was done. However, anyone living in that area knows how troubling parking is in the evening and 16 spaces would take up the entire street if all spaces were used. I am for mindful development but I feel this is not to be in my best interest. Old Town was never designed for that many cars and it certainly isn't sign posted to get cars off the street at night for residents with stickers. If each unit was to be assigned only one parking space and that would be in the plans I would be hesitant but at least much more incline to support the request. A residential building simply makes parking worse at the end of the day vs. business when people's cars are out of the area at the close of the day.

2. I really think the concept of a Green Building (LEED-EB) is great but has the building been registered yet? There are numerous rules that need to be followed for this to even be considered so I am not sure why it is said to be a green building when in fact, it may not be able to be and can't be until it is in operation for 3 months. In keeping with the concept of a green building and in keeping with the builder's desire to support that philosophy; I would not be able to support 16 parking spaces. I would however, be more opened less spaces and to continue with his great metro pass concepts.

3. [] Lastly, although I have not experienced this myself, but I do have some concerns with the potential conflict of interest on the builder's part. The architect has done some beautiful buildings in the area and I feel that as a member of the board he is in an awkward. I have heard several people voice this concern and must confess to having questions about this myself; particularly if one speaks out against his building the fear would be that your building changes would not be approved because you did not support his. These are sensitive areas and I am sure he has the utmost professionalism but the issues has been brought up. For example, numerous people have brought up various options for the Queen Street building and they have been declined or discouraged; now he has purchased the building. [] I admire the architect's skills and everything he has done but in this day and age; this needs to at least be publicly addressed.

Respectfully,

Carolyn Cummings  
1214 Princess Street





"nensi"  
<nensi@strategically.net>  
05/17/2005 10:21 AM

To <katrina.newtson@alexandriava.gov>  
cc  
bcc  
Subject Alexandria Laundry Lofts....

Katrina,

I am writing to indicate my formal support of the proposed residential development at the former Laundry on the 1200 block of Queen Street.

I am a homeowner in Parker-Gray and have been for approximately nine years. I own property at 317 1/2 N. Fayette St and 421 N. Fayette St. My mother, Maya Fiorenini, owns property at 310 N. Henry Street and is also in support of this project.

Over the nine years of my being a resident at 317 1/2 N. Fayette Street, and currently at 421 N. Fayette Street, we have seen many improvements in our neighborhood. In many cases, it was the rehabbing of existing properties that led to improvements in our neighborhood. By either occupying under-utilized property or by bringing in homeowners as opposed to renters, we have seen an improved quality of life and an improved cityscape. Given that alone, I would support this project.

However, I think that this project has other merits. I think that it is an incredibly attractive design and will contribute to the physical look and feel of the neighborhood. Also, based on Mr. Cromley's previous projects in the neighborhood, I trust that this will also have the same high quality and attention to detail as his previous projects.

In my opinion, it is long past time for this building to be renovated and restored. It is a lovely old building with much charm and history, it is inevitable that someone will maximize its use. Today, we have an opportunity to influence the rehabilitation and use of this building in keeping with the feel of our neighborhood. We also have an opportunity to work with a developer that has a proven track record of responding to community input and doing quality work. Furthermore, I support the conversion of this building to residential use. In fact, I would be strongly opposed to seeing this building being used in its retail/commercial "By Right" use. I think that a fully rehabbed building would certainly wreak havoc on parking/traffic if it were to be used for offices or even low grade retail.

Unfortunately, many residents are opposed to the project due to parking concerns. Simply put, you cannot have both parking and a residential building with this project. In this case, they are mutually exclusive. While I applaud the city's efforts to ensure adequate parking for all new development, this is not a new development. Given that, I think that we, as residents, must weigh parking over the best use of a beautiful building in our neighborhood. In my opinion, residential use is critical for the redevelopment of that block and immediate neighborhood. As far as the parking issue is concerned, I believe that there is no better solution than to make use of the Zip cars for residents as a mandatory expense of their condo fees. Personally, I would like to see that used by more developers as a way of increasing reliance on metro and public transportation.

I am thrilled about this project and look forward to seeing this building restored. I am available to answer any questions that you may have at 703-549-3554.

Kind regards,

--Nensi

1219 Queen Street  
Alexandria, VA 22314  
22 November 2004

Eileen Fogarty, Director of Planning and Zoning  
301 King Street  
Room 2100, Box 178  
Alexandria, VA 22313

Dear Ms. Fogarty:

As you know, William Cromley serves in a position of authority on the Parker-Gray Board of Architectural Review. As such, while he is not a bona fide policy making employee of the City, he nonetheless yields far more influence in the City's Planning and Zoning department than that enjoyed by other "private citizens". With that in mind, I am concerned about a conflict of interest connected with his stated intent to purchase 1210 Queen Street and convert it into eight condominiums.

On file in your office, is a 12 August 2004 letter (attached) signed by virtually every resident of our block opposing a previous plan by John and Thomas Rust to do the very same thing in that building now envisioned by Mr. Cromley. In that letter, we residents unequivocally opposed the Rust's plan, as it would in one fell swoop, double the population of the block, and create a multi-family dwelling in the midst of what is now a block made up of single family homes. Further, from the residents' perspective, the plan was "dead on arrival", as it envisioned a parking reduction in which none of the 10.4 parking spaces required by the *Alexandria Zoning Ordinance* would be provided for the dwelling.

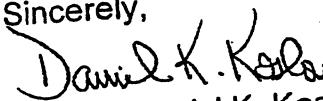
The plan was therefore not in keeping with the guiding tenets inherent to the Parker-Gray Historic District. It also clearly violated the *City of Alexandria 2004-2015 Strategic Plan*, Objective 1 of Goal 1, which states, "...ensure that new development, redevelopment, and infill development are compatible with the character and scale of Alexandria neighborhoods and the natural environment". Suffice to say, establishing a multi-family dwelling among our single-family homes, thereby doubling the population of our block, and providing no new parking for all the proposed additional residents, was incongruent with both the *character and the scale* of our neighborhood.

Faced with the residents' opposition, the Rusts apparently abandoned the plan. However, although Mr. Cromley is well aware of the 12 August 2004 letter (I gave him a copy of it at the time) he is now in the process of pursuing virtually the same plan. In fact, he has indicated to my wife and me that he is currently offering a bid in excess of \$900,000 to purchase the building.

I submit that absent a concrete expectation of favorable "insider" treatment from the City, there is no plausible explanation for a businessman like Mr. Cromley to risk \$900,000+ on a plan he knows has previously been defeated by the block's residents. On the other hand, I can't fathom the City engaging in such behavior, as it would invite scrutiny by the media, as well as the Virginia Commonwealth and Federal agencies charged with monitoring the conduct of local governments. With that in mind, Mr. Cromley's actions remain difficult to rationalize.

I would be grateful for the courtesy of a response, in order to hear your views on this matter. Thank you in advance for your consideration.

Sincerely,

  
Colonel Daniel K. Koslov

Atch:  
Letter, 12 August 2004

194

12 August 2004

John Rust  
Rust, Oring and Neale Architects  
1215 Cameron Street  
Alexandria, VA 22314

Thomas Rust  
Rust Construction  
210 S. Payne Street  
Alexandria, VA 22314

Dear Sirs:

This responds to your 4 August 2004 letter seeking input regarding your intention of converting 1210 Queen Street into eight condominiums. We appreciate your invitation to make our views known. We are residents of this block of Queen Street, a block located within the Parker-Gray Historic District.

Your proposal would in one fell swoop, double the population of the block. It would create a multi-family dwelling in the midst of what is now a block made up of single family homes. The proposal therefore is not in keeping with the guiding tenets inherent to the Parker-Gray Historic District. Further, the proposal clearly violates OBJECTIVE #1 of GOAL #1 of the *City of Alexandria 2004-2015 Strategic Plan*.

GOAL 1: Quality development and redevelopment that is well planned and consistent with Alexandria's vision

OBJECTIVE 1: ensure that new development, redevelopment, and infill development are compatible with the character and scale of Alexandria neighborhoods and the natural environment

As your proposal is incongruent with both the character and the scale of our neighborhood, we strongly oppose it.

Finally, we are confident you are aware that based on eight one bedroom units, the *Alexandria Zoning Ordinance* requires you to provide 10.4 parking spaces for the dwelling. Please be assured we will vehemently oppose in all available venues, any effort that seeks to waive all or any part of that requirement. Again, thank you for providing the opportunity to comment.

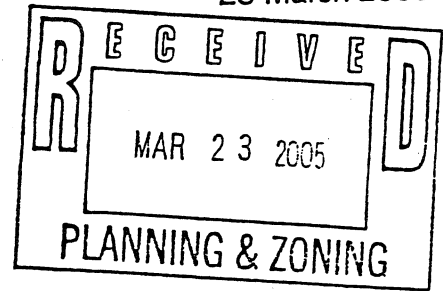
Cc:  
Eileen Fogarty, Director of Planning and Zoning  
301 King Street  
Room 2100, Box 178  
Alexandria, VA 22313

Daniel K. Koslos 1219 Queen St.  
 Philip Thack 1225 Queen St.  
 Lon of. Ly 1223 QUEEN ST.  
 John Perry 1221 QUEEN ST.  
 Harold Ferguson 1207 QUEEN ST  
 Jerome Harris 1303 Queen St  
 Quethail F. Seals 1213 Queen St.  
 Matt 1217 Queen St.

Turt for 1209 <sup>Queen</sup> <sup>Kettin</sup>  
 Wilson Thompson 1201 Queen St.  
 Jerry Murray 1125 Queen St.

Residents of the 1200 Block of Queen Street  
Alexandria, VA 22314  
23 March 2005

Mr. James K. Hartmann, City Manager  
301 King Street  
Alexandria, VA 22313



Dear Mr. Hartmann:

We, the residents of the 1200 Block of Queen Street, are writing to document (again) our concerns regarding proposed development at 1210 Queen Street. We request your direct involvement in looking into this matter, and subsequent personal response to us regarding the City's position and intent on it.

To begin, we cite the following:

*City of Alexandria 2004-2015 Strategic Plan.*

GOAL 1: Quality development and redevelopment that is well planned and consistent with Alexandria's vision.

OBJECTIVE 1: New Development, Redevelopment and Infill Development are **Compatible with the Character and Scale of Alexandria Neighborhoods**, its Natural Environment and its Historic Resources.

In August 2004, John and Thomas Rust solicited our input regarding their intent to convert 1210 Queen Street into eight condominiums. Their plan was to provide none of the 10.4 parking spaces required by the *Alexandria Zoning Ordinance* (assuming the condominiums were to be one-bedroom units). We stated our complete opposition to their proposal, based on the fact that it would in one fell swoop, double the population of the Block by creating a multi-family dwelling in the midst of what is now a Block made up of single family homes. The proposal therefore not only violated the City's Strategic Plan as excerpted above, it was also is not in keeping with the guiding tenets inherent to the Parker-Gray Historic District, of which our Block is a part. In addition to responding to the Rusts, we also provided a copy of our letter to Ms. Eileen Fogarty, Director of Planning and Zoning. That letter is enclosed here as Attachment 1. Faced with our opposition, the Rusts apparently abandoned their plan.

During this time, we were urged on in our opposition efforts by Mr. William Cromley, the builder of several of our homes, and an occasional visitor to our neighborhood. Mr. Cromley asserted that several years ago he himself considered purchasing 1210 Queen Street with the intention to redevelop it into eight residential

units, but dropped the idea when he realized there would apparently be no way to provide the required parking. Mr. Cromley was most helpful in suggesting potential vehicles to oppose the Rusts' plan. In fact, our letter (referenced above) was a direct result of those conversations. We even provided him with our copy of the final, signed letter. Sadly, Mr. Cromley's stated position at that time, as well as his "coaching", now appears to have possibly been disingenuous.

Incredibly, in the Fall of 2004, Mr. Cromley made us aware that *he* now intended to purchase the building, and to pursue the very same basic plan – convert the building into eight condominiums, with no parking. Giving short shrift to our grave concerns regarding both the increased population density and the effects on street parking, he sought support by tossing out obfuscations and "red herrings". For example, he painted an inaccurate and exaggerated picture of the driveway at the current building as being littered with human feces and needles, and as the lair of dangerous characters that threaten the neighborhood – all of which is utter nonsense. Of course he claimed that if we supported his project, he would eliminate this blight, and create a wonderful "green space" in its place, while ignoring the *real* issues -- population density and parking.

On 22 November 2004, one of our number, Mr. Daniel K. Koslov who resides at 1219 Queen Street, wrote a letter to Ms Eileen Fogarty regarding this matter. In it, he re-iterated the background of the prior Rust proposal, and raised palpable conflict of interest issues inherent in Mr. Cromley's past and present actions. Specifically, the letter maintained that it is difficult to rationalize Mr. Cromley's \$880,000 purchase of 1210 Queen Street, with the intent to redevelop it in a way he knows has previously been defeated by the Block's residents. The letter asserted that the only logical explanation for such an investment would be a concrete expectation on his part of "insider" treatment from the City, based on his position of authority on the City's Parker-Gray Board of Architectural Review.

The letter requested Ms. Fogarty respond with her/her department's views on the matter. In December 2004, Ms. Fogarty telephoned Mr. Koslov and told him that she was referring the letter to the City Attorney for an opinion, and that she in turn would respond shortly thereafter. Nothing further has been heard from either the City Attorney, or from Ms. Fogarty. Mr. Koslov's letter is enclosed here as Attachment 2.

We have become aware that the Department of Planning and Zoning is now in possession of a written proposal from Mr. Cromley to redevelop 1210 Queen into condominium units. We note the following in the document:

1. We believe the document incorrectly lists the number of proposed units as "six" rather than eight, as Mr. Cromley has repeatedly stated in the past.
2. As in past proposals, the required off-street parking will either not be provided, or be provided in numbers less than that required by the *Alexandria Zoning Ordinance*. The proposal contains the obligatory "parking study/analysis" which not surprisingly, purveys a picture very favorable toward Mr. Cromley's position (i.e., that our block contains a

veritable cornucopia of unused street parking at critical times). Though we residents know this to be patently absurd on its face, we understand how Gorove/Slade Associates, Inc. could have reached this conclusion – as their services were presumably paid for by Mr. Cromley (the would-be developer).

3. The proposal contains a heretofore unheard-of facet -- raising of an additional story onto the building. As this would clearly violate both the *character and scale* of our neighborhood, it is absolutely in direct conflict with the City's Strategic Plan as discussed above.
4. Against the backdrop of the concerns raised in the 22 November 2004 letter discussed above, we are troubled by the fact that the Department of Planning and Zoning memo summarizing Mr. Cromley's proposal refers to him as "Bill" – a manner we find to be oddly informal.

We, the residents of the 1200 Block of Queen Street, are unequivocal in stating the following positions in this matter:

- We will accept no plan for the redevelopment of 1210 Queen Street (or any other building in our neighborhood) that does not provide all of the off-street parking required by the *Alexandria Zoning Ordinance*
- We will accept no plan for the redevelopment of 1210 Queen Street that would create such an increase in the population density of our Block, that it changes the character and scale of our historic neighborhood. While a density of eight units proposed in Mr. Cromley's plan is unacceptable, a sensible, lower number of units (i.e., a maximum of four units) *might* be acceptable, provided the required off street parking is created
  - We recommend the building at 201 N. Washington Street be considered as a model of how occupant use and off street parking can be combined in a large building
- We categorically reject any plan that would raise an additional story on 1210 Queen Street (or any other building in our neighborhood). To do so would not only change the character and scale of our Block, it would also clearly violate the guiding tenets of the Parker-Gray Historic District

We are writing to you, the City Manager, because we are concerned that Mr. Cromley will ultimately enjoy favorable "insider treatment" in this matter despite the presence of clearly stated objections to his plan by us, the residents of this Block. We are writing to you, the City Manager, because neither the Department of Planning and Zoning, nor the City Attorney has responded to our previous communications on this matter.

In summary, we respectfully request your personal intervention to ensure the disapproval of this proposal, as it grossly violates the City's Strategic Plan in both letter

and spirit, the Alexandria Zoning Ordinance, and most important, the views of us, the residents of this Block.

We appreciate your attention in this matter. We look forward to your response.

Attachments:

- 1. Letter, 12 August 2004
- 2. Letter, 22 November 2004

Cc: Honorable Bill Euille, Mayor, City of Alexandria  
Eileen Fogarty, Director of Planning and Zoning

David K. Korla } 1215 QUEEN STREET  
 James C. Hill }  
 [Signature] } 300 W FAYETTE ST  
 Nathan [Signature] } 1213 Queen St.  
 Sheila Scales }  
 Gladys Jackson } 1215 Queen St  
 Beverly C. Jones } 502 N. Payne St  
 Aaron W. Greene }  
 Nadia Powell 1225 Queen St  
 Phil [Signature] 1225 Queen St, Alex, VA 22314  
 [Signature] 1225 Queen St. Alex. VA. 22314  
 [Signature] 1217 Queen St.  
 [Signature] 1223 QUEEN ST.  
 Harold Ferguson 1207 Queen St.  
 I change my mind, I did not fully understand about the  
 PARKING FROM MR. CRIMLEY 3/23/05.  
 A. [Signature] 3/23/05

Wilson Thompson  
 1201 Queen St  
 [Signature]  
 11259 QUEEN ST

1219 Queen Street  
Alexandria, VA 22314  
22 November 2004

CITY ATTORNEY'S OFFICE

Eileen Fogarty, Director of Planning and Zoning  
301 King Street  
Room 2100, Box 178  
Alexandria, VA 22313

MAR 22 A 11:38  
DELIVERED IN PERSON BY  
MRS KOSLOV AS IT SEEMS IT  
WAS NEVER FORWARDED AS  
PROMISED BY PD 2. TO CA.

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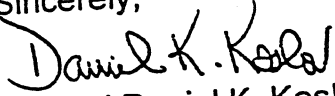
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I would be grateful for the courtesy of a response, in order to hear your views on this matter. Thank you in advance for your consideration.

Sincerely,

  
Colonel Daniel K. Koslov

Atch:  
Letter, 12 August 2004



John Rust  
Rust, Orling and Neale Architects  
1215 Cameron Street  
Alexandria, VA 22314

12 August 2004

Thomas Rust  
Rust Construction  
210 S. Payne Street  
Alexandria, VA 22314

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OBJECTIVE 1: ensure that new development, redevelopment, and infill development are compatible with the character and scale of Alexandria neighborhoods and the natural environment

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Cc:  
Eileen Fogarty, Director of Planning and Zoning  
301 King Street  
Room 2100, Box 178  
Alexandria, VA 22313

Daniel K. Koebel 1219 Queen St.  
Phyllis Chalk 1225 Queen St.  
For. of. Ly 1223 QUEEN ST.  
John Perry 1221 QUEEN ST.  
Harold Ferguson 1207 QUEEN ST  
Terone Harris 1303 Queen St  
Dyethair F Seals 1213 Queen St.  
Muth 1217 Queen St.

Tina J OR 1209 <sup>Queen</sup> ~~Kathryn~~  
Wilson Thompson 1201 Queen St.  
Jenny Munnay 1125 Queen St.

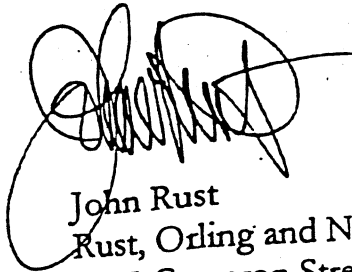
201

August 4, 2004.

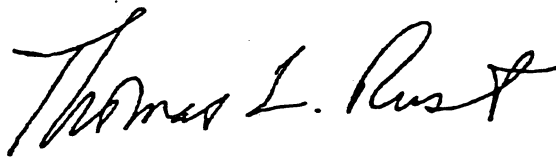
Mr. and Mrs. Daniel Koslov  
1219 Queen Street  
Alexandria, Virginia 22314

Mr. and Mrs. Koslov:

We have recently contracted to purchase the building at 1210 Queen Street with the intention of renovating it for reuse as condominiums. We would like to get neighborhood input and would be happy to discuss our renovation plans with you. If you are interested, please call one of us at the number below during business hours. We look forward to talking with you.



John Rust  
Rust, Orling and Neale, Architects  
1215 Cameron Street  
Alexandria, Virginia 22314  
703 836 3205



Thomas Rust  
Rust Construction  
210 S. Payne Street  
Alexandria, Virginia 22314  
703 836 6010



<IDesignCo@aol.com>  
04/26/2005 06:37 PM

<Katrina.Newton@alexandriava.gov>,  
To <Eileen.Fogarty@alexandriava.gov>,  
<Jeffrey.Farner@alexandriava.gov>

cc

bcc

Subject 1210 Queen Street

Katrina,

I read through the parking studies (December 7, 2004 and April 25, 2005) provided by the developer for the above project location. I have some questions;

1.) The study states on page #1, "*Institute of Transportation Engineers, ITE Parking Generation 3rd. Ed. 2004, indicates higher demand for parking for commercial uses than for the proposed residential use.*" Could I get a copy of this ITE Parking Generation 3rd. Ed. 2004?

2.) The study states, "*Replacing the existing commercial use with the residential use will decrease the parking intensity for the site.*" Coincidentally, the study states (paragraph 2, page 3), the current tenant demand for parking is 10 spaces, if leased to full capacity the demand would increase to 16 spaces (as in requested SUP).

**Summary:** The study states, as indicated in (1.) "commercial use has a higher demand for parking than the proposed residential", but as noted in (2.) the study states the current use (10 cars), increased to full capacity (16 cars) which is the same as the requested SUP. Following the logic behind this note (paragraph 2, page 3), if leased to capacity, the number of vehicles may be the same either way. Not stated in the study, commercial vehicles (16 in the above scenario) would be required to move according to the posted 3 hours limit.

**In Conclusion:** According to this study, the proposed use would have a higher demand for parking (72 hour limit/16 vehicles), than the current commercial use (3 hour limit/10-16 vehicles).

**Also Noted:**

On page #1, and again in the section marked **Future Demand**, the study states, "*Other sites in the area, such as the Prescott development, were taken into consideration when providing the conclusions of the study.*" Other than to state the parking requirement as (110 onsite & 17 onsite guest) 127 total spaces/126 provided underground, "*only one vehicle will need to utilize on-street parking*", I do not see where they have considered the Prescott development already approved for development. The above study, dated December 7, 2004, and updated April 25, 2005, has not considered the number of vehicles that will park in front of their homes on N. Fayette and on Cameron streets according to the posted limits.

The study does not take into account the number of vacancies in the same two block area, due to renovation or on the market "For Rent" (at quick count, 9 homes/18 vehicles).

I would call this study into question, based on the fact that it appears to look at the parking conditions in this two block area from one side.

11 April 2005

Mr. Eric Wagner, Chairman;  
Members of the City of Alexandria Planning Commission  
301 King Street, Room 2100  
Box 178, City Hall  
Alexandria, VA 22313

Dear Chairman Wagner and Members of the Planning Commission,

I support William Cromley's effort to convert the former Alexandria laundry warehouse at 1210 Queen Street into eight loft condominiums.

Mr. Cromley has demonstrated time and again his commitment to thoughtful, quality development. His work is an asset to our neighborhood and to the City as a whole.

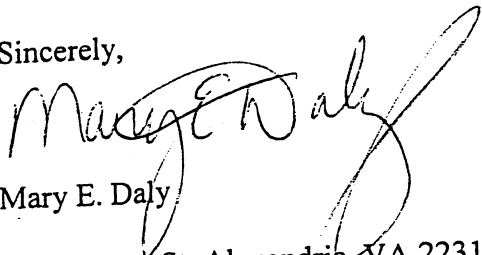
I have received the handout, "Highlights of Alexandria Laundry Redevelopment," and believe that this project will have a positive impact on our community as well.

I am aware of the parking issues associated with the project, and believe that Mr. Cromley has addressed them responsibly.

I feel that this is an appropriate and desirable redevelopment of this neglected building, and urge its speedy approval.

May I also note that I own 1217 Queen St., a Cromley project directly facing the Alexandria laundry warehouse. I believe Bill Cromley is uniquely qualified to turn this landmark into an asset for the community. I gather my tenants signed a petition opposing the project. That is their right of course, but to set the record straight, I, the owner of 1217 Queen St., support this project. When I complete my current diplomatic posting, my daughter and I plan to return to 1217 Queen St.

Sincerely,



Mary E. Daly

1217 Queen St. Alexandria, VA 22314

current mailing address: U.S. Embassy Dublin, 42 Elgin Rd. Dublin 4, Ireland

RALPH TIMMONS  
TOP TIMMONS @ AOL.COM

309 N. West.

Alexandria Laundry Lofts  
Community Meeting  
May 4, 2005

We would like to hear from you! Please give us your comments on the proposed redevelopment.

Comments:

- (1) NOT CONSISTENT WITH THE MAYOR'S VISION OF A REVITALIZED QUEEN STREET COMMERCIAL DISTRICT.
- (2) AREAS ALREADY BEING OVER BUILT WITH CONDOS AT HENRY & CAMERON AND HENRY AND ORANGE.
- (3) BACK FILL IS FILLING UP <sup>REMAINING</sup> OPEN SPACE.
- (4) CONDOS/RESIDENTIAL NOT CONSISTENT WITH A PUBLIC PARK NEXT DOOR OR THE CATE SODA OPERATION IN THE PAYNE ST.
- (5) PARKING IS AT A PREMIUM ESPECIALLY ON SUNDAYS/WEEKENDS AND ON STREET CLEANING DAYS IN THE NEIGHBORHOOD.
- (6) W/ALL OF THE CONDO CONSTRUCTION THE SMALL TOWN FEEL AND HISTORIC FEEL OF PARKER/GRATY IS BEING LOST.
- (7) TRAFFIC AND PARKING ARE ALREADY SERIOUS QUALITY OF LIFE ISSUES.

~~(8) NOISE FROM TRAFFIC~~

Please return to Planning Staff or fax to the Planning and Zoning office at (703) 838-6393, attention Katrina Newton. If you prefer, you can also e-mail your comments to [katrina.newton@alexandriava.gov](mailto:katrina.newton@alexandriava.gov) or mail the comment sheet to City Hall, 301 King Street, Room 2100, Alexandria, VA 22313.

Alexandria Laundry Lofts  
Community Meeting  
May 4, 2005

We would like to hear from you! Please give us your comments on the proposed redevelopment.

Comments:

I am excited about this project. I think the site needs to be developed & the proposal looks good. I like what the developer has gone out of his way to make it a community friendly project.

I think the other folks forgot about how the new development will increase the value of their home.

This is a old ~~are~~ crusty building & development is needed.

I live at 414 N. Fayette St.

CHRIS PATTON

Please return to Planning Staff or fax to the Planning and Zoning office at (703) 838-6393, attention Katrina Newton. If you prefer, you can also e-mail your comments to [katrina.newton@alexandriava.gov](mailto:katrina.newton@alexandriava.gov) or mail the comment sheet to City Hall, 301 King Street, Room 2100, Alexandria, VA 22313.

Alexandria Laundry Lofts  
Community Meeting  
May 4, 2005

We would like to hear from you! Please give us your comments on the proposed redevelopment.

Comments: No SUP for parking reduction. There is enough parking problem now - don't add to the existing mess. No FAR increase. Once a 3<sup>rd</sup> floor is added, precedent is set. The <sup>quaint low-rise</sup> neighborhood loses its identity with tall overwhelming structures.

P.S. Metro money doesn't keep people from owning cars. They take the money & still have cars!

Harry Kelly  
311 W. Payne

05/04/05  
Will Kelly

Please return to Planning Staff or fax to the Planning and Zoning office at (703) 838-6393, attention Katrina Newton. If you prefer, you can also e-mail your comments to [katrina.newton@alexandriava.gov](mailto:katrina.newton@alexandriava.gov) or mail the comment sheet to City Hall, 301 King Street, Room 2100, Alexandria, VA 22313.



<lorbounds@comcast.net>  
05/04/2005 07:01 PM

To <peter.smith@alexandriava.gov>  
cc  
Subject 1206 Queen St

Dear Mr. Smith,

I understand that the Alexandria Planning and Zoning Commission is holding a community meeting regarding a project on 1210 Queen St. I apologize for emailing you my comments instead of appearing in person, unfortunately my work schedule does not allow me to attend the meeting this evening. However, as a resident of this neighborhood, I believe that this special use permit request by the developer of the project is important enough that I must alert you to my concerns.

First, I would like to stipulate that I am generally in favor of capital improvements made to our neighborhood. My concern, and I dare say that of many in our area, is parking and traffic in the adjoining blocks. I understand that the developer of 1210 Queen St intends to alter the property from commercial and move it into a residential space with 8 units. Since there is no off-street parking at that site, that would mean 16 cars on the street in a neighborhood that is already seeing a substantial decrease in available on-street parking spaces over the last two years. The developer has submitted a parking study that alludes to more than sufficient parking to accommodate the project. As a resident, I must strongly disagree. Please consider the following two points:

1. If you use the City's two cars per house formula and walk the neighborhood counting doors and then available parking spaces (in our area several parking spaces are restricted for handicap only, fire hydrants and there are four lost spaces planned for when they add the "bulb outs.") you discover that we are already 60 parking spaces short to accommodate existing housing. I appreciate the argument that not every household will have two cars, however, current trends in our neighborhood show that, in fact, in homes where the previous owner only had one car, the new resident now has at least two vehicles. With the cost of housing in our area and the number of two income families it must be assumed that every house is likely to have two cars. To issue a special use permit to add a project that practically guarantees 16 extra cars with no mitigation for that effect will cause hardship on existing residents.

2. I am very concerned that, with the approval of your office, a significant number of new housing units are planned for our rather quiet community. While these two large developments have included parking as part of the design, it cannot be ignored that there will be vehicle spill over from these projects. I'm asking you to use extreme caution before approving yet another development that will impact the parking and number of trips in and out of the neighborhood before we can determine what the long term effects of the already approved projects will be.

As a resident of this neighborhood for nearly 8 years, I'm very concerned by the rapid changes that are occurring without a new master plan having been completed. The face of our community is changing rapidly and irrevocably. My request is that you carefully consider the long term impacts of plans you are approving today and the impact they will have on the quality of life of area residents. Thank you for taking the time to review my comments. If you wish to contact me, please phone me at 202-226-1805.

Sincerely,

Lorissa Bounds  
1206 Princess St  
Alexandria, VA





Jeffrey Farner/Alex  
05/05/2005 08:04 AM

To Katrina Newton/Alex@ALEX  
cc  
bcc  
Subject Re: Parker-Gray

Jeffrey Farner  
Division Chief, Development  
Department of Planning & Zoning  
City of Alexandria, Virginia 22314  
Phone # 703-838-4666 ext. 315  
Fax # 703-838-6393  
E-Mail: jeffrey.farner@alexandria.va.gov  
<IDesignCo@aol.com>



<IDesignCo@aol.com>  
05/05/2005 12:56 AM

To <Jeffrey.Farner@alexandriava.gov>  
cc  
Subject Parker-Gray

Jeff,

Good job on the meeting tonight, lots of notes...

Two things strike me, as I think back on the discussion; 1.) The site of the proposed development has always been commercial, so no assumptions need to be made about the impact of commercial use. 2.) This property was purchased as a commercial building. I know the applicant asked you specifically, "what would the City like to see this building developed as", and your answer as he states it was, "residential". Therefore, you must feel a certain obligation to help it become this.

It's my opinion, if you would like to see this project developed residentially, the applicant and the City need to work with the neighborhood on the parking request. The applicant has determined the number of units he needs, is asking for a change in use, and the neighborhood gets to keep the building. He has asked for what is essentially an unlimited number of cars in order to sell the units for top dollar (without limitations), and the neighborhood has said it's too much. I would say a compromise might be a limit on the number of permits associated with the project. At that point the applicant stays or he goes. There were four contracts on this building in the months prior to the purchase, and there will be four more if he goes.

One Council member said he is not sure why we have 80K registered drivers and 110K registered cars. One example is my next door neighbor's brother, also her roommate (both are single), has just purchased a second car for himself...and he takes the metro to and from DC everyday for work. "More money that sense", or is it "variety is the spice of life"...

It needs to be mentioned that in the parking study submitted by the applicant, GSA has considered people crossing Henry and Cameron streets to park in the 100 block of N. Fayette and the 1000 block of Queen. In actual fact, it is more likely, due to traffic calming signage on 400 N. Fayette and 400 N. Payne streets, that people will move toward West Street in order to stay in the immediate neighborhood which is more pedestrian friendly. This is why my study

includes the 12 blocks it does, some of which are not included in GSA's study. It will be a squeeze for some blocks and for some businesses, namely the Churches, to have a reduced number of spaces (28 for currently vacant homes and 14-16+ cars for this project), not to mention the pending possibilities stated the inventory presented to you tonight.

There are two corrections in the inventory I gave you tonight, prepared in haste having taken a lot of time away from my work to study; 1.) My phone number at the end should be (703) 2990223, and 2.) There were 12 blocks studied, not 11.

When people talk about real estate prices, agents call this Old Town. When people talk about crime they call this Parker-Gray. When people want to make exceptions for design, even with the same set of BAR guidelines, they call it a poor black neighborhood. The residents here have tax assessments that say it is no longer a reasonably priced neighborhood close to the metro and the city, but the city may still consider it somewhat of a step child. In fact, Parker-Gray, is the City's perfect opportunity to have two sections of an old town that serve different styles of living beautifully. Much like Potomac Yards (I am loving my assignment on PYDAQ), we have a perfect opportunity to grow it just the way we want it!

You did a terrific job, thank you.

Teri Du Bois Webster



Todd Foust  
<trfoust@yahoo.com>  
05/03/2005 10:38 AM

To katrina.newtson@alexandriava.gov  
cc  
bcc  
Subject 1210 Queen Street

Dear Ms. Newton,

As I will not be able to attend the 4 May planning meeting discussing the proposed remodeling of 1210 Queen Street I would like to submit my concerns in writing.

While I support in general the concept of modifying 1210 Queen Street to allow for residential occupancy, I believe that the proposed size (8 residential units) is too big and will require an excessive number of on-street parking spaces.

Parking in our neighborhood is difficult, and the addition of 14 to 16 additional cars on the street will make parking at times impossible.

Perhaps the owner would consider a reduced number of residential units with greater living space, and a corresponding decrease in the number of on-street parking spaces. This would allow the new neighbors at 1210 Queen Street to live in a more hospitable building with ample parking, as opposed to cramped quarters with daily struggles to find parking.

If I could provide any additional information, please let me know.

Cordially,

Todd R. Foust  
1311 Queen Street

---

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<http://mail.yahoo.com>

## Message

Page 1 of 1

**Jenkins, Nancy****From:** Jenkins, Nancy**Sent:** Wednesday, May 04, 2005 11:45 AM**To:** 'katriona.newtson@alexandria.va.gov' - Planning & Zoning**Cc:** 'Gregory Peterson'**Subject:** Community Meeting 4 May re: 1210 Queen Street

Dear Ms. Newton:

I am in receipt of Alexandria's notice on the subject property and the owner's application for parking reduction from the 16 required spaces to zero spaces.

I am the owner of 232 N. Payne St., and my brother, Gregory Peterson, is the owner of 230 N. Payne St. As long time residents, 22 and 20 years, respectively, we are aware of the continual deterioration in available resident parking. We both strongly urge the city not to grant a Special Use Permit. Granting this property owner this reduction in parking would severely impact the parking problem in our area.

Since the parking ratio is dependent on the FAR, unless the owner can provide a solution to the 16 parking space mandated by the Zoning Ordinance, we do not support the City granting the increase in floor area.

Sincerely,

Nancy O. Jenkins  
Gregory K. Peterson

*Nancy O. Jenkins  
Facilities Director, Two Freedom  
11955 Freedom Dr.  
Reston, VA 20190-9728  
(703) 434-4221  
(703) 434-4600 FAX  
(703) 568-3102 CELL*

5/4/2005

2/2

**STATEMENT FROM QUEEN STREET RESIDENTS  
REGARDING PROPOSED DEVELOPMENT AT 1210 QUEEN STREET  
COMMUNITY MEETING, CITY HALL, 4 MAY 2005**

On behalf of the majority of the residents of the 1200 block of Queen Street, our thanks to the City for holding this meeting to hear our point of view. As you are aware, we have previously expressed our views in writing on this proposal, in letters to the City dated 12 August 2004, 22 November 2004 and most recently, 23 March 2005. We ask that they be retained as part of these proceedings, as well as this statement.

To begin, we want to note that, in expressing our concerns regarding this proposal, we bear no malice toward Mr. Cromley, nor do we view him as an adversary. Quite to the contrary, we are most appreciative of his generous contribution of his time and energies in connection with his good work on the Parker-Gray Board of Architectural Review, and salute him for it.

As we've stated in our previous written inputs, our concerns with the proposed condominium complex have first to do the departure it represents from both the character and scale of our block, and second, the adverse effects caused by no parking being provided.

With respect to the former, it is our feeling that a multi-family dwelling in the midst of our block, which is composed exclusively of single-family homes, would dramatically change its character. Similarly, as such a dwelling would in one fell swoop double the population of our block, the proposal is also not in keeping with the scale of our block. We note that the City's Strategic plan is very specific in mandating that development should not compromise either the existing character or scale of the neighborhood in which it is to occur.

We would next like to comment on four key tenets of the proposal:

1. That this building currently represents a danger to the community, as it serves as a lair for undesirable characters and illicit behavior

We think this is somewhat exaggerated. We would ask the City to audit the last two years' of Police Department records pertaining to our block. In so doing, we're confident you will find virtually nothing connecting the building to resident complaints, or incidents requiring police action. On the other hand, what we believe you will find, is a history of complaints regarding loitering on the corners of Queen and Fayette, and a persistent Friday and Saturday night problem of noise and other disturbances caused by drunks who congregate all along the length of our block, as well as around the aforementioned intersection. In sum, while converting the building into residences would certainly add to the overall security of the block, the adverse effects we'll suffer from

the large number of units being considered would outweigh those benefits. On the other hand, bearing in mind that even though the current situation is not a particularly dire one, simply adding some safety lighting along the building's dark driveway would also positively affect the overall security of the block while avoiding the problems a development of this magnitude would present to current residents.

2. That a proposed \$50 monthly commuting subsidy will dissuade the residents of this proposed condominium complex from owning cars, or from parking them on the street.

Again, while we applaud the intent of this part of the proposal, we not only do not believe it will achieve its desired effect, we think it will ironically exacerbate the parking problem.

Workers in the greater Washington area in both the Federal government and private sectors uniformly receive commuting subsidies at the \$100+ monthly level, which is twice the level proposed here. We would ask the City to audit such programs to ascertain how many people receiving the subsidy have given up their cars, or even their second cars. This is Northern Virginia, not Manhattan. We have no doubt that such an audit would find that no meaningful number of people have given up their cars.

The premise that people will use the subsidy to park in commercial garages rather than on the street is equally implausible. First, \$50 will not come close to covering the monthly cost of such parking, and would therefore create out of pocket costs for the residents. Second, we don't believe there are any public garages conveniently located to this block. Third, it is doubtful that people would consistently accept the inconvenience of having to walk several blocks from their home to a garage to access their car – especially in winter and periods of inclement weather.

Therefore, the subsidy could ironically do more harm than good. The proposed new residents would likely add this subsidy to what they may already be receiving from their employers, and if possible, commute via mass transit. Since the proposed condominium complex will have no parking, the cars of these new residents will sit parked on the street both day and night.

3. That a proposal involving residences, is a far "less evil" than a potential commercial use of the building.

Again, we don't share this view. No matter what nature of commercial enterprise could be attracted to this particular building in this particular location, the numbers of cars associated with it will almost certainly be fewer than those associated with eight permanent residences. We already know this, because the building has housed a variety of

commercial interests in the past, and does so even now. Quite frankly, the number of vehicles has never been a problem, and they all go away at the end of the business day.

There is little likelihood that a future business would seek to operate outside of normal business hours, or even if it sought to, would be allowed to do so by the City in the midst of our residential area. Further, any cars associated with a business will by definition only be able to park for limited durations, as they will not bear district resident parking permits. Conversely, the cars of the proposed new residents will **always** be competing for parking as described above. In sum, we've already experienced the scenario of parking associated with commercial use, and we believe such parking would actually present far fewer adverse impacts than that associated with the addition of eight new residences with no parking.

4. That the obligatory "parking study/analysis" concluded that our block contains a veritable cornucopia of unused street parking at critical times.

We note that such studies generally reach conclusions that are favorable toward the would-be developers who pay for them. In the case of our neighborhood, we residents know this conclusion to be suspect at best.

Turning from the proposal in its present form, we want to convey, as we have conveyed previously in writing, that we are **not** opposed in principle to redevelopment at 1210 Queen Street. We applaud Mr. Cromley's thoughtful and attractive design, and only object to the sheer **number** of units with no parking provided. We implore both Mr. Cromley and the City to find a plan that will result in a smaller, more sensible number of units. Such a plan can still provide all the benefits of preserving this historic building while avoiding adverse effects for the current residents.

We are certainly sensitive to the fact that Mr. Cromley is a businessman, and must make a profit in order to execute the project. That said, we believe a project for a smaller number of units, for example four or five units, could generate an acceptable return of investment for the developer. Our rationale is that with four or five rather than eight units, each unit would by definition be significantly larger, perhaps twice as large, as those in the current plan. Therefore each of them would fetch a correspondingly higher price, and together generate an acceptable return on investment. Clearly, the adverse impacts to current residents from a smaller number of units would be significantly less both in terms of the population density of the block as well as parking.

A lesser number of units might even allow for the provision of parking on the premises. As we have in the past, we suggest the configuration of the buildings like the one located at 201 N. Washington Street be studied as an example of how occupant use and off street parking can be combined in a large building. Perhaps a lesser

number of units at 1210 Queen Street could support a similar configuration and thus provide at least some parking.

Finally, we acknowledge that you have heard, or will doubtless hear, from some number of people in the greater neighborhood who will support this proposal. Most, and maybe even all of them live on streets other than the one most affected by this proposal: our 1200 block of Queen Street.

We are both appreciative and respectful of the opinions of our good neighbors who live on nearby streets. However, in considering the relative weight of our input, we must emphasize that it is we residents of the 1200 block of Queen Street who will bear most directly the adverse effects of this proposal in its current form.

Again, thank you for this opportunity to present our views. We have provided written copies of our statement for inclusion in the record of these proceedings.



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You did a terrific job, thank you.

Teri Du Bois Webster

**Jenkins, Nancy**

---

From: Jenkins, Nancy  
Sent: Wednesday, May 04, 2005 11:45 AM  
To: 'katriona.newtson@alexandria.va.gov' - *Planning & Zoning*  
Cc: 'Gregory Peterson'  
Subject: Community Meeting 4 May re: 1210 Queen Street

Dear Ms. Newtson:

I am in receipt of Alexandria's notice on the subject property and the owner's application for parking reduction from the 16 required spaces to zero spaces.

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Since the parking ratio is dependent on the FAR, unless the owner can provide a solution to the 16 parking space mandated by the Zoning Ordinance, we do not support the City granting the increase in floor area.

Sincerely,

Nancy O. Jenkins  
Gregory K. Peterson

*Nancy O. Jenkins  
Facilities Director, Two Freedom  
11935 Freedom Dr.  
Reston, VA 20190-9728  
(703) 434-4221  
(703) 434-4600 FAX  
(703) 568-3102 CELL*

5/4/2005

218

the large number of units being considered would outweigh those benefits. On the other hand, bearing in mind that even though the current situation is not a particularly dire one, simply adding some safety lighting along the building's dark driveway would also positively affect the overall security of the block while avoiding the problems a development of this magnitude would present to current residents.

2. That a proposed \$50 monthly commuting subsidy will dissuade the residents of this proposed condominium complex from owning cars, or from parking them on the street.

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Therefore, the subsidy could ironically do more harm than good. The proposed new residents would likely add this subsidy to what they may already be receiving from their employers, and if possible, commute via mass transit. Since the proposed condominium complex will have no parking, the cars of these new residents will sit parked on the street both day and night.

3. That a proposal involving residences, is a far "less evil" than a potential commercial use of the building.

Again, we don't share this view. No matter what nature of commercial enterprise could be attracted to this particular building in this particular location, the numbers of cars associated with it will almost certainly be fewer than those associated with eight permanent residences. We already know this, because the building has housed a variety of

number of units at 1210 Queen Street could support a similar configuration and thus provide at least some parking.

Finally, we acknowledge that you have heard, or will doubtless hear, from some number of people in the greater neighborhood who will support this proposal. Most, and maybe even all of them live on streets other than the one most affected by this proposal: our 1200 block of Queen Street.

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Again, thank you for this opportunity to present our views. We have provided written copies of our statement for inclusion in the record of these proceedings.

PC Docket Item #25  
SLIP 2005-0050



<IDesignCo@aol.com>  
06/05/2005 10:23 PM

To <pccomments@alexandriava.gov>  
cc  
bcc  
Subject Planning Commission Comments

Dear Planning Commission members,

I am writing to oppose the project at 1210 Queen Street as proposed, and to express my concern about significant misstatements of fact and errors in analysis contained in the staff's report to the commission.

1. Staff misstates the primary character of the 1200 block of Queen Street, as residential. More than half the block is a mix of commercial and outdoor recreational use.
2. Staff misstates that the existing building has been primarily vacant during a long period. The building has been at or near full capacity for over 16 years (list of tenants provided to the Department of Planning & Zoning on 6/3/05)
3. The parking study provided by the applicant misstates available parking. In a memo to Planning staff dated 4/05, T&ES stated: "The submitted parking study does not accurately reflect the available parking."
4. Staff is attempting to justify so many possible exceptions in order to approve this project, such as an increase in FAR (which will allow for two tiny units at 740 s.f. each), a significant parking reduction, an unprecedented third story addition to a unique historic building, and a complete change in use.
5. With proof of previous contracts on this building, with proposals from 4-8 condominium units, it has not been explained why the third floor addition is necessary.

#### **"Residential" Character of Neighborhood**

In an effort to support this application, the staff report states "this block of Queen Street is primarily residential in character" (p. 4). In fact, the north side of the street has one commercial building (Calhoun's Tax Service) and 10 single family townhomes, and the south side has two commercial buildings (50% of the block) and the remainder of the block is the Hunter/Miller Park (used on a daily basis by Hopkins House Preschool as a playground).

The staff report quotes the Master Plan as saying this block " would make an excellent location for a mix of residential and commercial development" and "a defining element of Parker Gray is the modest scale of the neighborhood and the vernacular townhouses and mix of commercial and residential uses within the District" (p.5). The City pushed for a mix of commercial and residential use in a development two blocks away at the Monarch. Eliminating commercial use in this location changes the balance and undermines the City's vision for a mix of uses.

In fact going completely residential raises other issues. Staff notes "A potential problem with a residential use at this location is the adjacent Hunter/Miller Park, with it's potential noise and impacts for future residents of the renovated building" (p. 11). Therefore, in conclusion, the 1200 block of Queen Street is primarily a mix of uses, and it could be said it makes the most sense as such.

#### **"Vacant" Building**

Contrary to staff's conclusions, 1210 Queen Street has been at or near full capacity for over a decade. For more than 16 years, two primary tenants occupied this building Cub Rub Builders and Classic Glass. In addition, small offices

were leased to artists, small builders, photographers and designers. The basement floor was the workshop for a Master Carpenter and a glass studio. A list of tenants has been provided to the Department of Planning & Zoning on June 3, 2005.

Recently the building was brought up to code after a full inspection for the Fire Marshal, and the Department of Code Enforcement.

### "Parking Study"

In section II of staff's report to Planning Commission (page 6, paragraph 3), includes a comment on a parking study (provided and paid for by the applicant) indicating that within a two block radius there are 51 to 110 available spaces. The study provided by the applicant assumes drivers will cross Rt. 1 and Cameron Streets to park: it is more likely people will move toward West and Oronoco Streets, these streets are more pedestrian friendly. The study does not consider townhomes currently vacant due to renovation or For Rent (14 total, or 28 more cars). Finally this study does not account for the bulb-outs on Queen and Fayette, Fayette and Oronoco, and Princess and Henry Streets, which will reduce the number of on-street spaces by 8 spaces.

In a recent Inventory of Homes and On-Street Spaces (attached), it's been concluded that there is a shortage of 86 spaces in the twelve block area closest to the proposed site (calculated by existing houses, City's allocation of cars two and on-street spaces). The conclusion is that these blocks work in this section of Parker Gray, due to the fact that there is a commercial use on every block which results in a staggered demand for parking.

**The land use and planning question is whether there are means of addressing the parking issue in a way that benefits the neighborhood and the City.** Staff states it has explored a variety of alternative parking solutions to alleviate any potential parking impact from this proposal. Neither the applicant nor staff could find opportunities for off-site parking in the neighborhood. Planning Commission should not place the burden of finding a solution on residents. Currently there are 11 residents on this block (average 2 cars per household/ 22 cars), 2 commercial businesses (not including those at 1210), and 23 available on-street spaces; technically a surplus of one space without commercial use considered. Some residents have required off-street parking behind their homes on this block, however the City has no means of enforcing this requirement (not a Code issue and P & Z is not an enforcement agency).

Already approved within two blocks are The Prescott and The Monarch, which will bring 500 new cars to the neighborhood. Additional comments by T & ES's to Planning staff on : " The proposed project is in an area of known parking problems." "There are several residential projects coming on-line in the area that will reduce the amount of available parking." "T & ES will not support a parking reduction for this project."

### "Change in Use"

Not allowing a change in use would maintain the character and the defining elements of Parker Gray as modest in scale, prevent unnecessary strain on residential parking demand, and help to maintain Council's vision of an unique, urban neighborhood that includes residents, commercial uses, parks and service uses. City staff states in Section IV, A. (page 11, paragraph 3), "With a commercial use, the applicant would be permitted to renovate the existing building..."

Staff is attempting to justifying so many possible exceptions in order to approve this project, such as an increase in FAR (which will allow for two tiny units at 740 s.f. each), a significant parking reduction, an unprecedented third story addition to a unique historic building, and a complete change in use, on the basis that this building which has been poorly maintained.

The impacts to the this historic building, and to the neighborhood, with this proposal will be significant and

irreversible.

Sincerely,

Teri Du Bois Webster  
1208 Princess Street  
Alexandria, VA 22314  
(703) 299-0223

NOTE: Hard copy and support documents to be submitted to each member 6/6/05.

Cc: Jim Hartman, City Manager

**STATEMENT FROM QUEEN STREET AND OTHER RESIDENTS  
REGARDING SPECIAL USE PERMIT #2005-0001  
1210 QUEEN STREET (CROMLEY LOFTS)  
PLANNING COMMISSION MEETING, CITY HALL, 7 JUNE 2005**

On behalf of the majority of the residents of the 1200 block of Queen Street, as well as others from surrounding blocks, we appreciate the opportunity to once again provide you with our views on this important issue.

As you are aware, we have previously expressed our views regarding this proposal in several letters to the City. We also participated in the community meeting the City conducted here in City Hall on 4 May. We trust you have been provided with the minutes from that meeting as well as our previous written comments.

In addition, at a meeting of the Inner City Civic Association on 12 May, residents had the opportunity to address Mayor Euille directly on this and other issues. After hearing concerns expressed about this proposed project, he urged residents to fully participate in the City's deliberative process regarding it, and it is in that spirit we come before you this evening.

To begin, as we have repeatedly conveyed in our written inputs as well as in meetings, we are **not** opposed in principle to the redevelopment of this building. It is only the sheer **number** of units in the proposal – **eight**, with **no** parking provided -- that we believe is beyond what neighbors should be asked to accept.

We believe that creating a large, multi-family dwelling among our single-family homes, would dramatically change the **character** of our block. Similarly, as such a dwelling would in one fell swoop **double the population** of our block, the proposal is not in keeping with the **scale** of our block. We note that the City's own Strategic Plan is specific in mandating that development should not compromise either the existing **character or scale** of the neighborhood in which it is to occur. We believe the large number of units being considered is not in keeping with that standard.

Finally, as no parking would be provided for eight new residences, we believe the proposal in its current form would create unlivable parking problems for current residents.

We would also like to briefly comment on four of the rationales we've heard expressed in favor of this project.

The first is the idea that the building currently represents a danger to the community. We think this is somewhat exaggerated, and would probably not be supported by an audit of Police Department records. It is true that the building's driveway is currently dark, and thus potentially invites illicit behavior. We respond to this by suggesting that simply installing some safety lighting could address the situation.

That said, it is also true in a general sense that converting any building into residences can have the indirect effect of adding to the overall security of any given



block. Here again, we emphasize that we are not opposed to residential development in the building. We only oppose the large number of units being considered.

The second argument is that a proposed \$50 monthly commuting subsidy will dissuade the new residents from owning cars or from parking them on the street. We believe this is implausible, and think it would not only fail to achieve its desired effect, it would likely actually make the parking problem worse.

Workers in the Washington metro area in both the public and private sectors routinely receive commuting subsidies at the \$100+ monthly level, twice the amount proposed here. We're confident an audit of such programs would confirm that no meaningful number of people receiving such subsidies have given up their cars, or even their second cars.

The premise that people will use the subsidy to park in commercial garages is also unlikely. \$50 will not come close to covering the monthly cost of such parking. The resulting out of pocket cost would therefore be a disincentive for the new residents to garage their cars. It's also doubtful that people would consistently accept the inconvenience of having to walk from their home to a distant garage in order to access their car – especially in winter and periods of inclement weather.

In sum, the subsidy, while well-intentioned, would probably do more harm than good. The most likely scenario would be that the proposed new residents would simply add the subsidy to what they may already be receiving from their employers, and if possible, commute via mass transit. In turn, since the proposed condominium complex will have no parking, the cars of these new residents will sit parked on the street both day and night.

The third argument, is that using the building for a large number of residences would be a "lesser evil" for current residents than if it were put to commercial use. Our experience tells us otherwise.

The number of cars associated with almost any imaginable commercial enterprise in the building would most likely be fewer than those associated with eight permanent residences. We already know this, because the building has housed a variety of commercial interests in the past. Quite frankly, the number of vehicles has never been a problem as cars associated with a business are only be able to park for limited durations as they do not bear district resident parking permits, and most important, they all go away at the end of the business day. Conversely, the cars of the proposed new residents will always be competing for parking. We therefore believe that parking associated with commercial use would actually present fewer adverse impacts to current residents than those associated with the addition of eight new residences with no additional parking.

The final argument, is that a parking study concluded that our block contains plentiful unused street parking at critical times. As time is of the essence, we'll be brief on this point. Suffice to say, such studies generally reach conclusions that are favorable to the developers who pay for them. This study is no exception, and its conclusion runs contrary to conditions experienced by current residents on a daily basis.

In conclusion, we emphasize again that we are not opposed in principle to the redevelopment of this building. Our position regarding this proposal is that the number of units being considered is simply too large, and therefore presents an unacceptable level of adverse impact to current residents.

We understand that the developer must make a profit in order to execute the project. That said, we believe a more reasonable project, for example one involving no more than four units, could generate an acceptable return of investment. With four rather than eight units, each unit would by definition be significantly larger, perhaps twice as large, as those in the current plan. Each of them would therefore fetch a correspondingly higher price, and together generate enough profit for the developer.

Without a doubt, the impact of a more reasonable number of units would be significantly more favorable to current residents, both in terms of the population density of the block as well as parking. Such a plan would preserve this historic building, and at the same time preserve the character and scale of the neighborhood, and therefore the quality of life of its residents.

Again, we appreciate the opportunity to present our views. We have provided written copies of our statement for inclusion in the record of these proceedings.

Thank you.



SUBMITTED. 6/6/05.

RECORD OF APPEAL

FROM A DECISION OF THE BOARD OF ARCHITECTURAL REVIEW

Date Appeal Filed With City Clerk: \_\_\_\_\_

B.A.R. Case # BAR 2005-0104/0105

Address of Project: 1210 Queen Street

Appellant is: (Check One)

49  
PROPERTY  
OWNERS.  
SIGNATURE

B.A.R. Applicant

Other Party. State Relationship Neighbor

Address of Appellant: 1309 Queen Street  
Alexandria, VA 22314

Telephone Number: (703) 548-9489 (H) or (202) 416-7755 (W)

State Basis of Appeal: See attached -

Attach additional sheets, if necessary.

A Board of Architectural Review decision may be appealed to City Council either by the B.A.R. applicant or by 25 or more owners of real estate within the effected district who oppose the decision of the Board of Architectural Review. Sample petition on rear.

All appeals must be filed with the City Clerk on or before 14 days after the decision of the B.A.R.

All appeals require a \$150.00 filing fee.

If an appeal is filed, the decision of the Board of Architectural Review is stayed pending the City Council decision on the matter. The decision of City Council is final subject to the provisions of Sections 10-107, 10-207 or 10-309 of the Zoning Ordinance.

Leslie D. Bujan  
Signature of the Appellant

Basis of Appeal for 1210 Queen Street (BAR2005-0104/0105)  
June 6, 2005

- The proposed third-story addition to 1210 Queen Street is not supported by clear and convincing precedents in the Parker-Gray Historic District for commercial buildings of its type, size, age and distinction. The examples cited both by staff and the applicant are not directly relevant (see Attachment A).
- The proposed addition does not respect the work of William Peck, the original builder, who is known for his two-story structures in the area (see pp 2-3 of BAR Case #2005-00104 Demolition/Encapsulation).
- The building does not have a "monitor," nor is there any evidence that it ever had one. Such features were characteristic of single-story industrial buildings and factories (see Attachment B). In Alexandria these were typically found in areas of the city closer to the Potomac River. Building a "monitor"-like addition is false historic preservation and does a disservice to the neighborhood.
- The applicant has not demonstrated that the "rehabilitation" of this building requires a third-story addition.
- The proposed addition will house two condos and thus adds density to the project, increasing traffic and perpetuating parking problems in the neighborhood. The question of the third-story addition cannot be separated artificially from the density issue: it is a major and contributing factor.
- Staff have accepted at face value the applicant's statement that the roof is not original to the building (p. 4 of staff report on Demolition/Encapsulation). There is no evidence that staff have inspected the roof in person to corroborate this statement.

## ATTACHMENT A

### PROBLEMS WITH EXAMPLES OF THIRD-STORY ADDITIONS TO HISTORIC BUILDINGS IN THE PARKER-GRAY DISTRICT

A third-story addition to a landmark commercial building like the Alexandria Laundry is unprecedented in either historic district. This can be demonstrated by a review of the supporting examples provided by the applicant and staff.

In his filings with the City, the applicant included an attachment labeled "Roof-top Additions to Historic Buildings in Old Town Alexandria." However, these six buildings were either:

- Not in the Parker-Gray district
- Not in the Old & Historic District
- Not historic buildings
- Not buildings with third-story additions; and
- Included a building which is scheduled for demolition

The list is as follows:

1. *The Green Steam Furniture Building, 200 S. Fairfax Street*

This building is located in the Old & Historic District and was converted from a garage to apartments (and later condos) around 1976. However, records indicate the structure was already three stories and had fourth floor addition – probably dating from the 1930s – which was then redesigned and remodeled to form the arcade for the third floor.

2. *The HEW Credit Union Building, 400 N. Columbus Street*

This building is also located in the Old & Historic District. It was built around 1959 as a trucking warehouse but was later converted to offices. The third story addition dates from 1983. The building remains a commercial structure.

3. *Portner's Brewer Bottling Plant Building, 600 N. St. Asaph Street*

This building is outside both historic districts but was voluntarily submitted for review by the Old & Historic District board in 1996 because it was then thought that the boundaries of the District would eventually be expanded to include this area of Alexandria. The Portner Brewery featured a true historic "monitor" and this was used as the basis for the addition of a floor.

4. *Coca Cola Building, 1500 King Street*

This building is not in either historic district and with its Art Deco features appears to date from the 1920s or early 1930s.

5. *712 Jefferson Street*

This office building is in the Old & Historic District but was in fact constructed in 1959 and there is no record of a third story addition. The structure is slated for demolition as part of a large scale redevelopment of the 800 block of S. Columbus Street.

6. *809 Cameron Street*

This example involved the addition of a third story to a commercial building that previously consisted of two separate buildings – 807 and 809 Cameron Street. The building on the west side, 807, had had a third story addition some time in the 1890s – more than a century earlier -- and the applicant now proposed adding the third story at 809 to make the building more symmetrical in appearance. The building remains a commercial structure and is used for offices.

The staff reports for the BAR did not reference the applicant's list but instead found two examples of third-story additions: 421 N. Fayette Street and 512 N. Alfred Street. However, both of these structures are single-family homes and the Fayette Street house was only built in 1955.

***In conclusion, neither applicant nor staff have demonstrated any precedent for a third-story addition to a landmark commercial building undergoing conversion to residential use in either historic district.***

## ATTACHMENT B

### A "MONITOR"-LIKE ADDITION IS NOT APPROPRIATE FOR 1210 QUEEN STREET

Applicant has attempted to demonstrate that a "monitor"-like addition would be an appropriate addition to 1210 Queen Street. A monitor is a roof-top feature consist of a series of windows designed to bring natural light and ventilation into manufacturing buildings.

However, the applicant's own material on file with the City indicates that 1210 Queen Street was not the type of structure that would ever have had a monitor. The building was constructed as a two-story warehouse, not as a single story industrial or manufacturing building, which was the type of building on which monitors were typically found.

In The Works: The Industrial Architecture of the United States, by Betsy Hunter Bradley (copy of Chapter 8, "Factory Roofs," submitted with applicant's paperwork) the author cites page after page of examples drawn exclusively from manufacturing companies such as Singer Sewing Machine Co., various railroad manufacturing and repair firms, dye works, and rolling mills.

Ms. Bradley's book also indicates that monitors were features of single-story buildings. "Because monitors drew hot air currents upward and allowed them to escape, **they helped tall, one-story spaces** function as chimneys" (p. 189). She also discusses the monitor for "the **one-story shops** erected for the Chicago, Milwaukee and St. Paul Railroad in Milwaukee (c. 1880)" (p. 190)

The fact that the 1210 Queen Street building was constructed with two floors complete discounts the "monitor" argument, not only because the building was not constructed for industrial use but also because it would have been absurd to build a roof-top monitor which would only be capable of bringing light and ventilation to the second floor.

Finally, the applicant also provided pictorial evidence of monitors in Alexandria from approximately 1865 to 1925. However, these examples only bear out the points made above. The examples include industrial buildings such as breweries, lumbermills, glass works, ice making facilities, shipyards, and fertilizer and automotive manufacturing. None of these buildings were located in the Parker-Gray district.

We, the undersigned owners of real estate within the Old and Historic Alexandria District/Parker-Gray District (strike out as appropriate) appeal the decision of the Board of Architectural Review to the Alexandria City Council in B.A.R. Case #2005-0104/0105 regarding the property at 1210 Queen Street (street address).

	Name	Signature	Owner of Real Property At:
1.	TERI D WEBSTER	<i>Teri Webster</i>	1208 PRINCESS ST.
2.	Remel Delisle	<i>Remel Delisle</i>	404 N. HENRY ST
3.	CARL WRIGHT	<i>Carl Wright</i>	400 N. HENRY ST.
4.	William Rivers	<i>William Rivers</i>	1207 PRINCESS ST
5.	ArLisa Tracey	<i>ArLisa Tracey</i>	1216 PRINCESS ST.
6.	LORISSA BOUNDS	<i>Lorissa Bounds</i>	1206 PRINCESS ST
7.	AGNES V. RANDOLPH	<i>Agnes V. Randolph</i>	1210 PRINCESS ST
8.	DEBRA SABOURIN	<i>Debra Sabourin</i>	1212 PRINCESS ST.
9.	FOR TRUSTEE AT ANTIQUARIAN REV. JOHNNY ALEXANDER Mt Jezreel Church	<i>Johnny Alexander</i>	1120 QUEEN ST 22314
10.	PASTOR RICHARD E WOODS	<i>Richard E Woods</i>	317N PAYNE ST, ALEX, VA
11.	Campbell, William	<i>William Campbell</i>	320 N. FAYETTE SE
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We, the undersigned owners of real estate within the Old and Historic Alexandria District (Parker-Gray District [strike out as appropriate]) appeal the decision of the Board of Architectural Review to the Alexandria City Council in B.A.R. Case # 2005-0102/0105 regarding the property at 1210 Queen Street (street address).

	Name	Signature	Owner of Real Property At:
1.	SUZANNE ARNOLD	<i>[Signature]</i>	1316 Queen St.
2.	John ARNOLD	<i>[Signature]</i>	1316 Queen St.
3.	KATHLEEN HOLLIS	<i>[Signature]</i>	1310 Queen St.
4.	Jim DUMAS	<i>[Signature]</i>	429 N. West St.
5.	Harold McInerney	<i>[Signature]</i>	303 N. West St.
6.	JANICE HORST	<i>[Signature]</i>	231 N. West St.
7.	RAYMOND P. DEAKINS	<i>[Signature]</i>	327 N. PATRICK
8.	Angie Schmidt	<i>[Signature]</i>	212 N. PAYNE ST.
9.	Nancy Jenkins	<i>[Signature]</i>	232 N. Payne St
10.	Maureen McCreary	<i>[Signature]</i>	300 N. <del>Payne St</del>
11.	Kevin Plunkett	<i>[Signature]</i>	209 N. West
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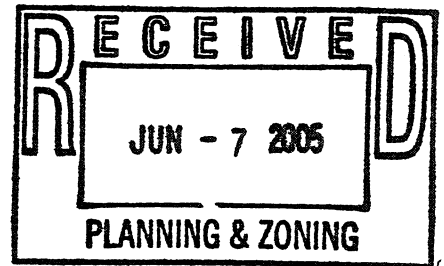
We, the undersigned owners of real estate within the ~~Old and Historic Alexandria District~~ Parker-Gray District [strike out as appropriate] appeal the decision of the Board of Architectural Review to the Alexandria City Council in B.A.R. Case # 2005-0102/0105 regarding the property at 1210 Queen Street (street address).

	Name	Signature	Owner of Real Property At:
1.	<u>Maureen McNeil</u>	<u>[Signature]</u>	<u>307 N. West St</u>
2.	<u>Jessica Wallace</u>	<u>[Signature]</u>	<u>312 N. Payne street</u>
3.	<u>Lina Ward</u>	<u>[Signature]</u>	<u>311 N. West</u>
4.	<u>John Arnold</u>	<u>[Signature]</u>	<u>1316 Queen street</u>
5.	<u>Daniel S. Johnson</u>	<u>[Signature]</u>	<u>305 N. West St.</u>
6.	<u>Dan Johnson</u>	<u>[Signature]</u>	<u>305 N West St</u>
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We, the undersigned owners of real estate within the ~~Old and Historic Alexandria District~~ Parker-Gray District (strike out as appropriate) appeal the decision of the Board of Architectural Review to the Alexandria City Council in B.A.R. Case # 2005-0104/0105 regarding the property at 1210 Queen Street (street address).

	Name	Signature	Owner of Real Property At:
1.	WILSON Thompson	Wilson Thompson	1201 Queen & 302 N. Fayette St
2.	Ulysses Calhoun	Ulysses Calhoun	1201 CAUCASUS & 302 N. FAYETTE ST
3.	Sarah Becker	Sarah Becker	1200 Princess St
4.	Delma Thompson	Delma Thompson	215 N. West St.
5.	Sharon J. Franzer	Sharon Franzer	1325 Caneros St Alex VA
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Carmella Bocchino  
820 South Fairfax Street  
Alexandria, Va. 22314



PC Docket Item #05  
SUP 2005-0050

Erick Wagner  
Chairman, Planning Commission  
City of Alexandria  
301 King Street  
Alexandria, VA.

June 6, 2005

Dear Mr. Wagner,

As a resident of Alexandria, I am pleased to support the redevelopment project at 1210 Queen Street (loft condo) submitted by Cromley Lofts LLC. The renovation of the existing vacant building, from commercial to residential use, will add to the vitality and safety of this area while preserving and strengthening the residential areas within this community.

I have known Mr. Cromley for the past twelve years and remain impressed by his ongoing contributions to the community in regard to redevelopment and restoration of historic buildings and his commitment to revitalizing areas in the Inner City. I also applaud both the staff of the Commission and Mr. Cromley for designing a building that will become the first residential building in the City to become LEED certified. The City of Alexandria has been actively engaged in improving both indoor and outdoor air quality for its citizens – recognizing the impact of air pollution on lost workdays, lost school days and chronic illness. My professional work involves multiple local and national projects with the U.S. Environmental Protection Agency to reduce the disease-burden caused by poor air quality. The Commission's approval of this project will set an important example for other development projects within the City.

While parking challenges are an issue in many areas of Alexandria, this redevelopment project benefits from its close proximity to public transportation and the commitment by Mr. Cromley to meet the conditions set forth by the department of planning and zoning staff in recommending approval of this project.

This project will contribute to the City's overall strategic vision of making Alexandria a vibrant, diverse, historic and beautiful city with unique neighborhoods. I encourage you to support this important redevelopment project. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Carmella Bocchino".

Carmella Bocchino  
Resident, City of Alexandria  
Senior Vice President, America's Health Insurance Plans

PC Docket Item #25  
JUP 2005-0050

June 6, 2005

Dear Planning Commission members,

I am writing to oppose the project at 1210 Queen Street as proposed, and to express my concern about differences in information and analysis contained in the staff's report to the commission.

1. The report states the primary character of the 1200 block of Queen Street, as residential. However, more than half the block is a mix of commercial and outdoor recreational use, which represents a true mix of uses, as it exists.
2. The report states that the existing building has been primarily vacant during a long period. The building has been at or near full capacity for over 16 years (list of tenants provided to the Department of Planning & Zoning on 6/3/05); this would indicate this building is a desirable commercial location.
3. The parking study provided by the applicant draws conflicting conclusions on available parking. A memo to planning staff dated 4/05, T&ES stated: "*The submitted parking study does not accurately reflect the available parking.*" It could be said that with commercial use, cars parking with three-hour limits during business hours, would be more desirable, than residential cars without limits.
4. There seems to be a great deal of justification for so many possible exceptions in order to approve this project, such as an increase in FAR (which will allow for two tiny units at 740 s.f. each), a significant parking reduction, an unprecedented third story addition to a unique historic building, and a change in use.
5. With proof of previous contracts on this building within the past year, it could be said this is a desirable building for renovation. City staff states in Section IV, A. (page 11, paragraph 3), "With a commercial use, the applicant would be permitted to renovate the existing building..." It may be wise to think through the elimination of a commercial building one block from where the City has just eliminated a commercial warehouse for a residential project without commercial.

## **Possible Alternatives**

- Commercial use with an increase in FAR, for financial viability. This plan would maintain available parking for residents (impacts from the Prescott, one block away are unknown), keep activity in the neighborhood during the day, maintain versatility for neighborhood needs in the future, and celebrates the urban nature.
- Reduce the number of units.
- Residential studios for working professionals; reducing the need for cars for people who work from their homes.

## **"Residential" Character**

The north side of the street has one commercial building (Calhoun's Tax Service) and 10 single family townhomes, and the south side has two commercial buildings (50% of the block) and the remainder of the block is the Hunter/Miller Park (used on a daily basis by Hopkins House Preschool as a playground).

The Master Plan as saying this block " would make an excellent location for a mix of residential and commercial development" and "a defining element of Parker Gray is the modest scale of the neighborhood and the vernacular townhouses and mix of commercial and residential uses within the District" (p.5). The City pushed for a mix of commercial and residential use in a development two blocks away at the Monarch, and eliminated a commercial warehouse on block from this site, in order to build a total residential project. Eliminating commercial use in this location changes the balance and undermines the City's vision for a mix of uses.

In fact a change to residential raises another issue, which staff notes: "A potential problem with a residential use at this location is the adjacent Hunter/Miller Park, with it's potential noise and impacts for future residents of the renovated building" (p. 11).

In conclusion, the 1200 block of Queen Street is primarily a mix of uses, and it can be said it makes the most sense as such.

## **"Vacant" Building**

This building at 1210 Queen Street has been at or near full capacity for over a decade. For more than 16 years, two primary tenants occupied this building Cub Rub Builders and Classic Glass. In addition, small offices were leased to artists, small builders, photographers and designers. The basement floor was the workshop for a Master Carpenter and a glass studio. A list of tenants has been provided to the Department of Planning & Zoning on June 3, 2005.

Recently, the building was brought up to code after a full inspection by the Fire Marshal, and the Department of Code Enforcement. Staff states in Section IV, A. (page 11, paragraph 3), "With a commercial use, the applicant would be permitted to renovate the existing building..."

## **"Parking Study"**

In section II of staff's report to Planning Commission (page 6, paragraph 3), includes a comment on a parking study (provided and paid for by the applicant) indicating that within a two-block radius there are 51 to 110 available spaces. The study provided by the applicant assumes drivers will cross Rt. 1 and Cameron Streets to park: it is more likely people will move toward West and Oronoco Streets, these streets are more pedestrian friendly. The study does not consider townhomes currently vacant due to renovation or For Rent (14 total, or 28 more cars). Finally this study does not account for the bulb-outs on Queen and Fayette, Fayette and Oronoco, and Princess and Henry Streets, which will reduce the number of on-street spaces by 8 spaces.

In a recent Inventory of Homes and On-Street Spaces (attached), it's been concluded that there is a shortage of 86 spaces in the twelve-block area closest to the proposed site (calculated by existing houses, City's allocation of cars two and on-street spaces). The conclusion is that these blocks work in this section of Parker Gray, due to the fact that there is a commercial use on every block, which results in a staggered demand for parking.

**The land use and planning question is whether there are means of addressing the parking issue in a way that benefits the neighborhood and the City.** Staff states it has explored a variety of alternative parking solutions to alleviate any potential parking impact from this proposal. Neither the applicant nor staff could find opportunities for off-site parking in the neighborhood. Planning Commission should not place the burden of finding a solution on residents. Currently there are 11 residents on this block (average 2 cars per



household/ 22 cars), 2 commercial businesses (not including those at 1210), and 23 available on-street spaces; technically a surplus of one space without commercial use considered. Some residents have required off-street parking behind their homes on this block, however the City has no means of enforcing this requirement (not enforceable by Code Enforcement and P & Z is not an enforcement agency).

Already approved within two blocks are The Prescott and The Monarch, which will bring a minimum of 500 new cars to the neighborhood. Additional comments by T & ES's to planning staff: "*The proposed project is in an area of known parking problems.*" "*There are several residential projects coming on-line in the area that will reduce the amount of available parking.*" "*T & ES will not support a parking reduction for this project.*"

### **"Change in Use"**

Not allowing a change in use would maintain the character and the defining elements of Parker Gray as modest in scale, prevent unnecessary strain on residential parking demand, and help to maintain Council's vision of an unique, urban neighborhood that includes residents, commercial uses, parks and service uses.

Staff is attempting to justify so many possible exceptions in order to approve this project, such as an increase in FAR (which will allow for two tiny units at 740 s.f. each), a significant parking reduction, an unprecedented third story addition to a unique historic building, and a complete change in use, on the basis that this building which has been poorly maintained. Now that the building meets the City's Code standards, and the planning has said it can be renovated for commercial use, we should be considering that option.

The impacts to this historic building, and to the neighborhood, with this proposal will be significant and irreversible.

Sincerely,



Teri Du Bois Webster  
1208 Princess Street  
Alexandria, VA 22314  
(703) 299-0223

**INVENTORY  
OF HOMES, CITY'S ALLOCATION OF CARS  
AND AVAILABLE ON-STREET SPACES**

1100, 1200, & 1300 blocks of Queen Street  
1100, 1200, & 1300 blocks of Princess Street  
200, 300, & 400 blocks of N. Fayette Street  
200 & 300 blocks of N. Payne Street  
1200 block of Cameron Street

Prepared 5/6/05

**Summary:** Taking into consideration the number of existing homes in these 12 blocks, applying the City's allocation of cars (1 bedroom – 1.30, 2 bedroom – 1.75, 3 bedroom – 2.20, averaged here at 2 per household), and then subtracting the number of available on-street spaces, there is a shortage of 86 on-street spaces. Some streets have off-street spaces, total counted 53. One thing to consider is the enforceability of the required off-street spaces.

**1200 Block Princess Street**

- 2 residential vacancies \*(1204 & 1214)
- 1 alley/driveway
- 10 residences
- 1 commercial door front
- 3 hour parking limit
- 1 loading zone
- Primary street parking for visitors to Boys & Girls Club, Alexandria (a capitol campaign is underway to add recreation space in the near future – their plan is to provide 16 spaces off-street to alleviate parking pressure)
- 21 Total on-street spaces (Gorove/Slade Associates, Inc. study states 22 spaces, 1 space on the south side is a loading zone for Hopkins House)

**Summary: 20 residential cars associated with the street (10 homes @ 2 cars ea.)/21 available spaces**

**Surplus: 1 spaces**

.....

**300 Block N. Fayette Street**

- 2 residential vacancies \*(320)
- 3 alley/driveway
- 19 homes
- 1 commercial door front
- 3 hour parking limit
- No parking to corner (east & west)
- Loading zone at Sgt.
- **\*2 bulb-outs planned (2 spaces withdrawn)**
- 25 Total on-street spaces (GSA study states 27 spaces, 2 spaces will be consumed for traffic calming)

**Summary: 38 residential cars associated with the street (19 homes @ 2 ea.)/25 available spaces.**

**Short: 13 spaces**

### **1100 Block Queen Street**

- 1 alley/driveway
- 1 residential vacancy \*(1119)
- 6 homes
- 8 commercial door fronts
- On-way street
- 1 fire hydrant
- 2 hour limit
- 18 Total on-street spaces (GSA study states 18 spaces)

**Summary: 12 residential cars associated with the street (6 homes @ 2 ea.)/18 available spaces.**

**Surplus: 6 spaces**

---

### **200 Block N. Fayette Street**

- 4 alley/driveway
- 1 home
- 3 commercial door front
- Short block on the west side (no parking restriction)
- 1-30 minute space
- **\*4 Prescott door fronts (planned development)**
- 2 Parking limit
- **\*2 bulb-outs planned ( 2 spaces withdrawn)**
- 8 total on-street spaces (west); before the 30 min. zone
- 15 total on-street spaces (east)  
(GSA study states 25 spaces, 2 spaces will be consumed for traffic calming)

**Summary: 10 residential cars associated with the street( 5 homes @ 2 ea.)/23 available spaces.**

**Surplus: 13 spaces**

**1200 Block Cameron Street**

- No parking (north)
- 3 homes
- 3 Total on-street spaces (south)(GSA study states 3 spaces)

**Summary: 6 residential cars associated with the street ( 3 homes @ 2 ea.)/  
3 available spaces**

**Short: 3 spaces**

.....

**200 Block Payne Street**

- 2 residential vacancies \*(212 & 224)
- 5 alley/driveway
- 20 residences
- 2 commercial door fronts
- 1 fire hydrant
- 2 loading spaces
- 3 hour limit
- 26 Total on-street parking (GSA study states 26 spaces)

**Summary: 40 residential cars associated with the street (20 homes @ 2  
ea.)/26 available spaces**

**Short: 14 spaces**

.....

**1200 Block Queen Street**

- 1 alley/driveway
- 11 residences
- 3 commercial door fronts
- One-way street
- 3 hour parking limit
- 21 Total on-street spaces (GSA study states 21 spaces)

**Summary: 22 residential cars associated with the street (11 homes @ 2  
ea.)/21 available spaces**

**Surplus: 1 space**

### **300 Block Payne Street**

- 3 residential vacancies \*(307, 318, & 326)
- 5 alley/driveway
- 20 residences
- 1 commercial door front
- **Parking on one side**
- 1 handicap space
- 1 Fire hydrant
- 1 loading zone
- 3 hour limit
- 13 Total on-street spaces (GSA study states 14 spaces, 1 loading zone space)

**Summary: 40 residential cars associated with the street (20 homes @ 2 ea.)/13 available spaces**

**Short: 27 spaces**

.....

### **1100 block Princess Street**

- 1 residential vacancy \*(1116)
- 4 alley/driveway
- 11 homes
- 4 commercial door fronts
- 2 & 3 hour parking limit
- **\*2 bulb-outs planned ( 2 spaces withdrawn)**
- 14 Total on-street spaces (GSA study states 16 spaces, 2 will be consumed for traffic calming)

**Summary: 22 residential cars associated with the street (11 homes @ 2 ea.)/14 available spaces**

**Short: 8 spaces**

**1300 block Queen Street**

- 1 residential vacancies \*(1313)
- 8 alley/driveways
- 16 homes
- 1 fire hydrant
- 2 handicap spaces
- One-way street
- 3 parking limit
- 7 Total on-street spaces (north)
- 10 Total on-street spaces (south)\_(GSA study states 17 spaces)

**Summary: 36 residential cars associated with the street (16 homes @ 2 ea.)/17 available spaces**

**Short: 19 spaces**

.....

**1300 Block Princess Street**

- 1 residential vacancies \*(1310)
- 3 alley/driveways
- 15 homes
- 1 fire hydrant
- 3 parking limit
- 23 Total on-street spaces (GSA study does not study this block)

**Summary: 30 residential cars associated with the street (16 homes @ 2 ea.)/23 available spaces**

**Short: 7 spaces**

**400 Block N. Fayette Street**

- 3 residential vacancies \*(411 & 417)
- 6 alley/driveways
- 21 homes
- 1 fire hydrant
- 3 parking limit
- **\*2 bulb-outs planned ( 2 spaces withdrawn)**
- 1 no parking to corner
- 26 Total on-street spaces (GSA study states 34 spaces, 2 spaces will be consumed for traffic calming, 6 spaces are actually driveways and allies)

**Summary: 30 residential cars associated with the street (16 homes @ 2 ea.)/26 available spaces**

**Short: 16 spaces**



**Note:** City blocks actually provide between 12-14 cars on each side depending on size of cars and distance between them (The City of Alexandria states a parking space is 8' x 22'). The elements that change those numbers are listed below for each block (ie. Alleys 10', driveways, handicap spaces, parking limits to corners, fire hydrants and loading zones). This study assumes no guest spaces, no off-street parking, 2 cars per household and no prediction for commercial use.

**T & ES's comments to Planning Staff:** "The proposed project is in an area of known parking problems." "There are several residential projects coming on-line in the area that will reduce the amount of available parking." "T & ES will not support a parking reduction for this project." "The submitted parking study does not accurately reflect the available parking."

The Gorove/Slade Associates study (provided by the applicant) does not consider the residential vacancies in the area due to renovation or on the market "For Rent", for which there were 14 at the time of the study, which would add 28 more cars that were/are not here at the moment. Also not considered, 8 bulb-outs for traffic calming. The blocks considered in the above study are also of concern (assumes crossing Cameron and Rt. 1)

\*not considered in Gorove/Slade Associates study provided by builder.

This study prepared by Teri Du Bois Webster. Call with questions (703) 299-0223 Rev.5/6/05



The purpose of this Inventory was to provide a practical approach to studying the potential for problems in the neighborhood as it continues to change.

- As homes begin to change hands, new families have an increased number of cars.
- Ten new homes have been added to empty lots, were required to have off street spaces. (which in other cases have been eliminated in favor of larger yards)
- Several homes are currently unoccupied due to renovation, or For Rent, which are not included in the parking study submitted to the City recently.
- The City has a stated 80K registered drivers, and 110k registered cars.
- The City has a standard allocation for cars per bedroom.

21  
-----  
6-21-05

City Council  
301 King Street  
Alexandria, VA

**Re: Commercial Building at 1210 Queen Street**

June 21, 2005

The commercial building under consideration for drastic architectural changes located at 1210 Queen Street is located one block from my home at 1316 Queen Street. It is a very substantial example of early 20<sup>th</sup> century commercial architecture and one of the few remaining examples of that time period in the Parker Gray District. To gut this building and change it into a condominium for the more affluent would be an appalling lack of concern for the historic nature of our district.

For many years I have watched the wholesale destruction of property in my neighborhood. Home after home has been gutted with only a token reminder of the building it used to be. It seems that the prevailing wisdom is to make our side of Queen Street look like the side closer to the river; however, to do this is to create a facade much like a movie set, that undermines the true historic nature of our district.

There has been much discussion over exactly what style characterizes the Parker Gray and how to deal with the often eclectic mix of architectural diversity. However, there is one theme that predominates and it is reflective of the character of this neighborhood from its earliest days. There are no grand houses or stately mansions; all of the buildings residential and commercial are reflective of the hardworking people with modest incomes that built them and have lived and worked in them.

I urge the council to not allow this destruction and alteration of such a fine old building. It truly deserves to remain commercial as intended and to be restored with tender loving care. Doing so will give honor and dignity to the memory of all of those working souls that have lived and labored in the Parker Gray District.

John & Suzanne Arnold

21  
6-21-05

Good evening. My name is Joseph Shumard and since 1983 I have lived at 809 Oronoco Street in Alexandria. I am here to support the approval of the Alexandria Laundry Condominiums project.

As a long-time resident of the northwest part of Old Town I have become increasingly concerned about the quality of building renovation projects and the character of my neighborhood. I realize that it is truly a challenge to maintain the good aspects of what we have and to mitigate the impact of more people who want to share what we have. When I first moved here not everyone owned a renovated home and most of my neighbors owned only one car. Neither of those facts is true today.

I believe that it is vital to Alexandria that the housing stock be well-maintained and improved; and one way or another, I think that economic forces will see to it. I know that the building we are discussing here tonight will be renovated for some use by someone.

The reason that I am here now is to point out that not everyone who renovates a building does so with the care and elegance of Bill Cromley. I have known Mr. Cromley for more than a decade and have seen many of his home renovations over these years. His projects have consistently been well-thought out, designed with appreciation for the location of the structure and with a positive regard for the character of the community. This is true because he and his family live in this neighborhood and care about its future.

In reviewing the recommendations, I believe that a great deal of care has been taken to reduce the impact of parking associated with this project—any use of this structure will have associated parking and traffic issues. This proposal is an excellent one in this regard.

The other elements of this proposal are also excellent: the retention of the historic building, the open space, and the residential nature of this project are all very positive. And the opportunity to have a developer of the quality of William Cromley is an added bonus. I urge you to support this proposal.

1210 Queen Street condo redevelopment project Public Hearing  
June 21, 2005

عائلة  
Mayor and Members of the City Council,

My name is Elsie Mosqueda and I live at 900 Pendleton St. I am here today to speak on behalf of the 1210 Queen Street Condo redevelopment project. As a member of this community for over 23 years I have seen many changes in our neighborhood - some I have supported and some I have not.

This is one project I support for the following reasons:

1. It will retain the existing historic building, add open space and contribute to the vitality of the community.
2. The building will use green building elements such as sustainable materials, energy efficient plumbing fixtures and HVAC systems. Most importantly, it will be an LEED certified building.
3. Mr. Cromley will make a \$24,000 voluntary contribution to the Affordable Housing Trust Fund.
4. The proposed addition is compatible with the mass, scale and character of the surrounding neighborhood.
5. Most importantly to me and my husband is the fact that the applicant, Mr. William Cromley and his wife Saskia Jensen, have made this community their home for 12 years. They have made a commitment to our neighborhood by deciding to raise their family here and send their children to Alexandria public schools. How many developers do you know who have that kind of commitment to the community in which they conduct business.

As you deliberate today, please keep these points in mind and know that I am but one of many in our neighborhood who support this project. I ask that you support the unanimous decision of the Planning Commission. Thank you for your time.

21  
6-21-05

**ADDENDUM TO TESTIMONY OF  
LESLIE D. ZUPAN  
JUNE 21, 2005**

**DOCKET ITEM #21:**

**SPECIAL USE PERMIT #2005-0050  
1210 QUEEN STREET  
CROMLEY LOFTS**

June 15, 2005

The Mayor and City Council  
City of Alexandria  
City Hall  
301 King Street  
Alexandria, VA 22314

Dear Mayor Euille and City Council Members:

We are Queen Street business owners and proprietors and are writing to tell you that we are concerned about the parking situation on our street. The City is putting a lot of new development in our neighborhood in a short time that will make it harder and harder for our customers to find parking. Our livelihoods may be at stake.

There are several developments that worry us. They are the Prescott at Queen and Fayette, the Monarch at Henry and Oronoco, and the condo conversion at 1210 Queen Street where no off-street parking is going to be provided. Other buildings with no off-street parking like the Sykes building at Queen and Henry are for sale, and someday Chec Soda at Queen and Payne may be developed into townhouses. This is going to create more traffic and tie up parking. Even when a building has underground parking for residents, they will have friends and others visitors who have to park on the street, and this will compete with our customer parking.

Please think hard about the decisions you will be making on June 21 and in the near future.

Sincerely,

1. Wilson Thompson  
1201 Queen St
2. Ulysses Cochran  
1201 Queen St.
3. FAUSTIN MAJUL,  
300 N FAYETTE ST

4. Erwin W. Sall  
1116 Queen St Alex. Va.
5. Kurt Taylor  
1212 Queen St. Alex. Va

21  
6-21-05



<scott.binde@usda.gov>

06/22/2005 05:50 PM

Please respond to  
<scott.binde@usda.gov>

To <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <council@krupicka.com>, <macdonaldcouncil@msn.com>

cc

bcc

City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net,

Subject councilmangaines@aol.com, council@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@alexandriava.gov, jackie.henderson@alexandriava.gov, tom.raycroft@alexandriava.gov)

**City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, council@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@alexandriava.gov, jackie.henderson@alexandriava.gov, tom.raycroft@alexandriava.gov)**

Time: [Wed Jun 22, 2005 17:50:27] IP Address: [151.121.50.1]

Response requested:

**First Name:** Scott  
**Last Name:** Binde  
**Street Address:** 1307 Queen Street  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314`  
**Phone:** 703-535-7356  
**Email Address:** scott.binde@usda.gov  
**Subject:** 1210 Queen Street

I reviewed the parking study for the project at 1210 Queen Street and was surprised by the results. They do not match my personal experience as a resident on adjacent block. When I studied the methodology of the study and it became apparent why the study results are inconsistent with my personal experience.

As a statistician with an advanced degree in mathematical statistics, I spend my professional life designing studies and analyzing data. The parking study for the proposed project at 1210

Queen Street has serious methodological failings. Any parking study must adequately address parking availability during the most critical time slots. When a resident is driving around to find a parking spot, it is irrelevant that parking is plentiful at other times, even if the other times account for 95% or more of the week. It is critical that parking is available whenever it is needed. This study fails to adequately address this issue. The methodology is further hampered by inadequately incorporating issues of reserved handicap parking, implications of other parking restrictions, and over estimation of parking spaces.

**Comments:**

As a homeowner in the defined area of this proposed project, everyone that I know on my street is opposed to the city granting a parking exemption for this project. We do not want our neighborhood to become a zoo like what has occurred in many other neighborhoods in the metropolitan area. Let us keep Parker Gray a livable community.

I have one additional point regarding the proposed project. Given that parking is already an issue in the neighborhood, it makes little sense to approve a third story addition. This would presumably result in higher population density necessitating additional parking requirement. It makes no sense to create an even larger building than what already exists, even aside from a perspective of not changing the historic appearance and feel of the building.

For the sake of the livable Parker Gray community, I count on your thoughtful judgment to review the data and possibly suggest modifications to the project to ensure that the neighborhood is not adversely affected.



21  
6-21-05



<landiscf@comcast.net>

06/15/2005 05:19 PM

Please respond to  
<landiscf@comcast.net>

To <alexvamayor@aol.com>, <delpepper@aol.com>,  
<council@joycewoodson.net>, <councilmangaines@aol.com>,  
<council@krupicka.com>, <macdonaldcouncil@msn.com>,

cc

bcc

City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
Subject councilmangaines@aol.com, council@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@alexandriava.gov, jackie.henderson@alexandriava.gov,  
tom.raycroft@alexandriava.gov)

**City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
councilmangaines@aol.com, council@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@alexandriava.gov, jackie.henderson@alexandriava.gov,  
tom.raycroft@alexandriava.gov)**

Time: [Wed Jun 15, 2005 17:19:14] IP Address: [68.83.211.203]

Response requested: []

**First Name:** Charlotte  
**Last Name:** Landis  
**Street Address:** 433 N Patrick St  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-549-2950  
**Email Address:** landiscf@comcast.net

Dear Mayor, Vice Mayor and Council Members,

**Comments:** I am concerned about the parking reduction SUP at 1210 Queen Street which will be found in Docket Items #21 & #22. In February I spoke before Council regarding the SUP at 1219 Oronoco St. . At that time, after much deliberation among Council Members, I thought there had been an agreement that no more SUP's for parking would be given until the Braddock Road Area Plan had been studied.

The study is just now getting underway. It seems that another SUP with parking reduction is about

to be given.

I urge you to deny this SUP.

Charlotte Landis



<robirmer@comcast.net>

06/21/2005 01:34 PM

Please respond to  
<robirmer@comcast.net>

21  
6-21-05

To <alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <council@krupicka.com>, <macdonaldcouncil@msn.com>

cc

bcc

City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, council@krupicka.com, macdonaldcouncil@msn.com, paulcsmedberg@aol.com, rose.boyd@alexandriava.gov, jackie.henderson@alexandriava.gov, tom.raycroft@alexandriava.gov)

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Time: [Tue Jun 21, 2005 13:34:15] IP Address: [68.83.218.98]

Response requested: []

First Name: Robert  
Last Name: Irmer  
Street Address: 512 N Alfred Street  
City: Alexandria  
State: VA  
Zip: 22314  
Phone: (703)836-8418  
Email Address: robirmer@comcast.net

21. SPECIAL USE PERMIT #2005-0050

Dear Mr. Mayor, Madame Vice-Mayor and Honorable Council Members,

Due to the early hour of the council hearing, I'm afraid I may not be able to attend. Therefore, I am writing to express my support for Bill Cromley's

proposed development at 1210 Queen Street. Over the years Mr. Cromley has taken empty lots on Queen Street (1200 Block) and Fayette Street (300 Block) and developed them with very positive results for the neighborhood.

**Comments:**

I don't understand why there is opposition to the project based on parking issues. As one member of the Planning and Zoning Commission pointed out, if Mr. Cromley chooses to redevelop the building for commercial use, as he could by right, there would be a far greater number of parking spaces required.

Furthermore, I am convinced that Mr. Cromley will do an excellent job in renovating 1210 Queen Street given his extensive experience in the restoration of Old Town properties.

I sincerely hope that you will agree with both staff's and the Planning and Zoning Commission's recommendation to approve Mr. Cromley's application.

Sincerely,

Robert Irmer  
512 North Alfred Street  
Alexandria VA. 22314

6/21/05

①

# SPEAKER'S FORM

DOCKET ITEM NO. 21

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

**PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.**

1. **NAME:** Duncan W. Blair, Esquire
2. **ADDRESS:** 524 King Street, Alexandria, Virginia 22314  
**TELEPHONE NO.** 703 836-1000 **E-MAIL:** dblair@landclark.com
3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**  
Cromley Lofts, LLC
4. **WHAT IS YOUR POSITION ON THE ITEM?**  
For
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

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 three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided 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 legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting 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. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and 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 legislative 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

- (a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.
- (b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.
- (c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker