

Docket Item #8
BAR CASE# 2005-00107

BAR Meeting
July 27, 2005

ISSUE: New condominium building

APPLICANT: Cameron Street LLC

LOCATION: 1115 Cameron Street & 200 North Henry Street

ZONE: CD/Commercial

Update:

On June 23, 2004, the Parker-Gray Board of Architectural Review approved the Permit to Demolish for the All Tune and Lube and Hopkins Furniture warehouse buildings (BAR Case #2004-0124) and concept review for the proposed new condominium building (BAR Case #2004-0125) at 1115 Cameron Street and 200 North Henry Street with the following conditions:

1. That the apartment segment of the building on the corner of Cameron Street and Henry Street be revised to appear as a three-story building from Cameron and Henry Streets; and,
2. That the additional Staff recommendations be restudied by the applicant with the Staff and be finalized at a subsequent hearing.

The Planning Commission approved a Development Special Use Permit (SUP #2004-0001) for this project on September 9, 2004. City Council approved the Development Special Use Permit with site plan on October 12, 2004. Subsequent to these approvals, the applicant has worked with Staff on the design development. As recommended by Staff in the June 23, 2004 BAR Staff Report, the fourth level on the apartment segment has been set back, the footprint has become more articulated with more “building” setbacks, the roofline has become more varied and the detailing of architectural elements has been refined to better reflect the traditional building practices of Alexandria’s historic districts. The two non historic buildings previously on the site were recently demolished.

The current case is a request for a Certificate of Appropriateness for the final design. In its prior review, on June 23, 2004, the Parker-Gray Board approved the conceptual plan for the project, based on the appropriateness of scale, mass and general architectural character. The present review will focus on materials, proportions, relationships between architectural elements and the detailing of specific elements such as cornices, windows and doors to ensure that the final design complies with the Board’s Standards and the *Design Guidelines* in all respects.

STAFF RECOMMENDATION:

Staff recommends approval subject of the project to the following conditions as approved by Staff::

General Comments

1. That the windows and french doors be aluminum clad wood with simulated divided lights;
2. That the windows be finished in a variety of colors to correspond to the color scheme and style of each building segment;
3. That the railings be painted galvanized steel;
4. That the paneled doors on the street level facades be wood;
5. That all balcony doors on the street facing facades be hinged rather than sliding doors;
6. That all exterior wood trim boards be 5/4" thick;
7. That Staff review all exterior light fixtures prior to installation;

8. That all returns or sides of building segments be treated in a manner and have materials consistent with the front of that same segment;
9. That the window lintels and sills in the masonry “buildings” be cast stone or brick rather than Pypon;
10. That Staff review and approve the fencing material, design and location prior to installation;
11. That the applicant work with Staff to further refine the treatment of the cornices, door surrounds, dormers and watertable/belt courses;
12. That Staff review and approve the gutters and downspouts;
13. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.

The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

Specific Comments

Cameron Street:

Hyphen Segment

14. That the parapet terminate in a corbel rather than a soldier course;

Corner House Segment

15. That the curve of the mansard roof be slightly straighter;
16. That the applicant work with Staff to investigate whether it is feasible to wrap the mansard at the east end;

Henry Street:

Five-Bay Townhouse Segment

17. That all the windows be two-over-two;
18. That the french doors be revised to correspond to the window configuration;

Hyphen

19. That the hyphen windows be changed to two-over-two;

Four-Bay Townhouse Segment

20. That the door be changed to a six panel door;
21. That the transom have three or more lights;
22. That the applicant work with Staff to further refine the treatment of the sills and lintels;

Side Addition Segment

23. That the dormer window in the addition be six-over-six;

Fayette Street:

Corner House Segment

24. That the curve of the mansard roof be slightly straighter;

25. That the applicant work with Staff to investigate whether it is feasible to wrap the mansard at the north end;

Southern Hyphen

26. That the parapet terminate in a corbel rather than a soldier course;

Frame Rowhouses

27. That the fiber cement siding be smooth (not wood grained), and installed so that the nails are not visible;

28. That the fiber cement siding have no greater than a 5" reveal;

29. That the segmental arches be eliminated from the third story windows;

Northern Hyphen

30. That the parapet terminate in a corbel rather than a soldier course;

Four-Bay Townhouse

31. That the roof be faux slate or metal; and,

32. That the applicant provide Staff with enlarged details of the cornice, door surround and window lintels and sills for review and approval.

I. ISSUE:

Project Description

The applicant is requesting approval of a Certificate of Appropriateness for a new 64-unit condominium building with underground parking on an approximately one-acre site on the southern half of the block bounded by Cameron, Fayette, Queen and Henry Streets. The remainder of the block is developed with one- and two-story buildings hosting a mix of uses, including auto repair, a tire store, a bookstore, hair salons, a restaurant, and a church. The surrounding blocks to the east, north, and west are also developed with one- and two-story buildings, hosting uses which include homes, restaurants, fraternal organizations, and retail uses. The block to the south, across

Cameron Street, is developed with a seven-story, tiered office and retail building and a two-and-a-half story residence. The project is located within the Parker-Gray Historic District, but also lies near the edge of the Old and Historic Alexandria District.



Figure 1- Site Aerial

Although the building is predominantly four stories, the west side of the building facing Fayette Street is only three stories and the fourth level at the corner Cameron and Henry Streets is set back approximately 12 feet from the front face of the building. Terraces will be located on the top of the three-story sections. The building will be built nearly to the street line on Cameron, but set back approximately 8 feet on Henry Street and approximately 12 feet on Fayette Street. The building will be U-shaped, with its primary entrance on Cameron Street and an interior courtyard on the north side of the building. Surface parking for visitors will be provided along the north side of the interior courtyard and underground parking will be provided for residents. A single driveway on Fayette Street, at the north end of the site, will provide access to both the surface and underground parking areas.

All facades are clad in brick except for the three “rowhouses” on Fayette Street, which are clad in fiber cement siding, and the fourth level which is clad in a stucco finish EIFS (Exterior Insulation & Finish System). The notes on the drawings are not consistent, but Staff believes that all the windows are aluminum clad wood windows with simulated divided lights. Window configurations vary according to the style represented by the facade segment. The notes and specifications sheets are not entirely consistent, but Staff believes the panel doors at ground level will be wood. The door panel configurations vary according to the style represented by the facade segment. The drawings indicate that on the three street facing facades the balcony doors consist of a fixed full length window alongside a hinged door, giving the appearance of a french door, while those on the rear of the building are sliding doors. Staff is not sure of the material intended for the balcony doors. These doors are all shown with a multi-light configuration. Roof materials vary with the building segment and include manufactured metal roofing, asphalt and faux slate. Railings on balconies stoops and steps are aluminum/pre-finished hollow metal. Trim materials include cast stone, Fypon (moulded high density urethane) and synthetic board.

Cameron Street Facade Description

The Cameron Street elevation is the longest elevation (230 feet) and contains the principal entrance for the condominium building. It consists of three main sections, the longest being the three and four-story apartment house segment. As requested by the Board in the concept approval, the fourth story of the apartment segment has been set back 12 feet from the face of the building to reduce its visibility from Cameron and Henry Streets. This segment is followed by the section consisting of three identical three-story rowhouses with full mansards and finally, at the corner of Cameron and Fayette Streets, a two-story house with full mansard. A smaller, three story segment intended to appear as a hyphen attached to the corner house is located between the corner house and the rowhouses. The sections are discussed in detail below:



Figure 2 - Cameron Street Facade

Apartment Segment

This segment, which wraps the corner and extends north up Henry Street, suggests a mid-size apartment building of the early 20th century. The apartment segment has a highly regular fenestration pattern and classical revival detailing, including a pedimented entrance bay, rusticated base, heavy cornices and lintels with keystones. The strong horizontal emphasis, created by the rusticated base and by the cornice at the top of the third story, is countered by the vertical division of the Cameron Street facade into three large sections with the central entrance section recessed approximately two feet from the two flanking sections. Further vertical emphasis is provided by the three-story bays on the flanking sections. These bays project approximately two feet and are clad in tan brick while the body of the building is clad in red brick. All the windows in the apartment segment are a six-over-six configuration and the balcony doors are multi-light. The lintels and sills are cast stone on the first three stories. The recessed fourth story is clad in stucco finish EIFS in a color matching the red brick of the apartment segment. The window and door heads on the fourth story have a keystone motif.

The main alteration since the concept review is the recessing of the fourth story. Modifications have also been made to the detailing of the entrance bay.

Brick Rowhouse Segment:

This segment consists of three Queen Anne style rowhouses. The houses vary only in the color of the brick walls and asphalt roofs. The face of this segment projects approximately 1 foot beyond the adjacent apartment segment. The rowhouses are three stories with a full-height mansard roof as the fourth story. The walls are brick veneer with the easternmost house a tan brick and the other two varieties of red brick. There appears to be a water table at the base. The roofs are three slightly different shades of grey asphalt. The roof parapet walls are clad in metal. The trim, bays and door surrounds are of Fypon and synthetic board. The houses are each three bays wide with the east side bay of each house having an entry door in the first story and a two story oriel bay above. The door is a four panel door with a simple surround. The two story bays

have molded panels under each window and copper roofs. The windows are two-over-two with simple rectangular Fypon sills and lintels. The fourth story has two dormer windows, each with a triangular pediment. The eastern dormer has a paired window while the western has a single window.

The only significant modification to these houses since the concept review is to change the two story bay and large third story dormer from open balconies to more traditional glazed features.

Hyphen:

The hyphen section is set back from the rowhouses by approximately 8 feet and is on the same plane as the adjacent corner house. It is of the same red brick as the corner house. It has covered porches on the first and second stories and an open porch on the third story. A cornice caps the third story which terminates in a parapet wall. The porches on the first and second stories have square fiberglass columns and metal railings. The third story porch has square posts with pyramidal caps and metal railings. The hyphen has three bays on each story with a six panel entry door in the westernmost bay of the first story and multi-light doors in the second and third stories. The eastern bays have multi-light windows.

The only significant alteration to the hyphen since the concept review is the removal of its roof to lower its profile and reduce its bulk.

Corner House Segment:

This segment has its primary elevation on Cameron Street and wraps the corner with a secondary elevation on Fayette Street. It is intended to have the appearance of a large single-family home. The house is set back from the sidewalk by approximately 8 feet. The two story brick main block has a third story in the full mansard roof. It evokes the Second Empire style and makes an intentional reference to the historic house on the southwest corner of Cameron and Henry Streets (1100 Cameron Street). The main block is five bays wide with a four panel door in the center bay. Details include a door surround with segmental arched pediment, two-over-two windows with cast stone lintels, a belt course or watertable and a bracketed cornice. The mansard roof has a pronounced curve, is shingled in faux slate and has two dormers with segmental arched pediments. The site plan indicates that there will be a decorative fence around the corner house, but no particulars have been provided.

This segment remains largely unchanged from the concept review.

Henry Street Facade Description

The Henry Street elevation is 159 feet and consists of three major segments, with all segments being on nearly the same plane. Starting from the south at the corner with Cameron Street is the continuation of the apartment segment. As on the Cameron Street elevation, the fourth story of the apartment segment is set back 12 feet from the face of the building so that this portion will read as three stories from Cameron and Henry Streets. The apartment segment is followed by a five-bay, gable-roofed townhouse. The townhouse is three stories and has a fourth story in the

roof. It is followed by narrow and slightly lower hyphen. A four-bay townhouse with gable roof follows the hyphen. Like the first townhouse, it has three stories with a fourth story in the roof. The northernmost element on this elevation is a two-bay gable roofed segment that appears as a wing of the four-bay townhouse. It is only two stories with a third story in the roof. As explained above, the set back of the fourth story on the apartment segment was in response to the Board's condition. Similarly, the step down at the northern end, accomplished by adding the short wing segment, responds to concerns expressed by the Board at the June 23, 2004 hearing. Since the conceptual review, the apartment segment has been revised slightly to further break up the massing and the order of the two townhouse segments has been switched. The sections of the Henry Street facade are discussed in detail below:

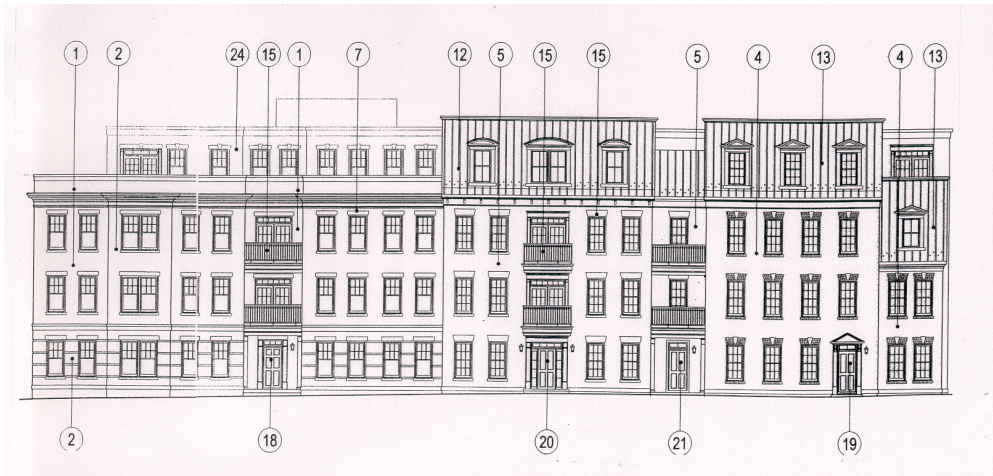


Figure 3 - Henry Street Facade

Apartment Segment

The Henry Street facade of this segment is much like the Cameron Street segment, but lacks the main entrance. The first or southern block of the apartment segment features a projecting bay with paired windows while the second block has no projections. Between the two blocks is a narrow inset section with a six panel entry door on the first story and balconies on the second and third stories. The inset is 5 foot deep. Square columns flank the first story entrance porch. The materials and window and balcony door configurations of this facade appear to match those of the Cameron Street segment.

Since the conceptual review the apartment segment has been shortened slightly and reduced in mass by the fourth story setback and introduction of the inset section.

Five-Bay Townhouse Segment

This segment has the appearance of a substantial brick townhouse of the mid-19th century. Its style is somewhat indeterminate. Five bays wide the house has a center bay that is strongly

emphasized with a generous entrance with a four panel door framed by sidelights and transom on the first story and a set of paired multi-light doors (or a fixed window and door combination) leading to balconies on the second and third stories. The two bays on either side of the center bay have six-over-six windows. The house is three stories with a fourth story in the “gable” which has three dormers with the segmental arched heads. The center dormer is wider, with a paired window. The dormer windows are two-over-two. The cornice is bracketed. The house is a red brick with a belt course at the base and a green metal roof. The balcony railings are metal and the trim and cornice synthetic board and Fypon. The material of the window lintels and trim is incorrectly indicated on the drawings and the intended material is unknown.

This segment is largely unchanged from the concept review except that the window type has been changed from two-over-two-over to six-over-six and the dormers heads have been changed from pedimented to arched.

Hyphen

A narrow, one bay hyphen is located between the five-bay townhouse segment and the four-bay townhouse segment to the north. It is five foot lower and is set back approximately four feet from the townhouse segments on either side. The hyphen has three stories with a gable roof. It has a four panel entry door on the first story and balconies on the second and third stories. Square columns frame the entrance porch on the first story. Single multi-light doors lead to the balconies. The walls are clad in the same red brick as the five-bay townhouse. The roof is clad in metal. The color is not provided, but is assumed to be the same green as the five-bay townhouse.

The hyphen is much the same as presented in the concept review, except that it now has a single opening on the second and third stories rather than the two openings previously shown.

The Four-Bay Townhouse Segment

This segment has the appearance of a large Federal style townhouse. It is four bays wide and three stories with the fourth story in the “gable” roof. The entrance is located in the northern bay and has a pedimented door surround and four-panel door. The red metal gable roof and is punctuated by three pedimented dormers. It has a molded cornice at the eaves. The windows are six-over-six. The walls are clad in red brick. The lintels are splayed brick with keystones. The sills are rowlock brick. There is a belt course at the base. The trim elements are of Fypon and synthetic board.

This segment is unchanged from its previous iteration, except that the six panel door has been changed to a four panel door.

Side Addition Segment

The last segment on the Henry Street facade, this small section is treated as an addition to the four-bay townhouse. It is three stories in height and two bays wide with a “gable” roof. It is recessed from the face of the adjacent townhouse by 1 foot. It shares the same brick and roof color and the same window configuration, lintels and trim as the townhouse. However, while the

majority of the windows are six-over-six, the single dormer window is two-over-two. This dormer has a pediment matching those of the townhouse. A fourth level is located approximately 7 feet back from the peak of the gable on this segment. It has a set of paired multi-light doors (or a fixed window and door combination). The drawings do not provide the wall material for this small section, but it is assumed to be EIFIS.

As mentioned above, this segment is new and was added in response to concerns expressed by the Board at the June 23, 2004 hearing that the scale of the north end of the Henry Street facade should relate better to the existing small scale development further up the block and beyond.

Fayette Street Facade Description

The Fayette Street elevation is the shortest (132.5 feet) and is intended to be lower and smaller in scale in response to the buildings on the west side of the 200 block of Fayette Street and the generally smaller scale of the Parker-Gray District. All “buildings” on this facade are three stories in height with the fourth story set back by 40 feet or more. This elevation has the only “frame buildings,” intended to relate to the generally frame character of the Parker-Gray District. The entire elevation is set back from the side walk by approximately 15 feet to recall the front yards that are provided for many houses of the District. The areas in the front of the “buildings” composing the elevation will be treated as individual front yards with paths, and in the case of the two end units, ornamental fences. The elevation starts at the south end with the secondary facade of the corner house segment and continues to the north with a three story hyphen, a row of three story frame houses, another hyphen and a four-bay brick house. Since the conceptual review, this elevation has been altered by the addition of the two hyphen sections and the corresponding reduction in the width of the last segment, which had been an atypically large, seven-bay wide townhouse. The sections are discussed in detail below:

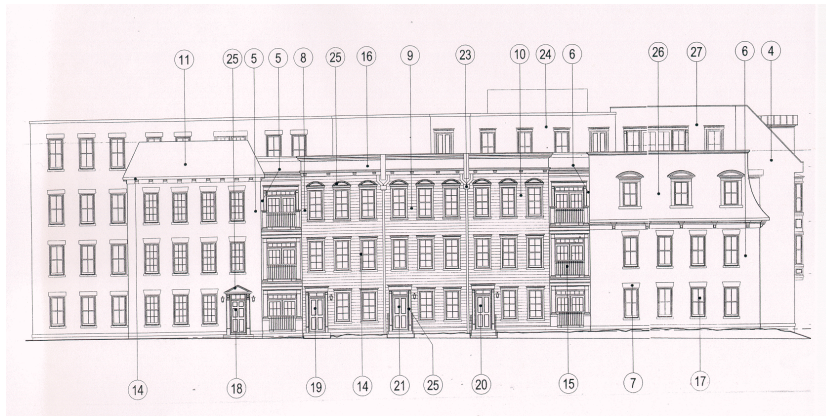


Figure 4 - Fayette Street Facade

Corner House Segment:

This segment has its primary elevation on Cameron Street and wraps the corner with a secondary elevation on Fayette Street. Its appearance and materials on this elevation are identical to that of

the Cameron Street facade except that it has four bays rather five, lacks the entry door and has three dormers rather than the two dormers on the primary elevation.

This segment remains largely unchanged from the concept review.

South Hyphen

The hyphen section is set back from the corner house by approximately 2 feet and is on the same place as the three rowhouses which follow. It is of the same red brick as the corner house. It has covered porches on the first and second stories and an open porch on the third story. A cornice caps the third story which terminates in a parapet wall. The porches on the first and second stories have square fiberglass columns and metal railings. The third story porch has square posts with pyramidal caps and metal railings. Each level has a multi-light fixed full length window alongside a multi-light hinged door, giving the appearance of a french door.

As discussed above, the hyphen is a new element on this facade.

Frame Rowhouse Segment

The row of three “frame” rowhouses is intended to refer to the simple vernacular Italianate houses of the Parker-Gray district. The houses are identical, each three bays wide and three stories high with an entrance in the northern bay. The four panel doors are set in simple door surrounds with flat heads. The windows are four-over-four with a flat head on the first and second story and a segmental arch in the third story. The houses terminate in a 4 foot wide cornice with a broad back band and small brackets. Downpouts on either side of the central rowhouse divide the row of three vertically. A projecting brick base runs across the bottom of the houses. The houses are clad in fiber cement siding. The materials board shows wood-grained fiber cement. The drawings indicate that the siding will have a reveal of approximately 1 foot.

These units are little changed from the concept review. The windows were previously shown as six-over-six and the doors are half glazed.

North Hyphen

The hyphen section is identical to the south hyphen except that it is clad in a red brick matching that of the adjacent four-bay townhouse. It has covered porches on the first and second stories and an open porch on the third story. A cornice caps the third story which terminates in a parapet wall. The porches on the first and second stories have square fiberglass columns and metal railings. The third story porch has square posts with pyramidal caps and metal railings. Each level has a multi-light fixed full length window alongside a multi-light hinged door, giving the appearance of a french door.

As discussed above, the hyphen is a new element on this facade.

Four-Bay Townhouse

***Note - No Enlarged drawing was provided for this segment**

The flat, highly regular facade suggests an early 19th century federal style building while the bracketed cornice and hip roof suggest the later 2nd Empire style. The house four-bay wide, three-story end unit house has a door in the southern bay on the first floor and six-over-six windows in all other openings. The windows have splayed lintels of an unspecified material. The door is a six panel door and has a pedimented surround similar to that on the north end of the Henry Street facade. The house is clad in red brick. The roof is clad in asphalt shingles. The site plan indicates that there will be a decorative fence around the townhouse segment, but no particulars have been provided.

This segment has been reduced in width by three bays from that shown in the concept review.

North Facade

The north facade is the rear of the building and faces the side walls of two low-scale industrial/commercial buildings. The parking garage entrance, service entrances and a main lobby entrance are all located on this facade. The north facade was not presented in the concept review. Board members expressed concern that it be designed to provide some visual relief as it will be prominently visible above its lower scale neighbors to the north. While not as varied as the other facades, provides considerable visual relief, predominately through its highly irregular footprint. The three-story facades of the northernmost segments on Henry and Fayette Streets wrap the corners. The Henry Street facade on the east extends for two bays, continuing the same red brick and six-over-six window as found on the street front. The Fayette Street facade extends for three bays, continuing the same red brick, six-over-six windows, cornice and hip roof as on the street front. The rest of the facade is simpler and with less historical references. However, it is clad in brick and employs a rusticated base, molded cornices, paired windows, balconies with multi-light doors and metal railings which relate to features found on the more richly detailed street facades.

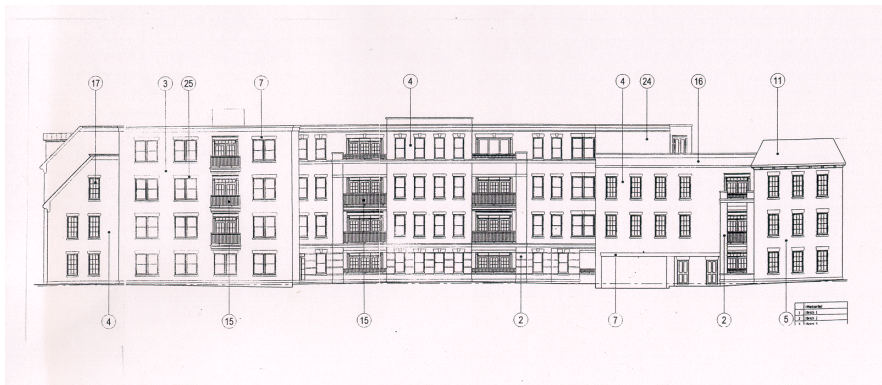


Figure 5 - North (rear) elevation

Site

Extensive site improvements and landscaping, including wide brick sidewalks and street trees, are required by the DSUP which was approved by the Planning Commission and City Council in 2004. Typically, only above grade structural elements like fences and walls falls under the Board's purview. A paved and landscaped courtyard will be located within the large space

created by the U-shaped building. Due to its location, it will be largely outside of public view. Four-foot wide brick walkways will lead to all street level doors on the Cameron, Henry and Fayette Street facades. Decorative fencing will be located at the north and south ends of the Fayette Street facade and will wrap the corner along a small section of Cameron Street at the west end. No information has been provided on the material or design of this fence. A fence will be required on the Henry Street side to block access to the 15' foot wide strip along the north end of the property to block access and views back to transformers and vents. Additionally, the applicant has stated that a fence or wall will likely be necessary along the north property line. No information has been provided for these fences.

II. HISTORY:

According to Alexandria Archeology, a house may have been present on the property as early as 1810 and there were free African American households on the street face in 1830. By the time of the Civil War and continuing through the first decades of the 20th century, the property served as a railroad yard. Railroad tracks ran down both Henry Street and Fayette Street on either side of the property. The 1877 Hopkins Atlas shows the property belonging to the Alexandria & Washington Railroad and a railroad siding curving off from the Alexandria & Fredericksburg line to enter the property on the Fayette Street side. In 1877 there is only a small passenger station located at the corner of Cameron and Fayette Streets. By 1896, there is also a larger freight house toward the Henry Street side of the property. By 1902, the freight house had been replaced by an even larger, two-story building with offices on the second floor. However, by 1921, the site was cleared of structures and remained vacant in 1931, based on the Sanborn Fire Insurance Maps of those years.

In the 1940s a service station and small restaurant were constructed on the Henry Street side of the property. In 1969, the Hopkins Furniture Company erected a large brick warehouse at the corner of Cameron and Fayette Streets. Both these buildings were recently demolished. As explained above, the Parker-Gray Board approved the Permit to Demolish (BAR Case #2004-0124) and concept review for the proposed new condominium building (BAR Case #2004-0125) on June 23, 2004.

III. ANALYSIS:

The subject property is zoned CD, commercial downtown. On October 12, 2004, the City Council granted DSUP #2004-001 to allow for the redevelopment of the Hopkins Warehouse building to a 64-unit residential condominium building with underground parking. The project complies with the zoning ordinance requirements.

The building has been designed as a series of rowhouses, townhouses and an apartment building that have been constructed over time. The intent of this approach is to reduce the perceived scale of the project into a series of smaller volumes, making the building more compatible in appearance and character with the context of the adjoining neighborhoods. The design draws from building types and architectural elements found both in the Parker-Gray and in the Old and Historic Alexandria Districts as well as more generalized historic building references. This

approach is one which conforms to the Board's *Design Guidelines* for new residential construction (Chapter 6).

Staff believes that the project is much improved from that which the Board saw for the Concept Review. While the basic design concept remains the same as seen in the concept review, numerous revisions and refinements made since then have served to further articulate the long street facades, reduce mass at key locations and strengthen the relationship between the architectural character of the new building and that of the adjacent historic district. The applicant has worked with Staff to carry out the Board's conditions and Staff recommendations.

Staff is satisfied with the building's massing and footprint and with the arrangement of the various segments composing the facades and seeks no further alterations in this regard. The conditions now recommended by Staff each represent minor concerns as compared to that of height or mass, but in their totality could have enormous impact. Most of the conditions seek revisions to specific elements of a facade to ensure that the project is of the highest quality and as compatible as possible with the architectural character, materials and building traditions of the historic district. Staff believes the quality and the authenticity of the building when constructed relies on the handling of the smallest of details, such as the components used to create a cornice or door surround, and it is at this level of detail that this review has been undertaken. Several conditions simply request additional information or clarification on the design or material of specific element. Others request minor revisions to ensure that all the elements of a particular building segment correctly correspond to that segment. The large number of recommended conditions is a reflection of the unusually large scale of the project.

Staff notes that the proposed project employs a number of non-historic materials: Fypon, EIFS, synthetic board, fiberglass, fiber cement siding and aluminum clad wood windows. The *Design Guidelines* have a clearly stated preference for historic materials and the Board has had a strong record of discouraging the use of such materials. However, given the large size of the present project, the fact that it is condominium and the fact that it is entirely new construction, Staff believes it is appropriate to accept the use of some of these materials. Staff has suggested some revisions to ensure that the appearance of the building is as authentic as possible, particularly when viewed from the public right-of-way. Thus, Staff is recommending the use of aluminum clad wood windows and door with simulated divided lights rather than the vinyl windows with sandwich muntins that the applicant had originally proposed.

Obviously, true-divided light wood windows would be preferred, but are infeasible due to cost and maintenance concerns. The aluminum clad wood windows with simulated divided lights will be maintenance free but will also have the profile and heft of a wood true divided light window. Staff believes the balcony doors or door window combinations must also be aluminum clad wood windows with simulated divided lights to maintain a consistent appearance. Manufacturers of aluminum clad windows typically offer a range of finish colors. The appearance of the project would be greatly improved if a variety of colors were used, rather than just the white finish indicated by the notes on the drawing.

Trim (cornices, door surrounds, etc) is to be fabricated of Fypon and synthetic board as these elements are difficult and expensive to make of wood and are prone to decay. The use of these materials has been accepted for other large scale projects in the Old and Historic Alexandria District. However, Staff is recommending that the synthetic board have a thickness of at 5/4" to ensure that it will have the necessary heft to simulate traditional wood construction. Staff is requesting that the front doors be wood and the railing painted galvanized steel. Where the building segment is clad in brick, Staff believes the window sills and lintels should be cast stone, to avoid the pasted on appearance that Fypon trim can have in this application. In recent years, the Board developed a policy to allow fiber cement siding for new construction and Staff believes its use for the three-rowhouse segment on Fayette Street is entirely acceptable, with the stipulation that the reveal width be narrowed to conform with the typically narrower dimensions of late 19th century siding and that the nails not be visible in the installation. While the Board would not typically allow EIFS as a wall finish, Staff believes it is acceptable in its limited use on the set-back fourth story where its visibility will be minimal.

While Staff believes the detailing of cornices, window trim and door surrounds is generally acceptable. However, in a number of instances these elements could be improved to have a richer, more historically appropriate appearance without a great deal of effort or added expenses. Many of these improvements could be made by substituting slightly different molding or larger brackets from the same set of specification sheets provided by the applicant. Nearly every building has been provided with a watertable or belt course near the base. While Staff appreciates this attempt at enriching the facades, many of these elements do not appear to be well thought out and, in some instances, would probably be best eliminated. Along the same lines, Staff has made recommendations intended to ensure that the various "styles" exhibited by the building segments are accurately depicted. In several instances, there is a lack of consistency between the window configuration proposed and the door type shown. For example, early 19th century buildings typically employed six-over-six windows *and* six panel doors. Four panel doors would not become popular until later in the century.

Lastly, Staff notes the comments of Alexandria Archeology and recommends that they be included as part of the approval.

IV. STAFF RECOMMENDATION:

Therefore, Staff recommends approval of the project subject to the following conditions as approved by Staff::

General Comments

1. That the windows and french doors be aluminum clad wood with simulated divided lights;
2. That the windows be finished in a variety of colors to correspond to the color scheme and style of each building segment;
3. That the railings be painted galvanized steel;
4. That the paneled doors on the street level facades be wood;

5. That all balcony doors on the street facing facades be hinged rather than sliding doors;
6. That all exterior wood trim boards be 5/4" thick;
7. That Staff review all exterior light fixtures prior to installation;
8. That all returns or sides of building segments be treated in a manner and have materials consistent with the front of that same segment;
9. That the window lintels and sills in the masonry "buildings" be cast stone or brick rather than Fypon;
10. That Staff review and approve the fencing material, design and location prior to installation;
11. That the applicant work with Staff to further refine the treatment of the cornices, door surrounds, dormers and watertable/belt courses;
12. That Staff review and approve the gutters and downspouts;
13. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.

The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

Specific Comments

Cameron Street:

Hyphen Segment

14. That the parapet terminate in a corbel rather than a soldier course;

Corner House Segment

15. That the curve of the mansard roof be slightly straighter;
16. That the applicant work with Staff to investigate whether it is feasible to wrap the mansard at the east end;

Henry Street:

Five-Bay Townhouse Segment

17. That all the windows be two-over-two;
18. That the french doors be revised to correspond to the window configuration;

Hyphen

19. That the hyphen windows be changed to two-over-two;

Four-Bay Townhouse Segment

20. That the door be changed to a six panel door;
21. That the transom have three or more lights;

22. That the applicant work with Staff to further refine the treatment of the sills and lintels;

Side Addition Segment

23. That the dormer window in the addition be six-over-six;

Fayette Street:

Corner House Segment

24. That the curve of the mansard roof be slightly straighter;
25. That the applicant work with Staff to investigate whether it is feasible to wrap the mansard at the north end;

Southern Hyphen

26. That the parapet terminate in a corbel rather than a soldier course;

Frame Rowhouses

27. That the fiber cement siding be smooth (not wood grained), and installed so that the nails are not visible;
28. That the fiber cement siding have no greater than a 5" reveal;
29. That the segmental arches be eliminated from the third story windows;

Northern Hyphen

30. That the parapet terminate in a corbel rather than a soldier course;

Four-Bay Townhouse

31. That the roof be faux slate or metal; and,
32. That the applicant provide Staff with enlarged details of the cornice, door surround and window lintels and sills for review and approval.

CITY DEPARTMENT COMMENTS

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

Code Enforcement:

- F-1 Relocate handicap garage spaces on same side of travel way as elevators.
- F-2 Coordinate landscape plan with fire service plan. Proposed landscaping obstructs Fire Department Connection access on both sides of building as shown on Sheet L-5.
- C-1 Verify H-20 loading for rear Emergency Vehicle Easement.
- C-2 Prior to submission of the Final Site Plan #2, 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.
- C-3 A soils report must be submitted with the building permit application.
- C-4 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.1.
- C-5 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11.
- C-6 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- R-1 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.

Historic Alexandria:

Prefer wood windows and doors.

Alexandria Archeology:

- F-1 Tax records indicate that a house may have been present on this property by 1810. There were free African American households on this street face in 1830, but the exact addresses are unknown. By the time of the Civil War, the lot had become the site of the Alexandria and Washington Railroad station. A warehouse and service station currently occupy the property. While the more recent construction has probably destroyed most of the surface evidence of 19th-century activities on this lot, it is possible that some more deeply buried archaeological resources may remain intact.

- C-1 Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
- C-2 The above statement (in C-1) must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

Transportation and Environmental Services:

No comments.