

Docket Item #11-A  
DEVELOPMENT SPECIAL USE PERMIT #2003-0020  
SOUTH WASHINGTON STREET

Planning Commission Meeting  
December 2, 2003

**ISSUE:** Consideration of a request for a development special use permit, with site plan, for construction of a multi-family residential building with retention of existing retail along South Washington Street and new ground floor retail along Jefferson Street.

**APPLICANT:** WRIT  
by M. Catharine Puskar, attorney

**LOCATION:** 801-833 South Washington Street, 712-728 Jefferson Street, and 806-828 South Columbus Street

**ZONE:** CRMU-L/Commercial Retail Mixed Use - Low

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**PLANNING COMMISSION ACTION, NOVEMBER 6, 2003:** By unanimous consent, the Planning Commission deferred the request.

**PLANNING COMMISSION ACTION, OCTOBER 7, 2003:** On a motion by Mr. Dunn, seconded by Mr. Leibach, the Planning Commission voted to defer this item. The motion carried on a vote of 7 to 0.

Reason: The Commission expressed concern about the proposed valet service and the impacts on the existing retail uses, including the inclusion of the additional conditions requested by the restaurant and retail tenants, the provision of affordable housing units, the size of the underground parking spaces; the proposed open space and density of the project. Members of the Commission also questioned the value of the vacation of the public alley.

Speakers:

Joe Corey, owner and operator of the Faccia Luna restaurant at 829 South Washington Street, expressed concern that the valet parking and elimination of the surface parking as proposed is not viable. He submitted proposed condition language that would require the applicant to submit copies of fully executed leases for the off-site parking spaces with parking guaranteed during the period of construction, to provide a detailed plan regarding valet operations for review and comment by the

retail businesses, with City oversight of the valet parking service to ensure it operates effectively, and to require valet service between 11:00 a.m. and 2:00 p.m. on weekdays. He stated that valet service during the weekday lunch period was critical as 80 percent of business occurs at that time.

Susan Cox, 566 North West Street, requested that the Planning Commission keep the retailers' interests in mind when considering the applicant's requests. She commented on the proposed open space and recommended that the applicant be required to provide on-site affordable housing units.

Tom Jackson, partner in the Southside 815 restaurant located at 815 South Washington Street, stated that they are in the same position as Mr. Corey in that they depend heavily on the surface parking. He clarified that he was concerned about parking during the construction of the proposed building, and that he supports the condition language requested by Mr. Corey to ensure as minimal a disruption to his business as possible.

Ben Benson, owner of the Southside 815 restaurant, stated that his greatest concern is the loss of business and the livelihood of the business. He stated that their current lease entitles them to the surface parking spaces and expressed concern that lunch-time restaurant patrons would not drive around the block in search of parking.

Poul Hertel, 1217 Michigan Court, expressed concern about the applicant's request for a vacation of the public alley. He stated that he believed the proposed building is too big and that its back faces Washington Street and the lack of an alley as required by the Washington Street Standards.

John Kurtz, owner of the Southside 815 restaurant, expressed the same concerns as Mr. Corey and his partners and asked that the Planning Commission consider Mr. Corey's requested conditions.

Carolyn Merck, president of the Old Town Civic Association, stated that the Association generally supports the staff recommendation and conditions. She stated that the Association would like to see the density of the building reduced and more ground level open space be provided, and encouraged the applicant to work with the retailers. She stated that the project will bring value to the neighborhood and that the project's success lies in the user-friendliness of the underground parking. Ms. Merck stated that she would like the number of compact size parking spaces reduced to not more than 10% retail spaces and not more than 25% for residential spaces, as people drive larger vehicles.

Linda Couture, 422 North Union Street, expressed concern that the development proposal threatens the existing small, independent retailers and that affordable housing units should be provided on-site within the development, and not as a contribution.

M. Catharine Puskar, attorney, representing the applicant.

Lee Quill, architect, representing the applicant.



**SUMMARY:**

**A. Overview:**

The applicant is requesting a development special use permit to increase the allowable floor area ratio (F.A.R.) from 1.0 to 1.5 in order to construct a 75 unit multi-family apartment on the site of an existing surface parking lot at 800 South Washington Street. The applicant will retain the existing retail buildings on Washington Street and commercial businesses and will provide new underground parking for both the residential and retail uses.

The applicant has worked extensively with the City and the community to reduce the mass and height of the proposed building and to provide a well-designed building with useable ground level open space. The mass, scale, height and floor area ratio of the proposed building are generally consistent with the historical urban context of the neighborhood. The applicant is proposing to provide approximately 9,000 sq. ft. ground-level open space on Jefferson Street. The proposed use is also consistent with the intent of the CRMU-L zone to promote mixed-use projects “by allowing greater densities than would otherwise be permitted to the extent the proposed mix of uses, design and location warranted.” Staff recommends approval of the proposed application.

While the overall mass of the building are appropriate and have been approved by the Board of Architectural Review, there remain site issues that need to be resolved to ensure compatibility with the neighborhood, which are discussed in further detail below.

**B. Background:**

The applicant initially proposed a primarily four-level building with limited building articulation, ground level open space and setbacks. Given the prominent location of the proposed project and its proximity to a lower scale residential community, the initial submission raised significant concerns, which included:

- Ensuring a transition to the adjoining residential townhouse units;
- Providing useable, consolidated ground level open space and sizeable building setbacks;
- Reducing the mass and scale of the building to appear as a series of townhouses compatible with the community;
- Reducing the height of the building to minimize visibility from the Parkway;
- Complying with the Washington Street Standards;
- Providing building articulation to reduce the perceived mass of the building;
- Retaining the existing modest scale (1-2 story) retail buildings on South Washington Street;
- Ensuring that the existing retail uses are not negatively impacted by the redevelopment and can continue operating through the construction stage of the project; and
- Providing sufficient and convenient off-street parking for the commercial tenants, employees



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and customers during the period of construction, while minimizing the impact on the adjacent residential neighborhood.

In addition to the staff concerns, the adjoining residents and community raised issues regarding the compatibility of the project with the neighborhood, height and scale of the proposed building, parking, and disruption to the existing retail uses. In response to those concerns, numerous meetings were held with the City, the applicant and the community over a period of several months. During this time, staff worked with the applicant to address these issues. Through this iterative process with the City and the community, conceptual plans were developed which addressed many of the concerns that were raised. They were reviewed by the Board of Architectural Review where additional changes to the building regarding height and areas visible from the Parkway occurred.

The following illustrations depict the evolution of the building design and the final conceptual approval by the BAR. The final design elements and materials will require subsequent BAR review and approval.



*Original Proposed Elevation*



*Revised Elevation*

**C. Revisions to the Site Plan:**

Through the conceptual review process, the proposed multi-family building was redesigned to:

- lower the height of the building by eliminating most of the fourth floor;
- provide varied rooflines; and
- provide three building bays each with sizeable areas of consolidated open space.

These changes have reduced the visibility of the building from the Parkway and created the appearance of separate “townhouse style” buildings along Columbus and Green Streets.

The building design was revised to be consistent with the historic buildings along Washington Street. The front facade along South Columbus Street was better articulated, with townhouse-like forms incorporated to replicate the existing mass and scale of the townhomes across South Columbus Street. The creation of a more articulated building facade, coupled with consolidated areas of ground level open space, will visually enhance the streetscape along South Columbus Street. The massing on Jefferson and Green streets are similar to the massing of other buildings in the immediate vicinity of the site.

**D. Remaining Issues:**

In reviewing requests for a special use permit to increase the permitted F.A.R., the issue for City staff, the Planning Commission, and City Council is whether the proposed building is compatible with the existing neighborhood. While the overall mass and scale of the proposed building is appropriate, there are elements of the site plan, landscaping, parking and building design that need to be resolved in order to ensure compatibility with the commercial (Washington Street) and the primarily residential (Jefferson, Columbus and Green Streets) neighborhood. These include:

- Adequate parking to ensure the retention of the existing retail uses;
- Building design; and
- Open space and landscaping.

***Adequate Parking:***

A concern of staff is the provision of parking spaces during the construction of the proposed building so that displacement of the existing 87 parking spaces does not negatively impact the existing retail uses or cause overflow parking that would negatively impact the adjoining residential neighborhood streets. To address this concern, the applicant has secured off-street parking at the following locations:

1. 555 South Washington Street (located two blocks north of the site), 50 parking spaces.
2. Roberts Memorial United Methodist Church on Gibbon Street, 24 spaces.
3. Parking lot located on the east side of South Washington Street (behind the former Talbot's), 16 spaces.

Employees will park in the off-site locations (#1 and #2) on a daily basis. Valet parking will be provided after 6:00 p.m. daily in all parking lots to meet retail patron parking demands. Staff is especially concerned about parking on weekend afternoons, when demand is high and fewer parking spaces are available, and has included a condition requiring the applicant to provide valet service beginning at 1:00 pm on weekend days. In addition, a recommendation of approval is the submission of a parking management plan which outlines the mechanisms to maximize the use of the parking garage, including free parking for retail patrons; discounted mass transit for residents of the proposed building; free valet parking until the underground garage is operational, and parking for construction workers. With these provisions, staff supports the applicant's proposal to provide interim off-site and valet service parking during the construction of the building.

***Building Design:***

The project is consistent with the Washington Street standards with respect to building massing style and design. To ensure that the building materials will continue to be high quality, staff has included a recommendation of approval that the materials be brick, precast or stone. To provide the appearance of individual townhomes, conditions have been included that require individual entrances on the street frontages, variation in materials between units and historically appropriate proportions. With these conditions, the proposed building will be a high quality building and compatible with the context of the neighborhood and intent of the Washington Street Standards.

***Open Space- Landscaping:***

The proposed open space and landscaping on Columbus Street will provide a considerable amount of open space and visual relief, and will significantly enhance the adjoining streetscape. Staff is recommending that the applicant be required to provide more amenities such as benches, landscaping and other features to ensure that all proposed open space areas are useable. A recommendation of approval is that the central open space on Columbus Street and in front of the building will be publically accessible, which will enable the open space to be utilized by the residents of the proposed facility but also the adjoining residents.

*E. Conclusion*

Staff recommends approval of the development special use permit request, with site plan, and an increase in the floor area ratio from 1.0 to 1.5. The proposed development will provide significant public benefit through a well-designed, high quality building with a mix of ground-floor retail and residential uses, underground parking for the existing and proposed retail and residential uses, quality open space that is both visually and publicly accessible, and streetscape improvements in the form of brick sidewalks and new street trees along Jefferson, Green and South Columbus Streets.

The staff recommendation is predicated upon addressing the site issues related to open space and architectural design of the South Columbus Street facade, through the conditions outlined within the report. Resolution of these issues, as proposed by staff, will result in a development that is compatible with the context of the adjoining neighborhood.

STAFF RECOMMENDATION:

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

1. The final design for the building shall be consistent in architectural style and character and quality as depicted on the architectural elevations dated August 8, 2003, and also provide additional refinements to the satisfaction of the Director of Planning and Zoning that shall include:
  - a. Provide a functional doorway to the north of the central courtyard on South Columbus Street. The entrance should replicate the scale, pattern, and architectural detail of a typical townhouse entrance.
  - b. With the exception of the architectural detailing and the screening for the mechanical equipment, the materials of the entire building shall be entirely masonry (brick, precast, stone).
  - c. The proportions of the windows, doors and design elements shall be consistent with the architectural style of each facade.
  - d. The HVAC units and mechanical appurtenances shall be located on the rooftops, recessed and screened from view from the public streets. Details on the screening methods shall be provided on the final site plan.
  - e. Color elevations shall be submitted with the final site plan.
  - f. All refinements to the design and materials shall be revised prior to the release of the final site plan.
  - g. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line. (P&Z)
  
2. The final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall also provide:
  - a. The parking garage vents shall be located at grade and be of a size and type to minimize the impact on open space and visibility from adjoining streets.
  - b. Street trees along South Columbus, Jefferson and Green Streets shall be planted in a 4' x 12' tree wells. The tree wells shall include groundcover plantings.
  - c. Provide London Plane street trees along Jefferson and Green Streets instead of the proposed October Glory Red Maple trees.
  - d. The caliper of the street trees shall be a minimum of 3 ½ " - 4" caliper at the time of planting.
  - e. The width of the central entrance walk on Columbus Street shall be reduced to 8-10 ft. wide. The northern lead walk shall be eliminated and the southern entrance shall be minimized while also maintaining handicap accessibility.

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- f. The public shall have access to the 42' x 71' central open space on Columbus Street.
- g. The “townhouse style units” shall provide landscaping to make these units appear less formalized, to appear as front yards, with different landscaping, species and designs for each of the townhouse style units on Columbus Street.
- h. The landscaped and open space areas shall be irrigated.
- i. The planting depth on top of the planting deck shall be a minimum of 2' for the shrubs and groundcover and a minimum of 4' of soil depth for trees with adequate drainage to support the trees as depicted on the preliminary landscape plan. This planting depth shall be provided at grade and shall not consist of raised planters.
- j. The wall adjacent to the internal courtyards on Columbus Street shall be limited to a maximum height of 3'- 3.5' and shall be a minimum 50% open. The walls shall be brick and/or metal as generally represented on the preliminary plan.
- k. An additional street tree on the northern portion of Columbus Street.
- l. The existing 8" caliper street tree on the corner of Columbus and Green Street shall be retained and incorporated as part of the landscape plan.
- m. Depict 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. When such a location is not feasible, such structures shall be located behind the front building line and screened.
- n. Crown coverage which denotes street trees under a separate tabulation.
- o. 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 for Nurserymen; Washington, D.C.
- p. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
- q. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
- r. The location of all light poles shall be coordinated with the street trees.
- s. As trees mature they are to be limbed up to a minimum 6 feet or greater as necessary to maintain traffic sign visibility. Trees are not to be planted under or near light poles.
- t. The maximum height for the shrubs is 36 inches.
- u. No shrubs higher than three feet shall be planted within six feet of walkways.
- v. All landscaping shall be maintained in good condition and replaced as needed.

- w. All lawn areas shall be sodded.
  - x. Landscaping shall be installed at a time to be determined in consultation with the City Arborist and Planning & Zoning so the survival of the landscaping will not be jeopardized by planting during a season that will not support its survival.
  - y. Provide horizontal sight distance on the landscape plan. (RP&CA) (P&Z) (Police) (T&ES)
3. The ground level courtyards shall provide landscaping and amenities as generally represented on the preliminary plans to the satisfaction of the Directors of P&Z and RP&CA. At a minimum, the courtyards shall provide:
- a. A focal element such as a sculpture that is an appropriate scale for the space in each courtyard.
  - b. Amenities such as landscaping, benches, special paving surfaces, trash receptacles, etc. shall be provided within each courtyard to encourage its use.
  - c. Low walls and/or fences as depicted on the preliminary plan shall be permitted to ensure maximum visibility through the fences from the public right-of-way. (P&Z)
4. The rooftop open space shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for the plaza decks 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, pedestrian scale lighting;
  - b. Varied and high quality paving materials;
  - c. A significant amount of additional landscaping including irrigation systems.
5. The landscape, hardscape and roof-top open space plans shall be prepared by a landscape architect. (P&Z)
6. The hardscape plan shall provide the level of improvements as generally represented on the preliminary plans to the satisfaction of the Directors of P&Z and RP&CA, and shall also provide:
- a. Continuous brick sidewalks along all street frontages. The proposed brick sidewalks on Jefferson and Green Streets shall be extended to Washington Street.
  - b. The sidewalk on Green and Jefferson Streets shall continue over the proposed alley to provide an uninterrupted brick sidewalk.
  - c. The northern and southern portions of the alley shall be constructed of brick as depicted on the preliminary plan. The remaining internal portion of the alley shall be constructed of textured concrete. The alley (excluding the northern portion that serves as an entrance to the parking garage) shall be designed as a pedestrian plaza.(P&Z)

7. The applicant shall grant a perpetual public access easement for the central alley. The easement shall be depicted and labeled on the site plan and shall be approved by the City Attorney prior to the release of the final site plan. The alley portion of the parking garage that is located within the central private alley shall be designed to AASHTO HS-20 loading requirements of delivery trucks and fire apparatus to the satisfaction of the Directors of P&Z, T&ES and Code Enforcement. (P&Z) (Code Enforcement)
  
8. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garage by the retail employees, residents to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include the provisions proposed by the applicant and shall also provide the following:
  - a. The applicant shall provide a bus shelter for installation in the immediate vicinity of the site designed and located to the satisfaction of the Director of T&ES and P&Z.
  - b. Residents shall not be permitted to obtain residential parking permits. This prohibition will be part of the lease agreement.
  - c. Free parking for retail patrons shall be provided.
  - d. The applicant shall provide parking spaces for each of the 87 spaces that are displaced by the construction of the parking structure at an on off-site location and valet service for the retail patrons beginning daily at 6:00 p.m. until one hour after the closing time of the existing restaurants. Such parking shall be provided at no cost, by valet service and shall be heavily promoted to commercial patrons. The applicant shall provide valet parking for the retail patrons beginning ~~daily~~ at 1:00 p.m. **on weekend afternoons** until one hour after the closing time of the existing restaurants, or less hours as deemed appropriate by the Director of P&Z. The applicant shall provide commercial tenants and adjoining neighbors with the name and contact information of the person coordinating the valet service for the applicant. The parking shall be free and a valet service shall be provided for the duration of the construction, until the underground parking can be utilized.
  - e. The applicant shall provide two (2) bicycle parking spaces for use by retail visitors/customers, and ten (10) secure bicycle parking spaces for residents and their visitors which shall be located within the garage.
  - f. The applicant shall provide controlled access into the underground garage. The controlled access to the underground resident parking shall be separated from the retail parking and designed to allow convenient access to the underground parking for residents.
  - g. The residential visitor spaces shall be located on the second parking level adjacent to the resident parking.
  - h. The retail parking spaces within the lower level parking garage shall be reserved for retail patrons and shall include all applicable signage. (P&Z) (Code Enforcement)



9. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. 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. No fewer than 225 parking spaces shall be provided. Of the 87 required retail parking spaces, not more than 30 % of the spaces shall be compact. Of the 110 required residential parking spaces, not more than 75 % shall be compact. In addition to the parking required by the zoning ordinance for residents, 15 % additional parking shall be provided for visitors.(P&Z)
11. All visitor parking spaces shall require all applicable signage as required by the zoning ordinance and shall be installed by the applicant. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles shall be installed by the developer to the satisfaction of the Director of T&ES. (P&Z) (T&ES)
12. A plat of consolidation shall be submitted with the final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
13. The colors and materials of the retail tenant signs on the building shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building to the satisfaction of the Director of Planning and Zoning and subject to the approval of the Board of Architectural Review.
  - a. Sign messages shall be limited to logos, names and street address information.
  - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
  - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
  - d. Box signs shall be prohibited.
  - e. Permanent or temporary, excluding a grand opening banner, shall be prohibited.
  - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.

- g. Freestanding signs other than traffic/directional signs shall be prohibited. (P&Z)
- 14. The trash dumpster and all recyclables shall be located within the designated dumpster enclosure area and the doors to the enclosure shall remain closed at all times when not in use. No refuse or other materials shall be stored outside of the building or in the alley between the building and the commercial uses. (P&Z)
- 15. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan for the project. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. During the intervals that the alley is not available, temporary loading areas will be provided on the street subject to the review and approval of the Director of T&ES. (P&Z) (T&ES)
- 16. 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. (P&Z)
- 17. 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)
- 18. Temporary construction and sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z)
- 19. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
- 20. The retail delivery schedule shall be reviewed to the satisfaction of the Directors of P&Z and T&ES prior to the release of the final site plan. Deliveries shall occur in the designated loading area in the private alley as depicted on the site plan. (P&Z) (T&ES)

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21. In accordance with the City's Affordable Housing Policy, the applicant shall make a contribution to the City's Housing Trust Fund of \$1.00 per gross square foot of new building area. The applicant shall pay the contribution to the City at the time of sale to the end user prior to the issuance of the certificate of occupancy for the rental units or commercial development. (Housing)
22. Provide asphalt base course for brick sidewalks within City right-of-way. (T&ES)
23. Clearly label drive aisle and sidewalk widths in the alley. Maintain a minimum 16 feet wide drive aisle width. The drive aisle shall not include pedestrian walkways. (T&ES)
24. Applicant shall provide \$2,550.00 for the purchase and installation of three (3) City standard street cans along the adjacent public streets. (T&ES)
25. 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)
26. 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)
27. The applicant shall 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. (T&ES)
28. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
29. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
30. Plan must demonstrate to the satisfaction of the Director of T&ES that the proposed development will not have an adverse impact on the existing stormwater outfall.

Plan must comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)

31. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
32. Show all existing and proposed easements, both public and private. (T&ES)
33. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
34. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
35. Plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers are 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)
36. The project lies within the Combined Sewer District thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with City's policy for management of the Combined Sewer District. (T&ES)
37. If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
38. The stormwater collection system is part of the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
39. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
40. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)

41. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)
42. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
43. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City.(T&ES)
44. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers. (T&ES)
45. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents 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 sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all applicable federal, state and local laws.(T&ES)
46. 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. (Archaeology)
47. The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement. (Archaeology)
48. Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. The second siamese connection shall be located on the opposite side of the building. A second hydrant shall be required for the second connection. Only one siamese connection is shown on plans. (Code Enforcement)

49. A separate tap is required for the building fire service connection. (Code Enforcement)
50. Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. (Code Enforcement)
51. The proposed project will require an automatic fire suppression system and fire alarm system in accordance with the USBC. Clarify extent of sprinkler coverage. (Code Enforcement)
52. New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition shown as Note 12. (Code Enforcement)
53. 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. (Code Enforcement)
54. A soils report must be submitted with the building permit application. (Code Enforcement)
55. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The plan shall be approved prior to the release of the final site plan. (Code Enforcement)
56. A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0. Condition shown as Note 20. (Code Enforcement)
57. This structure contains mixed use groups [M, Mercantile, B, Business; R-2, Residential; S-2, Low-Hazard Storage (parking structure, group 2) and is subject to the mixed use and occupancy requirements of USBC 313.0. (Code Enforcement)
58. The parking structure (Use Group S-2) is required to be equipped with sprinkler system (USBC 609.2). (Code Enforcement)
59. The parking structure floor must comply with USBC 609.2.3 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2800.1: P-1002.0). This parking structure is classified as an S-2, Group 2, public garage. Floors of the parking structure must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC 609.2.3). Separators shall be shown on plans. (Code Enforcement)

60. 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. (Code Enforcement)
61. Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. (Code Enforcement)
62. 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. (Code Enforcement)
63. The applicant is to contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the business and regarding a robbery awareness program for all employees. (Police)
64. **CONDITION ADDED BY STAFF:** The applicant shall submit to the Department of Planning and Zoning and the Department of Transportation and Environmental Services a valet parking plan detailing the valet parking operations required pursuant to this condition; including but not limited to specifics regarding the number of valet attendants, the number and location of valet stations, and the routes for valet pickups and drop-offs. The valet plan shall be submitted for review and comment to the retail tenants on the 800 block of South Washington Street.
65. **CONDITION ADDED BY STAFF:** The Department of Planning and Zoning and the Department of Transportation and Environmental Services shall be provided with monthly reports on the valet parking operations and shall review the reports and monitor the valet parking operation to determine whether or not the operations provide an adequate supply of parking for the customers of the retail businesses on the 800 block of South Washington Street. The Director of Planning and Zoning and Transportation and Environmental Services may require, if circumstances warrant, that the valet parking hours of operations be expanded in excess of the days and times set forth in Condition #8 d.

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

1. DSUP to increase the maximum allowable floor area from 1.0 to 1.5 to construct a 75 unit multi-family apartment building, with underground parking and ground floor retail uses.

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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.



**BACKGROUND:**

The applicant, WRIT is requesting approval of a development special use permit with site plan to increase the floor area ratio (F.A.R.) from 1.0 to 1.5 to construct a 75 unit multi-family building. The site is comprised of 10 lots of record that total 87,171 sq. ft. with frontage on Jefferson, Green, and South Columbus Streets. The site is primarily occupied by a 87 space surface parking lot and a 10,603 sq. ft. commercial building. An existing 20 ft. wide public alley bisects the property. The applicant also requests approval to vacate the 20-ft public alley (VAC#2003-003). The proposal requires subsequent final design approval by the Board of Architectural Review. Because of its location on Washington Street, the project is subject not only to the generally applicable site plan requirements and historic district standards, but also to the City's newly adopted Washington Street Standards.

To the east of the site is property zoned RM/Townhouse Zone and RCX/Medium Density Apartment Zone (Jefferson Commons). Directly north of the site is zoned RM/Townhouse Zone (Old Town Garden Condominiums). To the northeast of the site is the vacant Talbots property zoned CL/Commercial Low zone, and to the south of the site the properties are zoned RCX/Medium Density Apartment Zone (Gunston and Boulevard Apartments).

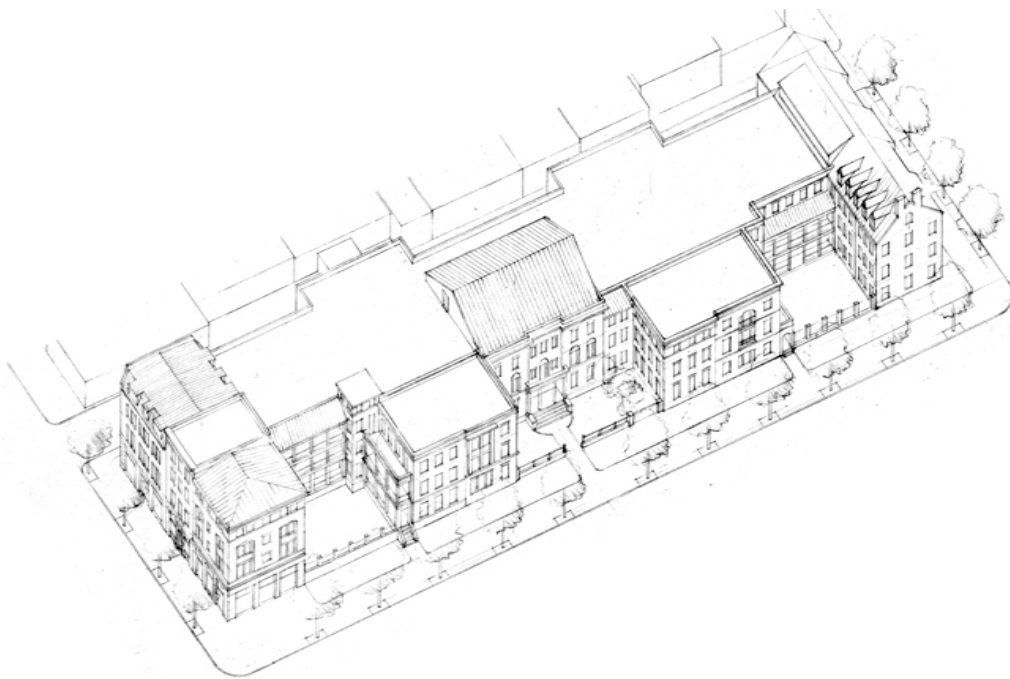


*Aerial of site with zoning*

**PROPOSED DEVELOPMENT:**

The proposed building is located on a rectangular shaped site that is located at the visually prominent intersection of Jefferson, Columbus and Green Streets. The footprint of the building is approximately 340 ft. x 100 ft. The 75 unit multi-family building will consist of 47 one-bedroom units and 28 two-bedroom units. The majority of the building is three levels with the central portion of the building being four levels. All of the multi-family units will be rental units that will be owned, operated and managed by WRIT. The existing 1-2 story 45,000 sq.ft. retail building and retail tenants on Washington Street will remain. The proposal will demolish the existing 10,603 sq.ft. 1-2 story retail building on Jefferson Street, although 4,372 sq.ft. of new ground floor retail space will be constructed to replace the commercial buildings that are being demolished.

While internally the proposed building will function as one multi-family building, externally the building will appear as a series of townhomes with individual entrances at the ground level. The building faces are articulated in a series of vertical bays, with portions of the buildings set back providing visual interest and providing additional areas for landscaping, open space and courtyards between the buildings and the adjoining public streets. The primary entrance to building is located on Columbus Street in the middle of the block recessed from the street. On the Green Street facade, the “townhouse” bays will have an at grade entrance for the units and “English basement” units that will be accessed partially below grade, which is similar to other townhomes within Old Town and the adjoining neighborhoods. On the Jefferson Street facade, the buildings will appear as a series of mixed- use buildings with retail on the first floor and residential uses above.



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The proposed building will be constructed over a two-level underground parking garage. A total of 225 parking spaces will be provided and will consist of the required residential parking (110 spaces), plus 15% visitor parking spaces (17 spaces), the replacement of the 87 existing retail parking spaces, and 11 additional retail spaces. The retail parking spaces will be located on the first floor of the garage. Residential parking spaces will be located on the bottom floor of the garage, with a gate to separate the retail/visitor spaces from the residential spaces. Controlled access will be provided for the underground garage. Access to the underground parking will be provided via an internal private alley from Jefferson Street.

The eastern portion of the alley will serve as access to the underground parking. Vehicle access on the central and southern portions of the alley will be limited to the occasional delivery vehicle; otherwise, this portion of the alley will primarily serve as pedestrian access. The applicant has provided 2 on-site loading spaces on the internal private alley. Additionally, areas for trash are also located on this elevation. There are separate trash collection areas to service the residential building as well as the business.

**Zoning:**

The property is zoned CRMU-L which permits a mix of retail and residential uses, a maximum height of 50 ft., and a 1.0 FAR and up to 1.5 with a special use permit.

The applicant seeks the vacation in order to transfer floor area ratio from the parcels along South Washington Street, which are developed with restaurant and retail uses, to the western portion of the site. The transfer of density is permitted within the CRMU zone and will enable the applicant to construct a 75-unit multifamily residential apartment building, including underground parking (DSUP #2003-0020). Without approval of the vacation, the transfer of floor area from the eastern portion to the western portion of the site would not be permitted.

<b>800 South Washington Street</b>		
Property Address:	801-833 S. Washington St, 712-728 Jefferson St., and 806-828 S.Columbus St.	
Total Site Area:	87,171 square feet (2.0012 acres)	
Zone:	CRMU-L/Commercial Residential Mixed Use Low	
Current Use:	Retail, personal service and surface parking	
Proposed Use:	Multi-family Residential and Retail	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	130,757 square feet	137,305 square feet
FAR	1.0/1.5 with SUP	1.5
Yards	n/a	n/a
Height	50 feet	50 feet
Open Space	40% 16,022 square feet	42.9% 17,183 square feet
Parking	110 residential 15% residential visitor 87 retail 197 TOTAL	110 residential 15% (17 residential visitor) 98 retail 225 TOTAL

**STAFF ANALYSIS:**

Staff is recommending approval of the proposed multi-family use and ground floor retail uses on Jefferson Street. The applicant has worked extensively with staff and the adjoining residents to revise the design of the building, changing the building footprint, increasing building articulation, and refining the details of the building in order to address initial staff concerns regarding mass, scale and compatibility with the adjacent residences. The applicant has also continued to make additional refinements to the design at the direction of the Board of Architectural Review. Given its prominent location, the building will visually prominent within Old Town. The proposed building height of the building is an appropriate transition between the lower-scale townhomes on Columbus Street and the multi-family uses on Jefferson and Green Streets and the retail uses on Washington Street. While staff recommends approval of the proposed F.A.R., the recommendation is contingent upon the pedestrian improvements, additional landscaping and refinements to the design of the building.

In addition to the overall mass and scale staff’s initial concerns about the project included:

- Retention of the Existing Retail Uses on Washington Street:

- Retail Parking.
- Affordable Housing.
- Provide High Quality Building Design.

***Retention of the Existing Retail Uses on Washington Street:***

The existing, neighborhood-serving retail uses on South Washington Street create an active and vibrant retail node that provides a benefit to residents City-wide. There was a strong sentiment from staff and the adjoining residents to retain the existing small scale commercial buildings in which the uses are located, and based upon this input from staff and the adjoining residents, the demolition or partial demolition of the buildings on Washington Street was not considered by the applicant as redevelopment of this block was discussed.



Beyond this concern, staff is also concerned about the provision of parking spaces during the construction of the building to ensure that the displacement of the existing 87 surface parking spaces does not negatively impact the existing retail uses or cause overflow parking that would negatively impact the adjoining residential neighborhood streets. In fact, two of the tenants (Laura Ashley and Workbench) have closed or are in the process of closing.

There is also a concern that the construction of the building would temporarily close the internal alley forcing loading/unloading operations to occur in the adjoining residential neighborhoods. To address this concern for both adjacent residents and retailers, staff recommends a condition that, during the intervals of construction when the alley is not available, temporary loading areas will be provided on the street subject to the review and approval of the Director of T&ES.

***Retail Parking:***

At the request of staff, the applicant prepared a parking study to determine the availability of on-street parking in the vicinity of the site to ensure that adequate parking is available for the retail uses during construction and to minimize any negative impacts on the adjoining residential neighborhoods.

The parking study evaluated the on-street parking conditions in the afternoon and evening for Friday and Saturday, the peak parking demand for the retail and restaurant uses. The parking analysis

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considered three blocks to the west, north, south and east of the subject property. On-street parking is permitted on the adjoining streets with parking restrictions that range from no restrictions, to restricted parking on Washington Street on the northbound side from 7:00 a.m. to 4:00 p.m. and the southbound side from 4:00 p.m. to 6:00 p.m.

The following chart depicts the availability of parking immediately adjacent to the site and within a one, two and three block radius of the subject property as surveyed by the applicant:

LOCATION	# spaces	FRIDAY (unoccupied spaces)		SATURDAY (unoccupied spaces)	
		12:00 pm	10:00 pm	2:00 pm	8:00 pm
Adjacent to Washington Street block	45	21 (46%)	13 (28%)	3 (6%)	7 (15%)
1 block from Washington Street	413	239 (57%)	80 (19%)	124 (30%)	109 (26%)
2 blocks from Washington Street	606	320 (52%)	69 (11%)	157 (25%)	129 (21%)
3 blocks from Washington Street	803	416 (51%)	118 (14%)	234 (29%)	160 (19%)
Total	1,867	996 (53%)	280 (14%)	518 (27%)	405 (21%)

As depicted in the table, a total of 413 spaces are located within a one block radius, which is approximately 300 ft. or a reasonable walking distance from the site. The above table averages the number and percentage of available parking spaces adjacent to the subject block and within one, two and three blocks of the site. The study also provides information on adjoining blocks within a moderate walking distance (two blocks) of the site where, depending on the time of day, significantly more parking spaces are available.

The retail parking demand at the site fluctuates during the day, with low demand during the mornings, moderate demand in the afternoons, and more intense parking demands in the later afternoon and evenings, with no spaces or very few spaces within a short to moderate walking distance of the site. The parking study clearly indicates that, during the evening, the loss of the on-site surface parking will create a deficiency of provided parking that needs to be addressed. For example, on Friday evening (10:00 p.m.), there were 80 spaces available, on Saturday evening (8:00 p.m.), there were 109 spaces available. The loss of the existing on-site parking spaces combined with the demand for parking during the evening hours will force commercial patrons to seek parking on adjacent residential streets and compete with neighborhood residents for the limited on-street

parking spaces that are available at that time. In addition, due to the construction of the new building, it is likely that many of the on-street parking spaces located immediately adjacent to the site, approximately 29 spaces, will be displaced, further reducing the number of available parking spaces adjoining the site.

While there is a clear parking deficiency of parking in the weekend evenings, there is also a limited number of parking spaces (124 spaces) within one block of the site on a Saturday afternoon. The number of available parking spaces is similar on Saturday afternoon (124 spaces) to the number of available spaces on Saturday evening (109 spaces).

While theoretically the 87 off-street surface parking spaces could be accommodated on the adjoining residential streets, this would significantly impact the availability of parking for residents, in that retail customers and residents would be competing for a limited number of on-street spaces, and would likely lengthen the distance that the that retail patrons would have to walk between the parking and the site. Therefore, staff is recommending valet parking on weekday evenings and weekend afternoons and evenings to provide an appropriate balance between minimizing impacts on the retail uses and adjoining residents.

A minimum of 87 parking spaces will be provided at three off-site locations as discussed below. The hours of operation for the weekend afternoon valet service will be from 1:00 p.m. until one hour after the closing of restaurants. The hours of operation for the valet service on the weekdays will be from 6:00 p.m. until one hour after the closing of restaurants.

The valet parking during the weekday evenings, weekend afternoons and evenings will be provided at no cost to retail or restaurant patrons, by valet service, and will be heavily promoted to commercial patrons. The valet parking service will be free and will be provided for the duration of the construction until the underground parking may be utilized. The applicant has secured off-street parking at the following three facilities which will be reserved for the duration of the construction process:

- 555 S. Washington Street (located two blocks north of the site), providing 50 parking spaces;
- Roberts Memorial United Methodist Church on Gibbon Street, providing 24 spaces;
- Parking lot located on the east side of South Washington Street (behind the former Talbot's), providing 16 spaces.

Based upon the parking study, it appears that the proposed off-site parking can accommodate the anticipated parking demands during the construction of the project. While valet parking is less than ideal, it is the most viable option given the urban context of the site. Staff has also included, as a condition of approval, that the applicant provide parking for construction workers off-site and encourage the workers to use mass transit by requiring the applicant to subsidize a minimum of 50% of the fees for mass transit for construction workers. The off-site parking lots described above will also be available for use by the construction employees. To ensure that applicant strictly enforces

the parking policies, a recommendation has been included that requires a violation to be corrected within ten days, and that, if the violation is not corrected, construction will be halted until the violation has been corrected.

In addition to the staff recommendations that relate to parking during construction, staff is also recommending that the applicant implement a parking management plan to maximize the use of the underground parking garage by the retail employees and residents of the proposed building that include the following:

- Provide a bus shelter to encourage mass transit ridership.
- Prohibit the residents from obtaining residential parking permits to minimize parking in the adjoining residential neighborhoods.
- Provide free parking for retail patrons in the underground garage.
- Provide bicycle parking spaces for use by retail visitors/customers.
- Reserve the retail parking spaces within the lower level parking garage for retail patrons.

In order to ensure that the residential visitor parking spaces are not used as overflow retail parking, staff recommends that those spaces be relocated within the garage adjacent to the residential parking. It is important to ensure both that visitor parking is available for use by visitors and that residents are able to access their parking at all times. Therefore, a condition of approval will be that controlled access to the underground resident parking be separated from the retail parking and designed to provide convenient access to the underground parking for residents.

Based upon the provision of off-site parking and valet service and the parking management plan, staff believes that the negative impacts on the retail uses and adjoining residents will be minimized and staff therefore recommends approval of the proposed parking with the staff recommendations of approval.

### ***Affordable Housing:***

The recommendation for affordable housing is a contribution of \$1.00 per gross square foot of floor area rather than the provision of affordable units on-site. Discussions with the applicant regarding affordable housing began in November 2002. The contribution in this case (approximately \$88,000) might have allowed for one or two affordable rental units for twenty years; however, the units would be one-bedroom which are not suitable for a family, the target group for affordable housing. The other public benefits provided by the applicant are significant and warrant the standard contribution rather than one or two on-site affordable units.

The proposed development provides considerable public benefit, including a well-designed, high quality building that consists of a mix of uses, including ground-floor retail and residential uses, underground parking, quality ground level open space that is both visually and physically accessible, and streetscape improvements along Green, Jefferson and South Columbus Streets. With the

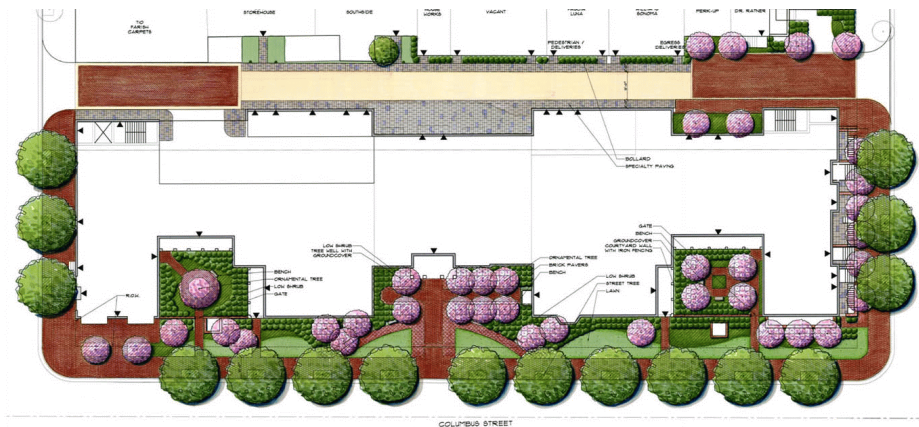


conditions outlined within the staff report, the proposed development will be compatible with the development pattern of the existing neighborhood and building forms that are appropriate for this area of South Washington Street. The proposed residential development has been given concept approval for mass and scale by the Board of Architectural Review.

***Open Space:***

A minimum of 16,022 sq. ft. of open space is required; the applicant proposes to provide 17,183 sq. ft. Approximately 10,303 sq. ft., or 64%, of the required open space will be located at grade. The proposed open space courtyard spaces adjacent to Columbus Street are visually accessible from Columbus Street, consistent with the general context of the adjoining neighborhoods, and reinforcing and contributing to the established character and overall open space of the neighborhood. The remaining 6,880 sq. ft. of open space will be provided on two separate rooftop terraces. The applicant will also provide new streetscape improvements such as brick sidewalks and street trees within the public right-of-way along Jefferson Street, South Columbus Street and Green Street.

***Proposed Landscaping Plan***



**RECOMMENDED REVISIONS TO THE PLAN:**

As previously discussed, the applicant has made significant changes to the plan in response to comments by staff and the community. However, staff believes that the project and its relationship to the surrounding community could be further improved by refining the design of the building, open space and parking.

*Architectural Design and Details:*

Staff's initial concerns during the development review process were predominately related to the bulk, mass, scale, articulation and visibility of the proposed building from South Washington Street. A fundamental issue addressed by the Standards and Guidelines for Washington Street is the massing and scale of new development. New buildings are required to be of a scale that is compatible with buildings of historic architectural merit located along Washington Street, and the massing and scale of the buildings should be similar to specific historic buildings utilized as prototypes for the new development. The proposed building was redesigned to incorporate more variation in heights, including lowering the height of most parts of the building, more variations in roof lines, increased articulation, including the addition of bays and an increase in articulation between bays, and reducing the height of building to minimize its visibility from the Parkway.

During the review process, the applicant made numerous revisions to the building in response to concerns expressed by staff and the adjoining residents.

The applicant has also incorporated recommendations of the Washington Street Standards in its design for the proposed building. As a result of these efforts, the applicant has obtained conceptual approval for the building by the Old and Historic District Board of Architectural Review. The Washington Street Standards require buildings to be compatible with and similar to the traditional building character found on Washington Street, with emphasis on design elements consistent with and complementary to the existing historic buildings. The Standards further emphasize this requirement by specifically noting that fenestration, ornamentation and detail shall be consistent with those of the historic buildings, and that building materials are to reflect the quality and richness of those found on historic buildings in the historic district. The Washington Street Guidelines reaffirm the general requirement for building style to be consistent with historic buildings on Washington Street as well as specific requirements for the architectural detailing, roofs, fenestration, materials and colors to be consistent with historic buildings on Washington Street.



*Revised Elevations*

As previously discussed, the applicant revised the massing and building design to incorporate the style of existing buildings on Washington Street and also refined the building details. Staff believes the project is now generally consistent with the Washington Street standards with respect to building style and design, except for some of the detailing on the building, some of the scale and proportion of some of the elements, and the need for additional variation of materials between the individual townhouse units.

These types of design issues are typically resolved by the Board of Architectural Review as this project goes through final design review process. Staff will work with the applicant to refine these elements prior to BARs final consideration. While the applicant has resolved staff's most fundamental concerns regarding the building articulation, overall mass and height of the front facade of the building along South Columbus Street, staff believes that the provision of functional doorways facing South Columbus Street, with lead walks from the sidewalk to the townhouse-style portions of the building would reinforce the townhouse-style scale of the building facade and ensure greater compatibility of the proposed building with the townhouses located directly across the street from the site. With that goal, staff has included a condition requiring the applicant to revise the elevations and the site plan to include functional doorways facing South Columbus Street with lead walks which replicate the scale, pattern, and architectural detail of a typical townhouse entrance in Old Town.

***Open Space- Landscaping:***

A recommendation of approval is that the applicant refine the landscaping to appear more a series of front yards for each of the "townhouse style" bays rather than one continuous multi-family complex. The variation in the landscaping in addition to the townhouse bays reduces the perceived mass of the building and makes the proposed development more consistent with the context of the

neighborhood. Because the ground level open space is located on top of the underground parking garage, a recommendation of approval is that a minimum to ensure a significant amount of landscaping, trees, and turf that will provide a considerable amount of open space, visual relief and will significantly enhance the adjoining streetscape. Staff is also recommending that the applicant be required to provide more amenities such as benches, landscaping and other features to ensure high quality ground level open space. Staff is also recommending that the central open space area be accessible to the public to be utilized by the residents of the proposed facility but also the adjoining residents.



*Townhomes on West Side of South Columbus Street*

In addition, a recommendation of approval is that the amount of hardscape be reduced in the main entrance on Columbus Street to provide additional open space and landscaping. As presently designed, a single, overly wide walkway extends from the sidewalk to the building entrance and spans the frontage of the property. Staff is concerned about the amount of hardscape in this area and believes that the width of the lead walkway should be reduced from 20 feet to between 8-10 feet. Additional landscaping should also be provided in this area to enhance the walkway.

While the applicant is providing a considerable amount of ground level and roof-top open space and landscaping, staff is recommending conditions of approval that will ensure that the roof-top open space is a useable area for the residents. As part of the final site plan, the applicant will need to provide significantly more detailed plans for the rooftop terraces to ensure that they are designed to function as high-quality usable open space for the residents. The staff recommendation of approval requires elements such as seating, trash receptacles, pedestrian scale lighting, decorative paving, and landscaping.

**Staff Recommendation:**

Staff recommends **approval** of the proposed development special use permit to increase the permitted F.A.R., preliminary site plan and modifications with the conditions outlined within the staff report, which will enable the proposed multi-family building to be compatible with the existing commercial and residential components of the neighborhood.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;  
Jeffery Farner, Development, Division Chief;  
Kathleen Beeton, Urban Planner;  
Laura Durham, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Planning & Zoning

F-1 The applicant shall comply with the City Code regarding the hours during which construction is permitted to occur.

Transportation & Environmental Services:

- C- 1 Bond for the public improvements must be posted prior to release of the plan.
- C- 2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C- 3 The sewer tap fee must be paid prior to release of the plan.
- C- 4 All easements and/or dedications must be recorded prior to release of the plan.
- C- 5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C- 6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 7 All utilities serving this site to be underground.
- C- 8 Provide site lighting plan to meet minimum city standards.
- C- 9 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- 10 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).
- C- 11 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.

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- C- 12 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 new state requirement for a VPDES permit for all construction activities greater than 1 acre.
- R-1 Clearly label drive aisle and sidewalk widths in alley. Maintain a minimum 16 foot wide drive aisle width. The drive aisle width should not include pedestrian walkways.
- R-2 Provide asphalt base course for brick sidewalks within City right-of-way.
- R-3 A construction parking plan must be submitted with the final site plan.
- R-4 Applicant shall provide \$2,550.00 for the purchase and installation of three (3) of City standard street cans along the adjacent public streets.
- R-5 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.
- R-6 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.
- R-7 Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards.
- R-8 The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard.
- R-9 Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES.
- R-10 Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall.
- R-11 All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards.
- R-12 Show all existing and proposed easements, both public and private.
- R-13 Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken.

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- R-14 Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
- R-15 All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia.
- R-16 The applicant shall provide two (2) bicycle parking spaces for use by retail visitors/customers to the satisfaction of the Director of T&ES.
- R-17 The applicant shall provide ten (10) bicycle parking spaces for residents and their visitors, located within the garage, to the satisfaction of the Director of T&ES.
- R-18 Plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers are encountered at the site the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality.
- R-19 The project lies within the Combined Sewer District thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with City's policy for management of the Combined Sewer District.
- R-20 If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys.
- R-21 The stormwater collection system is part of the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES.
- R-22 Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains.
- R-23 The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan.
- R-24 The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system.
- R-25 For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services.



- R-26 If the units will be sold as individual units and a home owner's association established the following two conditions shall apply:
- a. The Developer shall furnish the Homeowner Association with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMP's) 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 and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. Otherwise the following condition applies:
    - a. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City.
- R-27 Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.

Code Enforcement:

- R-1 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. The second siamese connection shall be located on the opposite side of the building. A second hydrant shall be required for the second connection. Only one siamese connection is shown on plans.
- R-2 A separate tap is required for the building fire service connection. Tap shown on plans.
- R-3 The proposed project will require an automatic fire suppression system and fire alarm system in accordance with the USBC. Clarify extent of sprinkler coverage.
- R-4 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11.
- R-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition shown as Note 12.
- R-6 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.
- R-7 A soils report must be submitted with the building permit application.

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- R-8 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The plan shall be approved prior to the release of the final site plan.
- R-9 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0. Condition shown as Note 20.
- R-10 This structure contains mixed use groups [M, Mercantile, B, Business; R-2, Residential; S-2, Low-Hazard Storage (parking structure, group 2) and is subject to the mixed use and occupancy requirements of USBC 313.0.
- R-11 The parking structure (Use Group S-2) is required to be equipped with a sprinkler system (USBC 609.2).
- R-12 The parking structure floor must comply with USBC 609.2.3 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2800.1: P-1002.0). This parking structure is classified as an S-2, Group 2, public garage. Floors of parking structure must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC 609.2.3). Separators shall be shown on plans.
- R-13 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.
- R-14 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.
- R-15 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.

Health Department:

- F-1 Permits must be obtained prior to operation and are non-transferable. Five sets of plans are to be submitted to and approved by this department prior to the construction of any facility regulated by the Health Department. Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- F-2 Five sets of plans are to be submitted to and approved by this department prior to the construction of any facility regulated by the Health Department. (Health Department)
- F-3 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities. (Health Department)

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- F-4 Personal grooming establishments must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- F-5 Tanning salons must meet State Code Title 59.1, Chapter 24.01 Tanning Facilities.
- F-6 Massage facility plans must comply with Title 11, Chapter 4.2 Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with Alexandria City Code 11, Chapter 4.2 prior to engaging in any massage activity.
- F-7 Coin-operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin operated Dry Cleaning Establishments.
- F-8 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- F-9 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- F-10 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- F-11 Food must be protected to the point of service at any outdoor dining facility.

Police Department:

- F-1 No lighting plan was submitted.
- R-1 The applicant is to contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the business.
- R-2 The applicant is to contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding a robbery awareness program for all employees.
- R-3 Trees are not to be planted under or near light poles.
- R-4 All trees to be limbed up to 6 feet as they mature to allow for natural surveillance.
- R-5 No shrubs higher than 3 feet to be planted within 6 feet of walkways.
- R-6 The proposed shrubbery is to have a maximum height of 36 inches when it matures.

Historic Alexandria (Archaeology):

- F-1 Historical maps indicate that structure were present on this block by 1877. The property therefore has the potential to yield archaeological resources which could provide insight into life in Alexandria during the nineteenth century.

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- 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 discovery until a City archaeologist comes to the site and records the finds.
- C-2 The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

Board of Architectural Review:

- F-1 Property is located in the Old and Historic Alexandria District.
- F-2 The proposed new mixed use, multi-family residential and retail structure must be reviewed and approved by the Board of Architectural Review, Old and Historic Alexandria District.
- F-3 The building was approved in concept by the Board of Architectural Review, Old and Historic Alexandria District on June 18, 2003 (BAR Case #2003-0052).

VAWC:

- F-1 There are two existing water mains (4" and 12") in Jefferson Street. Only one is currently shown.
- R-1 Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan.
- R-2 On the south side of the building, show separate taps for the proposed 6 inch fire service and fire hydrant.
- R-3 A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room.