

Docket Item #25  
SPECIAL USE PERMIT #2005-0050  
Alexandria Laundry Condominiums

Planning Commission Meeting  
June 7, 2005

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

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

**LOCATION:** 1210 Queen Street

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

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SUP #2005-0050  
Alexandria Laundry Condominiums

SITE GRAPHIC  
AVAILABLE IN THE PLANNING AND ZONING OFFICE

**I. IMPACTS/BENEFITS:**

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

**II. EXECUTIVE SUMMARY:**

**A. Overview:**

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

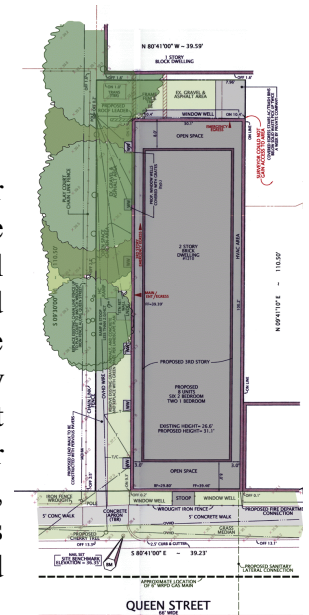
- compatibility of building scale;
- retention of the existing building;
- conversion of a commercial use to a residential use; and
- parking.

Building Scale-Increased FAR:

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



Queen St. Building Facade



Site Plan



Context Map

Retention of the Existing Building:

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

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

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



*Surrounding Buildings and Scale*

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



*Example of a Monitor*

Conversion to Residential Use:

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

Parking:

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

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

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

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

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

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

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

**B. Community:**

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

**C. Conclusion:**

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

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

### III. BACKGROUND

#### A. Site Description:

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



*Aerial View*

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

#### B. Proposal:

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

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



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

**C. History of the Building:**

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

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

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

**D. Zoning:**

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

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

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

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

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

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

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

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

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

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

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



*Townhouses across Queen Street*

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



*Example of third story rooftop addition*

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

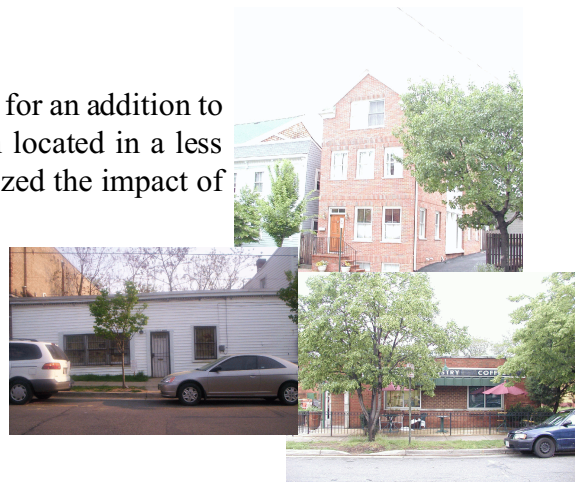


*Examples of Monitors*

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

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

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



*Height variation in surrounding buildings*

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

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

**D. Parking Issue:**

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

*Conversion to Residential Use:*

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

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

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

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

Parking Study:

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

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

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

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

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

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

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



*Examples of evening parking on a Saturday*

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

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

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

On-site parking

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

Require developer to secure off-site parking arrangements

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

Reduce the number of units

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

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

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



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

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

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

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

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

**B. Transit Subsidies**

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

**C. Pedestrian Improvements- Safety:**

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

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

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

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

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

**E. Green Building**

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

**VI. Community Meetings**

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

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

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

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

## **VII. CONCLUSION:**

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

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

## **VIII. STAFF RECOMMENDATIONS:**

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

### **PARKING - MASS TRANSIT:**

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

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

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

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

**BUILDING:**

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

**LANDSCAPING/OPEN SPACE:**

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

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

#### **PEDESTRIAN - STREETSCAPE IMPROVEMENTS**

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

#### **PLOT PLAN**

22. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site



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

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

**STORMWATER:**

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

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

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

Otherwise the following condition applies:

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

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

**GENERAL**

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

56. It is unclear how solid waste will be stored and removed from site. Clearly depict type and number of solid waste containers to be provided on site and how solid waste will be removed from the site. Note that adequate solid waste containers must be provided to serve the site. (T&ES)
57. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES)
58. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
59. Fire Protection plan shall identify design standard of fire suppression system; floor area per floor shall be provided on plot plan. (Code)
60. Fire line and size of fire line must be shown on plot plan. (Code)
61. Size of water main shall be provided on plans. (Code)
62. A key plan shall be provided on plot plan. (Code)
63. Window well grates on basement windows shall comply with requirements for emergency egress requirements of the USBC. (Code)
64. Provide symbol for Fire Department Connection on plot plan. (Code)
65. Prior to submission of the plot plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code)
66. An automatic fire suppression system and monitored fire alarm system will be required for this structure. Provide location of fire department connection (FDC). FDC shall be within 100 feet of a fire hydrant as measured along the travelway or an additional hydrant shall be required. Show hydrant location(s) on plans. (Code)
67. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520. (Police)
68. Trees are not to be planted under or near light poles.(Police)

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

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

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services

- C-1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-2 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-3 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-4 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-5 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement

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



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

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

#### Police

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

R-6 Any proposed shrubbery is to have a maximum height of 36 inches when it matures.

F-1 No lighting plan submitted at this time.

SUP #2005-0050  
Alexandria Laundry Condominiums

**REPORT ATTACHMENTS  
AVAILABLE IN THE PLANNING AND ZONING OFFICE**