Presentation of Opposition to Ord. 2021-325 3415 A Floyd Ave. "Crenshaw Mews"

Shelby Crouch
3400 Ellwood Ave
Richmond, Va., 23221

Good evening madam president, vice president and honorable members of Richmond City Council.

My name is Shelby Crouch and I live at 3400 Ellwood Avenue and I am here tonight to speak in opposition to proposed ordinance 2021-325.

My concerns with the proposed development is quite simple – access. Emergency access to be more specific.

If you look in your packets, the first document is from Richmond Fire and Emergency Services. I received this document via FOIA and I would like to thank the department for their speedy and courteous response.

The highlighted portion of the document notes the requirements for access for emergency vehicles. On line 20, the document refers to "two road," I assume the applicant is deeming the two alleys to be considered the two roads, but as neither alley meets the width requirements of line 22, I don't see how there will be sufficient emergency access to the proposed development.

As it currently stands, Crenshaw Avenue, at only 23 feet wide with parking on both sides, is an inaccessible access point to the alleys, therefore any emergency vehicle that needs to access the site will need to do so from the wider Nansemond Street.

This is how it is currently done by DPW trash trucks, as they too are too large to access the alley via Crenshaw Avenue. However, even accessing the alley via Nansemond doesn't allow for a large vehicle to turn around, so the vehicle will need to back out of the alley.

Page 8 of the developer's own submitted site plans note the widths of the alleys which again are far narrower that what the RFD document demands. Some less than half the required width.

The second page of your packet includes a DPW document acquired by the owner of 3436 Ellwood Ave. noting that his portion of the alley is private. This document was submitted during a proposal to close the noted Crenshaw alley. The applicant proposes to pave both of these alleys and use them as access to the proposed development. The question is, does he have the right to this access or the right to improve this access.

The last few pages of the document before you contains photos of the alley along with the widths for your further reference.

I would lastly like to note that the developer has noted that even though he has offered to pave the alleys, he will not maintain them. In addition, he will not remove snow from them. With neither Floyd Ave. nor Crenshaw Ave. wide enough to be plowed by the city, the residents of this proposed development would have a very hard time safely entering and exiting the alley.

As I still have a few moment, I would like to note that order of events for the proposed development are a bit disturbing as it was noted that the applicant would be required to have letters of approval from several city departments, but did not need to have them until after the City Council had already voted on the matter – truly putting the cart before the horse and denying Council all the pertinent information to make a truly informed decision.

Thank you for your time.

FD LETTERHEAD

FIRE & EMERGENCY PLAN REVIEW CHECKLIST

Project Summary

1. Is this new construction or a rehabilitation project? **New Construction**
2. What is the height of the building(s)? How many stories? **24'-4' & 28"-10". Two stories.**
3. Is there an accessory parking garage or parking garage levels? **No**
4. Are any levels below street level or below grade? **No**

Building Occupant Egress

5. Provide locations of roof access points on the plans. **No roof access planned.**
6. If there is a basement or floors below street level, provide locations for egress on the plans. **No**
7. For projects with 6 stories or more, stairways must be noted with compass directions (North, South, etc.) and the inside of stairwells must note each floor number. **N/A**
8. If a fire escape is part of the structure, it must be inspected by a design engineer and necessary repairs or replacements must be made before a Certificate of Occupancy can be issued. **N/A**

Suppression Systems **N/A**

9. A temporary standpipe is required on site during construction. Its operative should be on the finished floor below the next floor being constructed. Provide the location on the plans.
10. Alarm panel box. This must be in the first-floor lobby area on the street address side of the building. Provide location on the plans.
11. Knox-Box® Rapid Entry System. One is required on any new construction or renovated enclosed multi-story building. Provide the location on the plans.
12. Fire pump(s). Provide the location on the plans.
13. Command Center. This needs to be clearly marked outside of the door. Provide the location on the plans.
14. Sprinkler shut off valve. Provide the location on the plans.
15. Sprinkler connections. There should be two on either side of the building. Provide the location on the plans.

Hydrants & Fire Department Connections

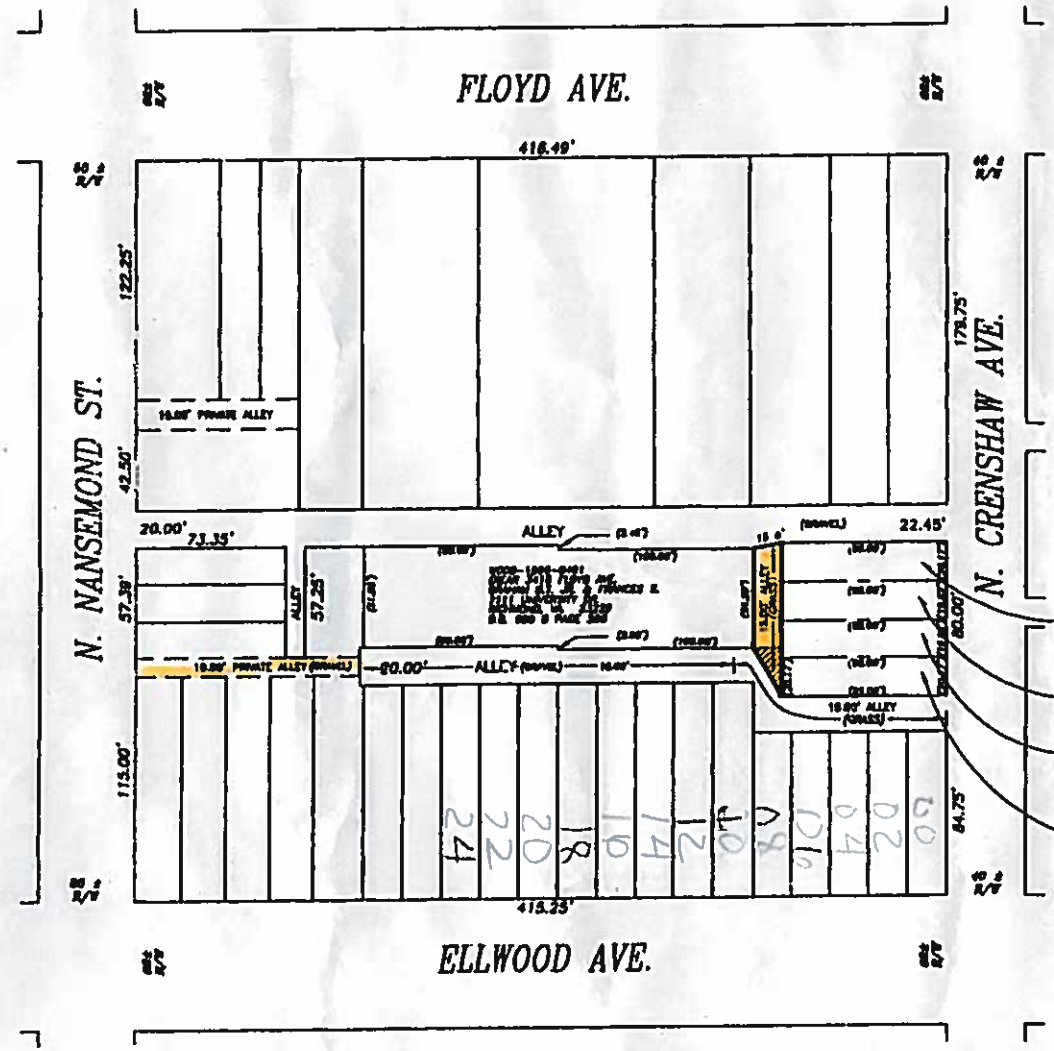
16. More than one hydrant may be required to support the project. How many existing hydrants are near the project? How many are proposed? Provide the locations on the plans. **See Drawing G3.1. Two hydrants are located diagonally at each corner of the block.**
17. The dedicated hydrant should be public. Special circumstances may allow for a private hydrant if an ISO Class 1 Rating can be maintained and the Department of Public Utilities approves of it. A private hydrant must also be maintained in accordance with NFPA 291 and the current Virginia Statewide Fire Prevention Code. **N/A**
18. The FDC for each building. Provide the location on the plans. Signage is required around it (i.e. FDC Connection, No Parking) and curbing before it must be painted yellow. We highly recommend a Knox FDC secure system to safeguard the sprinkler system. **N/A**
19. The FDC should be at least 50 feet from its dedicated hydrant, but no more than 100 feet. **N/A**

Emergency Vehicle Access to Site

20. New construction projects **require at least (2) two roads for emergency vehicles** *to access the site* and shall comply with Chapter 5 of Statewide Virginia Fire Prevention Code Fire Service Features. **Access by fire apparatus appeared acceptable in preliminary RFD review.**
21. Proposed or improved road surfaces used for emergency access must be able to support a minimum weight of 75,000 lbs.
22. Proposed or improved road surfaces used for emergency access **must be at least 20 feet in width.** In some cases, 27 feet may be required.
23. Curb cuts into and around the site for emergency access must support a fire apparatus turning radii of 36' inside and 52' outside.
24. New construction projects may require *access to all sides of the building* for emergency vehicles.

Environmental Concerns

25. Are you aware of any underground storage tanks (USTs) or above ground storage tanks (ASTs) which currently hold, or may have at one time held, flammable or combustible substances? If any are discovered during land disturbance, excavation, or construction activities, they must be immediately reported to the Fire Marshal's Office. A permit is required before removal or abandonment. All documents pertaining environment reports shall be forwarded to the Fire Marshal's Office. **No storage tanks.**
26. Are you aware of any environmental concerns that need to be mitigated before construction, i.e. leaks, spills, etc.? **No**
27. Will this project involve any rock blasting? A rock blasting permit shall be obtained from the Fire Marshal's Office. **No**



-NOTES-

1. AREA OF ALLEY PROPOSED TO BE CLOSED SHOWN WITH BOLD LINES ▬▬▬ = 934 ± SQ. FT.
2. AREA OF ALLEY PROPOSED TO BE RETAINED AS AN ACCESS EASEMENT SHOWN HATCHED ▨ = 182 ± SQ. FT.
3. THIS DRAWING IS A COMPILATION OF BOUNDARY DATA FROM RECORD SOURCES.

SCALE

50 0 50 100

BLOCK NO: W-1596

NOTES			
1. Lot dimensions in parentheses are from deeds.	Surveys Administrator 08.16.00	City Engineer (Acting) 8/17/00 J E Butler	PROPOSED CLOSING OF A 15 FOOT WIDE UNIMPROVED ALLEY IN THE BLOCK BOUNDED BY N. NANSEMOND ST., FLOYD AVE., N. CRENSHAW AVE. AND ELLWOOD AVE.
2. Property owners correct as of JUL. 18, 2000	Civil Engineer Supervisor		
3. Ordinance No.		Director of Public Works 8-18-00	
4. Adopted			
5. Accepted			

REQUESTED BY: GEOFF RICHARD, PER LETTER DATED OCT. 7, 1999.

REFERENCES	REVISIONS	DEPARTMENT OF PUBLIC WORKS RICHMOND, VIRGINIA	DRAWN BY / CHECKED BY	FIELD NOTES	SCALE	DATE	PROJECT	DRAWING NO.
B/L 36 NE, S-1993			MDT / HB		1" = 50'	AUG. 7, 2000	W-1596-AC	N-23568

Crenshaw Avenue is in total, 23ft wide.
It has parking on both sides with no setbacks at the alley entrances.

Crenshaw/Ellwood Alley: 8ft wide

Crenshaw/Floyd Alley: 9 - 10ft wide

Nansemond Street is a two-lane, two-way street. It has street parking on the residential side.

Nansemond/Ellwood Alley: 10ft wide

This has been noted by an adjacent property owner (3436 Ellwood Ave) and a DPW document dated 2/17/00 as a private alley.

Nansemond/Floyd Alley: 17ft wide

Large City vehicle that enter the alley to do business must exit the alley the same way they entered.

Nansemond/Floyd Alley

This photo was take on Dec. 13 and show how a DPW trash truck must stop traffic and back into the alley to retrieve the trash.

Crenshaw Alley: 15ft wide - this alley was noted in the attached DPW document as possibly being closed. This alley has had no DPW improvements and is not open to traffic currently.