City of Alexandria

301 King St., Room 2300
Alexandria, VA 22314

Docket - Final

Saturday, June 15, 2013

9:30 AM

Council Chambers

City Council Public Hearing

All Persons, Including Applicants, Wishing to Speak Before City Council Must Fill Out A Speaker's Form (Which May Be Found in The Rear of the Council Chamber) and Present It to the City Clerk. If You Have a Prepared Statement, Please Present It To the City Clerk. We Encourage Speakers to Submit Their Written Comments to the City Clerk.

http://survey.alexandriava.gov/s3/City-Council-Speakers-Form

OPENING

1 Calling the Roll.

2 Public Discussion Period.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES

ACTION CONSENT CALENDAR (3-8)

Planning Commission

3 SUP13-014 Special Use Permit #2013-0014
701 Prince Street Suite 200 (Parcel Address: 119 S. Washington Street) - Radiance Yoga
Public Hearing and Consideration of a request to operate a commercial school with more than 20 students; zoned CD/Commercial Downtown. Applicant: Masuda Mohamadi
Planning Commission Action: Recommend Approval 5-0
Attachments: SUP13-014 Staff Report to CC
SUP13-014 Presentation to CC

4 SUP13-021 Special Use Permit #2013-0021
2900 Eisenhower Avenue - Private Academic School
Public Hearing and Consideration of a request to operate a private academic school; zoned OCM (100)/Office Commercial Medium (100). Applicant: Stratford University
Planning Commission Action: Recommend Approval 5-0
Attachments: SUP13-021 Staff Report to CC
SUP13-021 Presentation to CC

5 SUP13-026 Special Use Permit #2013-0026
5234 Seminary Road - Child Care Home
Public Hearing and Consideration of a request for a child care home; zoned R-12/Single-family. Applicant: Maria I. Robles
Planning Commission Action: Recommend Approval 5-0

Attachments: SUP13-026 Staff Report to CC
SUP13-026 Presentation to CC

6 SUP13-019 Special Use Permit #2013-0019
1116 King Street - Restaurant Expansion
Public Hearing and Consideration of a request to expand an existing grandfathered restaurant; zoned KR/King Street Urban Retail. Applicant: Cyrille Brenac
Planning Commission Action: Recommend Approval 5-0

Attachments: SUP13-019 1116 Staff Report to CC
SUP13-019 Presentation to CC

7 SUP13-023 Special Use Permit #2013-0023
805 King Street - Apartment Hotel
Public Hearing and Consideration of a request to operate an apartment hotel and for required parking to be located more than 500 feet from the business; zoned KR/King Street Urban Retail. Applicant: PMA Properties 805 LLC
Planning Commission Action: Recommend Approval 5-0

Attachments: SUP13-023 Staff Report to CC
SUP13-023 Presentation to CC

8 SUP13-022 Special Use Permit #2013-0022
600A S. Pickett St. - Auto Repair Shop
Public Hearing and Consideration of a request to operate a general automobile repair business; zoned I/Industrial. Applicant: Perfect Auto Detail, Inc.
Planning Commission Action: Recommend Approval 5-0

Attachments: SUP13-022 Staff Report to CC
SUP13-022 Presentation to CC

END OF ACTION CONSENT CALENDAR

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER

9 13-1588 Public Hearing to Consider the Recommendation of the City Council Naming Committee to Name the Alexandria Fire Department Professional Development Center at the Lee Center in Honor of Paramedic Joshua A. Weissman.

Attachments: 13-1491_Joshua Weissman - Obituary.pdf

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

10 SUP13-017 Special Use Permit #2013-0017
4740 Eisenhower Avenue - Dog Daycare
Public Hearing and Consideration of a request to operate a dog daycare with boarding and grooming services and overnight accommodation and a request for

a parking reduction; zoned OCM (100) / Office Commercial Medium (100).
Applicant: Mary Kenkel
Planning Commission Action: Recommend Approval 5-0

Attachments: SUP13-017 Staff Report to CC
SUP13-017 Presentation to CC

11 SUP13-018

Special Use Permit #2013-0018
1024 Cameron Street - Restaurant
Public Hearing and Consideration of a request to operate a restaurant; zoned CD/Commercial Downtown. Applicant: Peyman Eskandari
Planning Commission Action: Recommend Approval with Amendments 5-0

Attachments: SUP13-018 1024 Staff Report to CC
SUP13-018 Presentation to CC

12 SUP13-020

Special Use Permit #2013-0020
216 S. Peyton Street (Parcel Addresses: 210-216 S. Peyton Street and 335 Commerce Street) - Capital Hostel
Public Hearing and Consideration of a request to operate a hostel (hotel) and a request for a parking reduction; zoned CD/Commercial Downtown. Applicant: Capital Hostels, LLC
Planning Commission Action: Recommend Approval 4-0

Attachments: SUP13-020 216 Staff Report to CC
SUP13-020 Presentation to CC

13 DSUP13-004

Rezoning #2013-0002
Development Special Use Permit #2013-0004
Transportation Management Plan SUP #2013-0025
5801 and 5815 Duke Street - Landmark Mall
Public Hearing and Consideration of requests for: A) a zoning map amendment to change the zoning from CR/Commercial Regional to CRMU-M/Commercial Residential Mixed Use Medium; B) a development special use permit and site plan, with modifications, to construct a mixed-use town center including special use permits for retail over 20,000 sq. ft., increase in allowed floor area ratio, and an amusement enterprise; C) approval of a transportation management plan; zoned CR/Commercial Regional. Applicant: The Howard Hughes Corporation represented by Jonathan Rak, attorney.
Planning Commission Action: REZ #2013-0002 - Recommend Approval 5-0; DSUP #2013-0004 - Recommended Approval with Amendments 5-0; TMP SUP #2013-0025 - Recommended Approval with Amendments 5-0

Attachments: DSUP13-004 Staff Report to CC.pdf
DSUP13-004 Presentation to CC

14 DSUP13-008

Development Special Use Permit #2013-0008
2210 Eisenhower Ave. - Hoffman - Blocks 11 & 12

Public Hearing and Consideration of a request for an extension of a previously approved development special use permit with site plan (DSUP #2009-0004) to construct residential/retail mixed use buildings; zoned CDD #2 / Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, attorney
Planning Commission Action: Recommend Approval 5-0

Attachments: DSUP13-008 Staff Report to CC.pdf
DSUP13-008 Presentation to CC.pptx

15 DSUP12-028

Master Plan Amendment #2013-0002
CDD Concept Plan #2013-0001
Development Special Use Permit #2012-0028
TMP SUP #2013-0027
Encroachment #2013-0001
2250 Mill Road - Eisenhower East Block 19 - Residential
Public Hearing and Consideration of requests for: A) an amendment to the Eisenhower East Small Area Plan chapter of the Master Plan to increase the building height and floor area for Block 19; B) an amendment to the CDD concept plan to adjust floor area and height limits and to correct a use designation; C) an amendment to a previously approved development special use permit, with site plan, (DSUP #2012-0023) to construct a residential building and open space including a density bonus for affordable housing per Section 7-700; D) an amendment to a previously approved transportation management plan, TMP SUP #2012-0065; E) encroachments into the public right-of-way; zoned CDD #2/Coordinated Development District. Applicant: Paradigm 2250 Mill LLC by Mary Catherine Gibbs attorney
Planning Commission Action: MPA #2013-0002 - Adopted the Resolution and Recommended Approval 5-0; CDD Concept Plan #2013-0001 - Recommended Approval 5-0; DSUP #2012-0028 - Recommended Approval 5-0; TMP SUP #2013-0027 - Recommended Approval 5-0;
ENC #2013-0001 - Recommended Approval 5-0

Attachments: DSUP12-0028 Staff Report to CC.pdf
DSUP12-028 Presentation to CC

16 13-1587

Section 9.06 Case #2013-0003
Eisenhower Avenue - Between Mill Road and Holland Lane
Public Hearing and Consideration of a request for Planning Commission to review whether the acquisition of property for use as public right-of-way for the Eisenhower Widening Project is consistent with the City of Alexandria Master Plan pursuant to Section 9.06 of the City Charter. Staff: Department of Transportation and Environmental Services
Planning Commission Action: Recommend Approval 5-0
FOR COUNCIL'S INFORMATION ONLY

Attachments: Sec 906 13-003 Staff Report to Council.pdf

ORDINANCES AND RESOLUTIONS

17 13-1590 Public Hearing, Second Reading and Final Passage of an Ordinance to Amend and Reordain Section 3-1-2 of the City Code to Remove the Real Estate Tax Dedication to the Open Space Trust Fund Account. [ROLL-CALL VOTE]

Attachments: 13-1590_Open Space Trust Ordinance

18 13-1591 Public Hearing, Second Reading and Final Passage of an Ordinance to Amend and Reordain Section 3-1-5 of the City Code to Remove the Real Estate Tax Dedication To the Affordable Housing Initiatives Account. [ROLL-CALL VOTE]

Attachments: 13-1591_Affordable Housing Ordinance

19 13-1479 Public Hearing, Second Reading and Final Passage of an ordinance authorizing the owners of the property located at 1800 Main Line Boulevard (Tax Map #035.03-10-13) in the City of Alexandria to construct and maintain an encroachment for stoops, stairways and a ramp at that location.(Ordinance to implement the encroachments for the Potomac Yard Land Bay J multifamily building that City Council approved on November 17, 2012) [ROLL-CALL VOTE]

Attachments: 13-1479_Information Sheet
13-1479_Ordinance
13-1479_Exhibit

20 13-1482 Public Hearing, Second Reading, and Final Passage of an Ordinance to amend and reordain Sheet Nos. 010.02, 010.04, 011.03, 018.04, 019.01, 019.02, 019.03, 020.01, 029.01 and 029.03 (CDD 21) and Sheet No. 030.01 (CDD 22) of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning the properties at 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street from CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District to CDD 21; and 4800 and 4801 Kenmore Avenue from RA/Multifamily Zone and RC/High Density Apartment Zone, respectively, to CDD 22, in accordance with the said zoning map amendment heretofore approved by City Council as Rezoning No. 2012-0002 (CDD 21) and No. 2012-0005 (CDD 22)(Ordinance Implementing the map amendment approved by City Council on April 13, 2013 for the zoning of the properties in the Beauregard Small Area Plan) [ROLL-CALL VOTE]

Attachments: 13-1482_Information Sheet
13-1482_Ordinance

21 13-1484 Public Hearing, Second Reading, and Final Passage of an Ordinance to amend

and reordain Section 5-600 (CDD/Coordinated Development District) of Article No. V (Mixed Use Zones) of the City of Alexandria Zoning Ordinance, in accordance with the text amendments heretofore approved by City Council as Text Amendment No. 2012-00007 (CDD 21), Text Amendment No. 2012-00008 (CDD 22) and Text Amendment No. 2012-00010 (Beauregard Urban Design Advisory Committee) (Ordinance Implementing the text amendment approved by City Council on April 13, 2013 establishing the new CDDs and the advisory committee for the Beauregard Small Area Plan) [ROLL-CALL VOTE]

Attachments: 13-1484_Information Sheet

13-1484_Ordinance

22 13-1535 Public Hearing, Second Reading and Final Passage of an ordinance to amend and reordain Sheet No. 48.03 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning the property at 34A and 36 South Reynolds Street from CG/Commercial General to RC/High Density Apartment Zone in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0001. (The ordinance implementing the rezoning for the Washington Suites project approved by City Council on May 17, 2013.) [ROLL-CALL VOTE]

Attachments: 13-1535_Information Sheet

13-1535_Ordinance

23 13-1537 Public Hearing, Second Reading and Final Passage of an ordinance to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment to the Landmark/Van Dorn Chapter of the Master Plan heretofore approved by city council as Master Plan Amendment No. 2013-0001 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment. (The ordinance to implement the Master Plan Amendment for the Washington Suites Project approved by City Council on May 18, 2013). [ROLL-CALL VOTE]

Attachments: 13-1537_Information Sheet

13-1537_Ordinance

24 13-1593 Public Hearing, Second Reading, and Final Passage of an Ordinance to Amend the Computation of Relief Rates and Setting the Relief Rates by Resolution Under the Personal Property Tax Relief Act of 1998. [ROLL-CALL VOTE]

Attachments: 13-1593_PPTRA cover

13-1593_PPTRA ordinance

13-1593_PPTRA resolution

25 13-1589 Public Hearing, Second Reading and Final Passage of a Supplemental Appropriation Ordinance for the Support of the City Government for FY 2013. [ROLL-CALL VOTE]

Attachments: 13-1511_Attachment 1 - Supplemental App Ordinance cover
13-1511_Attachment 2 - Supplemental App Ordinance
13-1511_Attachment 3 - 13 June grant

26 13-1594 Public Hearing, Second Reading, and Final Passage of an Ordinance to Make Appropriations for the Support of the City Government for Fiscal Year 2014. [ROLL-CALL VOTE]

Attachments: 13-1594_AppOrd

27 13-1595 Public Hearing, Second Reading and Final Passage of an Ordinance to Amend Chapter 7 (Bicycles), Title 10 (Motor Vehicles and Traffic) of the Code of the City of Alexandria, Virginia. [ROLL-CALL VOTE]

Attachments: 13-1595_Attachment 1 Bike Ord Cover.doc
13-1595_Attachment 2 Bike Ord.docx

28 13-1596 Public Hearing, Second Reading and Final Passage of an Ordinance Authorizing Amendments to Section 9-13 of the City Code - Towing and Storage of Motor Vehicles. [ROLL-CALL VOTE]

Attachments: 13-1596_Attachment 1 Cover Towing.docx
13-1596_Attachment 2 Towing Ord.docx
13-1596_Attachment 3 Towing PowerPoint.pptx

29 13-1569 Introduction and First Reading. Consideration. Passage on First Reading of an ordinance to amend and reordain Sheet No. 47.02 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning a portion of the property at 5801 Duke Street and a portion of the property at 5815 Duke Street from CR/Commercial Regional to CRMU/M/Commercial Residential Mixed Use - Medium in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0002. (Implementation Ordinance for the Map Amendment (Rezoning) approved by City Council on June 15, 2013 for the Landmark Mall project)

Attachments: 13-1569_Information Sheet
13-1569_Ordinance
13-1569_Exhibit A
13-1569_Exhibit B

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

DEFERRAL/WITHDRAWAL CONSENT CALENDAR

Planning Commission (continued)

None.

Public Notice:
City Council will attend the ribbon cutting ceremony for the open space property at 5325 Polk Avenue at 8:30 a.m.

Legislation Details (With Text)

File #:	SUP13-014	**Name:**	Radiance Yoga
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/1/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0014 701 Prince Street Suite 200 (Parcel Address: 119 S. Washington Street) - Radiance Yoga Public Hearing and Consideration of a request to operate a commercial school with more than 20 students; zoned CD/Commercial Downtown. Applicant: Masuda Mohamadi Planning Commission Action: Recommend Approval 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-014 Staff Report to CC SUP13-014 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	Fail

Title

Special Use Permit #2013-0014
701 Prince Street Suite 200 (Parcel Address: 119 S. Washington Street) – Radiance Yoga
Public Hearing and Consideration of a request to operate a commercial school with more than 20 students; zoned CD/Commercial Downtown. Applicant: Masuda Mohamadi
Planning Commission Action: Recommend Approval 5-0

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Docket Item #2

Special Use Permit #2013-0014
701 Prince Street Suite 200 - Radiance Yoga

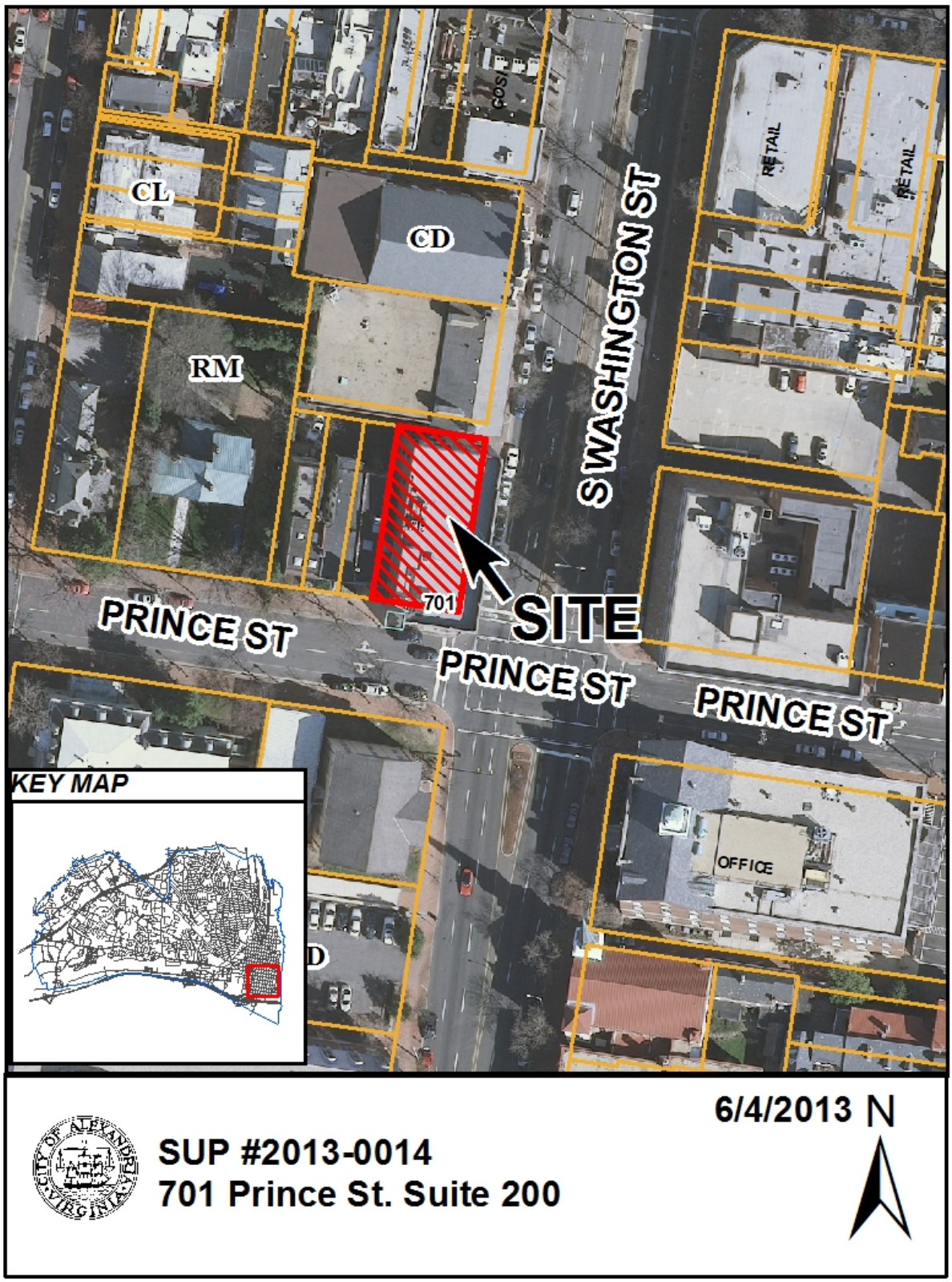
Application	General Data	
Consideration of a Special Use Permit request to operate a private commercial school.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 701 Prince Street, Suite 200 (Parcel Address: 119 South Washington Street)	**Zone:**	CD / Commercial Downtown
Applicant: Masuda Mohamadi	**Small Area Plan:**	Old Town

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

Staff Reviewers: Nathan Randall nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: By unanimous consent, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations.

Reason: The Planning Commission agreed with the staff analysis.


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SUP #2013-0014
701 Prince St. Suite 200

I. DISCUSSION

The applicant, Masuda Mohamadi, requests Special Use Permit approval to operate a private commercial school (yoga studio) at 701 Prince Street Suite 200.

SITE DESCRIPTION



The subject site is a second-floor tenant space in a three-story commercial building. The parcel on which the building is located comprises one lot of record with approximately 100 feet of frontage on South Washington Street, 50 feet of frontage on Prince Street, and a lot area of 5,000 square feet. TD Bank is located on the first floor of the commercial building and the yoga studio will share the second floor with an office tenant. The third floor is currently vacant.

The property is surrounded by a mix of commercial and institutional uses. The Washington United Methodist Church and its administrative office building are located immediately to the north. Office uses are located to the east and west. The Lyceum is located to the south, and the U.S. Bankruptcy Court is located to the southeast.

BACKGROUND

The applicant currently operates a yoga studio at 110 King Street, which does not require Special Use Permit approval since fewer than 20 students are present on-site at any one time.

PROPOSAL

The applicant proposes to relocate her existing yoga studio from King Street into larger space at the corner of South Washington and Prince Streets. Two classrooms are planned for a maximum capacity of 40 students at any one time in the new 4,000 square-foot space. Additional elements of the applicants' current proposal are as follows:

Hours of Operation:	6 a.m. – 9 p.m. Monday - Friday 8 a.m. – 7 p.m. Saturday - Sunday
Number of Students:	Up to 40 students at any one time
Employees:	Four employees expected at any one time
Noise:	No noise impacts are expected

Odors: No odor impacts are expected

Trash/Litter: Small amounts of trash will be stored in common trash receptacles. No litter problems are anticipated.

ZONING/MASTER PLAN DESIGNATION

The property is located in the CD / Commercial Downtown zone. Section 4-503(U) of the Zoning Ordinance allows private commercial schools with more than 20 students at any one time in the CD zone only with Special Use Permit approval.

The proposed use is consistent with the Old Town Small Area Plan chapter of the Master Plan which designates the property for commercial uses.

PARKING

The subject property is located within the Central Business District (CBD). Pursuant to Section 8-300(B) of the Zoning Ordinance, private commercial schools located within the CBD on lots of 10,000 square feet or less that were in existence as of June 1983 are exempt from parking requirements. The subject property meets both eligibility thresholds and the use is therefore exempt from standard parking requirements. The applicant plans to subsidize employee parking in nearby garages, including the Courthouse garage at King and South Saint Asaph Streets.

II. STAFF ANALYSIS

Staff supports the applicant's request to expand its existing yoga studio. The request represents the reasonable expansion of an existing, successful business within Old Town.

Generally speaking, staff does not expect significant impacts from the use on adjacent properties. Yoga studios are typically low-intensity uses, and the applicant's specific proposal is relatively small in size and does not have late hours. No significant noise or odor impacts are expected. Any potential parking impacts from the use are expected to be low given the availability of garage parking nearby and the applicant's plans to subsidize employee parking in nearby garages. Some yoga students may also walk to the facility from nearby homes or offices and several bus lines also stop in the immediate area. Conditions #8 and #9 have also been included in this report to, among other things, encourage public transportation and direct patrons to nearby garage parking.

Subject to the conditions contained in Section III of this report, staff recommends approval of the applicant's Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. The maximum number of students attending the private commercial school at any one time shall be 40. (P&Z)

3. The hours of operation of the business shall be limited to between 6 a.m. and 9 p.m., Monday-Friday and between 8 a.m. and 7 p.m. Saturdays and Sundays. (P&Z)

4. The applicant shall post the hours of operation at the entrance of the business. (P&Z)

5. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements. (P&Z)

6. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

7. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up to prevent an unsightly or unsanitary accumulation once each day that the business is open to the public. (T&ES)

8. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees and students. (T&ES)

9. The applicant shall direct patrons to the availability of parking at nearby public garages and shall provide information about off-street parking and alternative forms of transportation to access the location of the restaurant, via print and electronic promotional materials, posting on the restaurant website, and other similar methods. (P&Z)

10. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

11. The Director of Planning and Zoning shall review the Special Use Permit one year after approval, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director

has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

STAFF: Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning; Nathan Randall, Urban Planner.

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 COMMENTS

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

Transportation & Environmental Services

R-1 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line.(T&ES)

R-2 Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up to prevent an unsightly or unsanitary accumulation once each day that the business is open to the public. (T&ES)

R-3 Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R-4 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

C-1 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. (T&ES)

Code Enforcement

F-1 No comments received

Parks and Recreation

F-1 No comments received

Health

F-1 No comments

Police Department

F-1 No comments received

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00014

PROPERTY LOCATION: 119 S. Washington Street: Tenant Space
701 Prince Street, Suite 200

TAX MAP REFERENCE: 074.02 10 14 **ZONE:** CD/Commercial Downtown

APPLICANT:

Name: Masuda Mohamadi

Address: 701 Prince Street, Suite 200, Alexandria, Virginia 22314

PROPOSED USE: Radiance Yoga - Commercial School with more than 20 students on premise at any one time. ~~(§4-503 (u) of the Alexandria Zoning Ordinance)~~

[X]**THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[X]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[X]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Masuda Mohamadi	RML	3/22/13
Print Name of Applicant or Agent	Signature	Date
701 Prince Street, Suite 200	703-999-5982	
Mailing/Street Address	Telephone #	Fax #
Alexandria, VA 22314	masuda@radiance-yoga.net	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # 2013-00014

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 119 South Washington Street (Property Address), I hereby grant the applicant authorization to apply for the Yoga Studio (use) use as described in this application.

Name: Richard Sada (Please Print) Phone 703-624-6315

Address: 6124 Vernon Terrace, Alexandria, VA 22314 Email: rsada@mcenearny.com

Signature: [signature] **Date:** 3/19/13

SUP # 2013-00014

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 119 South Washington Street (Property Address), I hereby grant the applicant authorization to apply for the Yoga Studio (use) use as described in this application.

Name: Richard Sada (Please Print) Phone 703-624-6315

Address: 6124 Vernon Terrace, Alexandria, VA 22307 Email: rsada@mcenearny.com

Signature: _____ **Date:** _____

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

[ ] **Required floor plan and plot/site plan attached.**

[✓] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:

[ ] Owner

[ ] Contract Purchaser

[✓] Lessee or

[ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Masuda Mohamadi, 701 Prince Street, Suite 200, Alexandria, Virginia 22314; 100%

SUP 2013-0014

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Masuda Mohamadi	701 Prince Street, Suite 200, Alexandria, Virginia 22314	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Masuda Mohamadi	None	PC and CC
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

3/22/2013 Masuda Mohamadi

Date Printed Name Signature

SUP2013-00014

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 119 S. Washington Street, Alexandria, VA 22314 (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Richard Sada		50%
2. Carey Meushaw		50%
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Richard Sada	None	PC & CC
2. Carey Meushaw	None	PC & CC
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

3/19/13 — Date

Richard Sada — Printed Name

Richard Sada — Signature

SUP # 2013-00014

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[✓] **Yes.** Provide proof of current City business license

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

See Attached.

SPECIAL USE PERMIT APPLICATION

#3: NARRATIVE DESCRIPTION

RADIANCE YOGA

701 PRINCE STREET, SUITE 200

The applicant, Masuda Mohamadi, owner of Radiance Yoga (www.Radiance-Yoga.net), is requesting a special use permit to operate a commercial school, with more than twenty students on the premises at any one time (Section 4-503 (U) of the Alexandria Zoning Ordinance) at 701 Prince Street, Suite 200. Radiance Yoga is an established Old Town business having offered classes in Flow Yoga, Kundalini Yoga, Yin Yoga and Meditation at 110 King Street for the past five years and enjoys an excellent reputation and relationship with the Old Town Community, where many of its students live or work, and with its neighbors.

The move to the new location allows Radiance Yoga to expand its program by increasing from one studio to two larger studios to create a better environment for instruction and the practice of Yoga. The new location will also allow Radiance Yoga to expand the number of students who can receive instruction in its scheduled courses and to allow two classes to be conducted at the same time. It is anticipated that the class participation levels and the actual number of classes offered will grow from the current levels at 110 King Street and ultimately reach the level where there may be more than twenty students in the combined studios and receiving instruction at any one time. In order to plan for and accommodate the future growth, the applicant is requesting this special use permit.

Currently, Radiance Yoga is open seven days a week offering thirty-five weekly classes between the hours 6:00 am through 9:00 pm Monday through Friday and 8:00 am through 7:00pm on Saturday and Sunday. The average class size is eight (8) students, although the number of students receiving instruction increases for week night classes between the hours of 6:15 pm and 7:45 pm and weekend classes between the hours of 10:00 am and 11:30 am. It is anticipated that while the actual numbers of students receiving instruction at the new location will increase, there will still be a wide range of the actual number of students receiving instruction at any one time. Similar to the dynamics of the size of classes throughout the day, the number of students will

vary by season; January to early March being the busiest season, Spring the slowest and Summer and Fall moderately busy. The projected increase is the number of students over a period of time is twenty students during weekdays and thirty to thirty-five on the evenings and on weekends. Radiance Yoga will not be a high impact business on the surrounding community.

Radiance Yoga's current location is located near several public parking facilities including the Torpedo Factory and City Hall garages. Both garages are used by students who drive to classes. The new location is less than a block from St Asaph Street pedestrian entrance to the City operated Courthouse garage. This garage is open at all times that Radiance Yoga conducts classes and provides parking at reasonable hourly rates; in the evenings and weekends a maximum rate of $2.00 per hour. Radiance Yoga intends to promote the use of this garage by its students who drive by advertising the availability of the garage on its website, in its print materials, during course sign up, and posting notices at the studio.

Notwithstanding the fact that the property is located in the Central Business District and the use of the property as a commercial school is exempt from the parking requirements of the Alexandria Zoning Ordinance, in addition to advertising the availability of parking in the Courthouse Garage, Radiance intends to:

1. Subsidize the cost of parking for its employees (staff and instructors) in public garages.

2. Advertise and Post the availability of WMATA Metro service to the King Street Metro station and the use of the King Street Trolley.

3. Subject to the approval of the City provide a bicycle rack for use by students.

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USE CHARACTERISTICS

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

[x] a new use requiring a special use permit,
[ ] an expansion or change to an existing use without a special use permit,
[ ] an expansion or change to an existing use with a special use permit,
[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

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

The number of students on the premise at any one time will vary depending on the time of day and the day of the week as stated in the Narrative.

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

Radiance Yoga will have a full and part time staff of twelve (12) with the potential to increase by three (3) or four (4). It's not anticipated that more than four (4) staff members will be on site at any one time.

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

Day:	Hours:
Monday - Friday	6:00am - 9:00pm
Saturday - Sunday	8:00am - 7:00pm

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

It is not anticipated that the use of the property by Radiance Yoga, either from student activities or mechanical equipment, will generate noise levels in excess of the noise levels permitted by the Alexandria City Code.

B. How will the noise be controlled?

It is not anticipated that the noise levels will need to be controlled as the result of the use of the property by Radiance Yoga.

SUP # 2013-00014

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

It is not anticipated that any unusual or noxious odors will be generated or will emanate from the property by Radiance Yoga.

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

The use of the property by Radiance Yoga will generate a small amount of trash, paper products from its office component and recyclable materials.

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

It is anticipated that approximately two (2) bags of trash and two (2) bags of recyclable material will be generated daily.

C. How often will trash be collected?

Trash will be deposited daily in the common trash receptacles for the building. Recyclable material will be taken to recycling centers.

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

It is not anticipated that littering on the adjacent streets will be a problem as the result of the use of the property by Radiance Yoga. There are City trash receptacles at the intersection of Prince and Washington Streets.

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes [✓] No

If yes, provide the name, monthly quantity, and specific disposal method below:

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11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

12. What methods are proposed to ensure the safety of nearby residents, employees and patrons?
It is not anticipated that extraordinary measures will be required to ensure the safety of nearby residents, employees and partners.

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[ ] Yes [✓] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

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PARKING AND ACCESS REQUIREMENTS

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

_____ Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces.

_____ Other. None: The property is located in the Downtown Central Business District and is exempt from providing the required parking.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A_____

Does the application meet the requirement?

[ ] Yes [ ] No

B. Where is required parking located? *(check one)*

[ ] on-site

[ ] off-site

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

N/A

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? N/A

The building is exempt from the Alexandria Zoning Ordinance's requirement to provide a dedicated loading space as it pre-dates the requirement.

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200_____

Does the application meet the requirement?

[ ] Yes [ ] No

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B. Where are off-street loading facilities located? N/A

C. During what hours of the day do you expect loading/unloading operations to occur?
Deliveries, if any, will occur during Radiance Yoga's hours of operation.

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
It is not anticipated that more than one (1) delivery will occur per day.

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate and no public improvements are required.

SITE CHARACTERISTICS

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

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

How large will the addition be? N/A square feet.

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

3994 sq. ft. (existing) + N/A sq. ft. (addition if any) = 3994 sq. ft. (total)

19. The proposed use is located in: *(check one)*
[✓] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe: _____

End of Application

SUP2013-00014

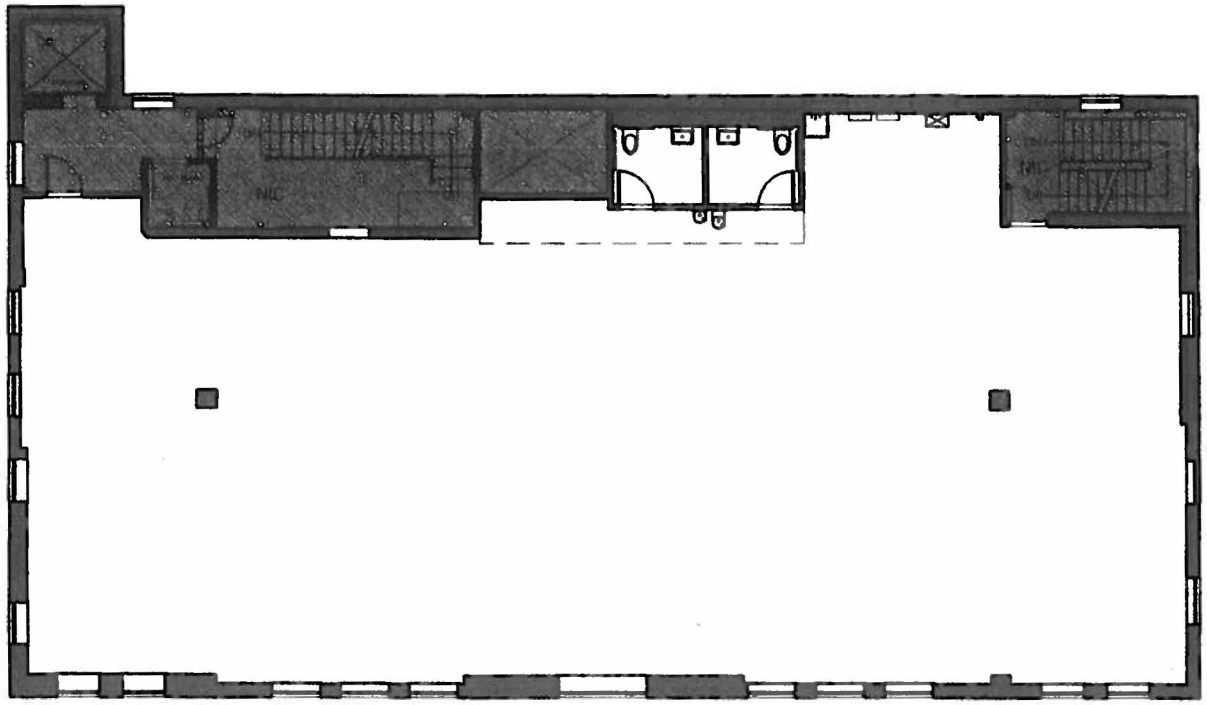
Attendance Analysis

Service Time	Paid Visits	Percent Of Total Visits*	Unique Clients	Comp/Guest Visits	Total Visits	Total Sessions	Average
6:30 AM	144	0.91%	39	0	144	43	3.35
7:00 AM	31	0.20%	16	0	31	11	2.82
8:30 AM	776	4.90%	223	0	776	92	8.43
9:00 AM	794	5.01%	224	0	794	147	5.40
9:30 AM	216	1.36%	92	0	216	46	4.70
10:00 AM	1375	8.68%	440	0	1375	104	13.22
10:30 AM	1353	8.54%	230	0	1353	151	8.96
11:30 AM	1245	7.86%	288	0	1245	104	11.97
12:00 PM	40	0.25%	38	0	40	6	6.67
12:15 PM	1149	7.25%	329	0	1149	193	5.95
1:00 PM	731	4.61%	258	0	731	84	8.70
2:00 PM	5	0.03%	5	0	5	1	5.00
2:30 PM	18	0.11%	17	0	18	2	9.00
3:00 PM	24	0.15%	21	0	24	7	3.43
3:30 PM	265	1.67%	103	0	265	56	4.73
4:00 PM	1	0.01%	1	0	1	1	1.00
4:45 PM	538	3.39%	170	0	538	80	6.72
5:00 PM	1533	9.67%	371	0	1533	214	7.16
5:30 PM	37	0.23%	33	0	37	14	2.64
6:00 PM	156	0.98%	51	0	156	16	9.75
6:15 PM	2708	17.09%	541	0	2708	237	11.43
6:30 PM	401	2.53%	116	0	401	98	4.09
7:45 PM	2308	14.56%	498	0	2308	200	11.54
	Paid Visits: 15848			Comp/Guest Visits: 0	Total Visits: 15848	Total Sessions: 1907	Avg.: 8.31

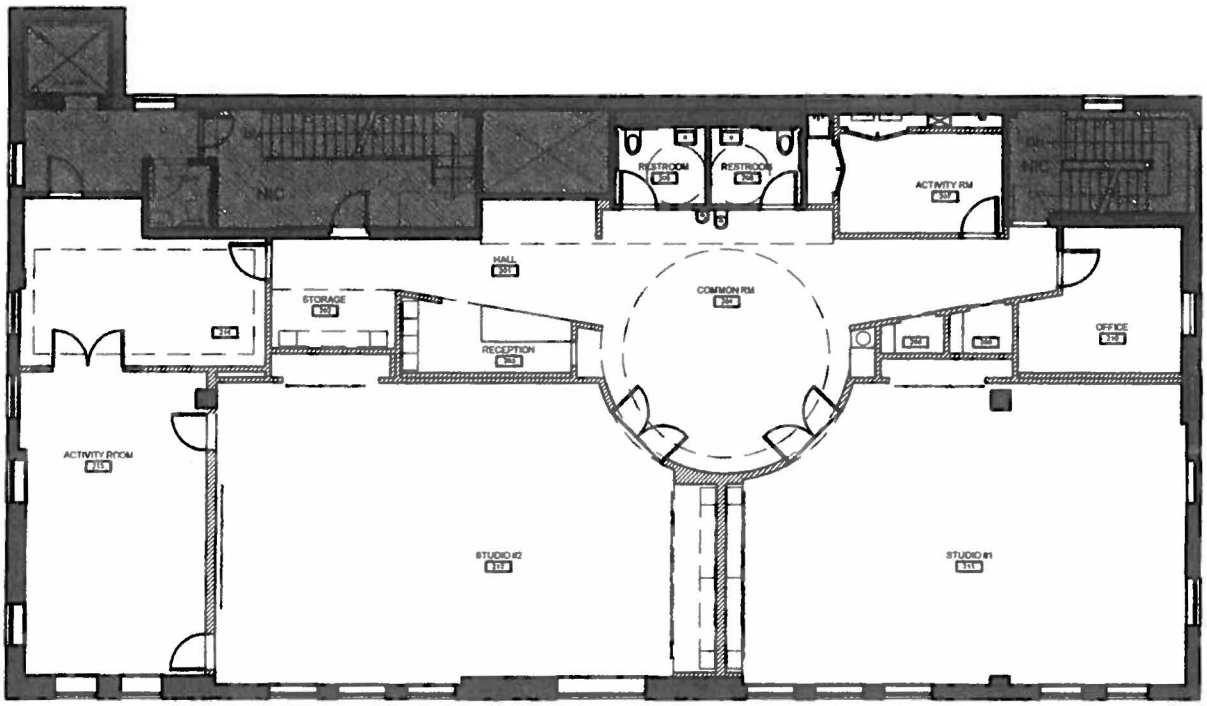
Interior Renovation

119 South Washington St
Alexandria, VA 22314

BECKMANN ARCHITECTS
911 King Street
Alexandria, Virginia 22314
ph: 571 327 1723
fx: 703 548 4305
www.beck-arch.com



1 EXISTING FLOOR PLAN



2 PROPOSED FLOOR PLAN

SUP2013-00014

SUP2013-00014

1 FLOOR PLAN

BA

119 South Washington St.
Interior Renovation

119 South Washington St.
Alexandria, VA 22314

ISSUED FOR PERMIT
01-02-13

SECOND FLOOR PLAN
OCCUPANTS LOAD
FOR ZONING CALC.

A2.0

23

SUP#2013-0014
701 Prince Street

- SUP request to operate yoga studio
- Up to 40 students
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	SUP13-021	**Name:**	Stratford University
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/22/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0021 2900 Eisenhower Avenue - Private Academic School Public Hearing and Consideration of a request to operate a private academic school; zoned OCM (100)/Office Commercial Medium (100). Applicant: Stratford University Planning Commission Action: Recommend Approval 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-021 Staff Report to CC SUP13-021 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	

Title

Special Use Permit #2013-0021
2900 Eisenhower Avenue – Private Academic School
Public Hearing and Consideration of a request to operate a private academic school; zoned OCM (100)/Office Commercial Medium (100). Applicant: Stratford University
Planning Commission Action: Recommend Approval 5-0

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Docket Item #3

Special Use Permit #2013-00021
2900 Eisenhower Avenue – Private Academic School

Application	General Data	
Consideration of a request for a special use permit to operate a private academic school.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 2900 Eisenhower Avenue	**Zone:**	OCM (100)/ Office commercial medium
Applicant: American Transportation Institute (T/A Stratford University)	**Small Area Plan:**	King Street/Eisenhower Avenue Small Area Plan

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.
Staff Reviewer: Amber K. Wheeler amber.wheeler@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: By unanimous consent, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations.

Reason: The Planning Commission agreed with the staff analysis.


EISENHOWER AV
EISENHOWER AV
EISENHOWER AV
CREDIT UNION
2900
SITE
TELEGRAPH RD
CAPITAL BELTWAY
CAPITAL BELTWAY
CAPITAL BELTWAY
CAPITAL BELTWAY
CAPITAL BELTWAY
KEY MAP
6/4/2013 N
SUP #2013-0021
2900 Eisenhower Ave.

I. DISCUSSION

The applicant, American Transportation Institute (T/A Stratford University), requests a Special Use Permit approval to operate a private academic school at 2900 Eisenhower Avenue.

SITE DESCRIPTION

The subject site consists of a 55,479 square foot parcel situated within Alexandria Tech Center office park located on Eisenhower Avenue. The existing four story commercial office building encompasses 61,224 gross square feet with associated surface parking.

The immediate surrounding area is comprised of office, hotel, and institutional uses. The Pentagon Federal Credit Union is located to the north, Cuisine Solutions to the east, Cherokee Informational Services northeast, Springhill Suites to the west, and the beltway to the south. Strayer University's Alexandria campus is located within said office park to the east of this site at 2730 Eisenhower, and was permitted by a Special Use Permit (SUP #2685 and #2002-0036).



PROPOSAL

The applicant proposes to operate a private academic school (Stratford University campus) including 494 classroom seats, an auditorium, and an educational accessory restaurant. The overall student enrollment is projected at 900 total students with a maximum of 160 students and 55 staff members attending each session with three sessions occurring per day. Due to specialized classrooms designed for offered courses such as the culinary arts and anatomy, the University's classroom utilization is low at 32% utilization of the total seats.

Hours of Operation: Limited to 8:30 am to 11:00pm

Students: 900 maximum enrollment, 160 per session

Sessions: Three sessions per day

Employees: Average of 55 staff members per session

Accessory Use: Educational/Private Restaurant

Noise: No noise impacts are expected

Trash/Litter: Trash will be collected from an onsite dumpster twice a week

ZONING/MASTER PLAN DESIGNATION

The subject property is located in the OCM (100)/Office commercial medium zone. Section 4-1003(X) of the Zoning Ordinance allows a private academic school with more than 20 students on the premises at any one time in an office commercial zone with a Special Use Permit.

The proposed use is consistent with the King Street/Eisenhower Avenue Small Area Plan chapter of the Master Plan which designates the property for office and commercial use.

PARKING

According to Section 8-200(A)(11) of the Zoning Ordinance, a private academic school requires one space per two seats. The school will contain 494 total seats, however the utilization projections estimate 160 students and 55 staff will be present at the campus at any one time. Based on the requirement of one space per two seats, 80 spaces will be required for each session. The site contains 135 onsite parking spaces and 115 leased off-site parking spaces for a total of 250 parking spaces.

II. STAFF ANALYSIS

Staff recommends approval of the applicant's request to operate a private academic school, Stratford University, at 2900 Eisenhower Avenue. The private academic school is an appropriate use in the Alexandria Tech Center, and will provide additional educational opportunities within the City with no significant impacts to the surrounding community. The applicant will provide required parking either on-site or within walking distance of the school.

The accessory restaurant will be utilized for culinary educational purposes only. The restaurant allows the school to offer students an opportunity to perform a realistic dining service to private invitees. The restaurant will not be open to the public. The service operation will be limited to two events per week.

Subject to the conditions contained in Section III of this report, staff recommends approval of the Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The special use permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. The maximum number of students that may attend the Stratford University private academic school at any one time shall be 160 students. (P&Z)

3. The applicant shall maintain sufficient parking on-site and within 300 feet to support its number of students, based on a ratio of one space for each two occupied seats. (P&Z)

4. The educational accessory restaurant shall not be open to the public and is limited to two events per week. (P&Z)

5. The applicant shall screen its on-site dumpster to the satisfaction of the Director of the Department of Planning and Zoning. (P&Z)

6. New rooftop mechanical equipment must be screened. (P&Z)

7. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

8. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

9. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

10. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

11. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line.(T&ES)

12. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up to prevent an unsightly or unsanitary accumulation once each day that the business is open to the public. (T&ES)

13. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

14. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new

or revised conditions are needed. (P&Z)

STAFF: Joanna C. Anderson, Acting Deputy Director for Land Use and Administration; Amber K. Wheeler, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services

F-1 This property and building are located within the 100-yr floodplain. Due to the fact that this SUP does not amount to a "Substantial Improvement" as defined by City ordinance, this project is not subject to the Floodplain District regulations. However, the owner(s) of this property should be advised that flooding can and does occur at this location up to approximately elevation 11' (City Datum) and to ensure safety the project the owner(s) is advised to comply with Section 6-307 (D) "Water heaters, furnaces, electrical distribution panels and other critical mechanical or electrical installations shall not be installed below the 100-year-flood level. Separate electrical circuits that serve areas below the 100-year-flood level shall be dropped from above." (T&ES)

F-2 It is also advised that no food storage or preparation areas be located below the 100-year-flood level (elevation 11'). (T&ES)

R-1 Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

R-2 All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

R-3 The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

R-4 Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R-5 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line.(T&ES)

R-6 Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up to prevent an unsightly or unsanitary accumulation once each day that the business is open to the public. (T&ES)

R-7 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

C-1 Per Section 6-307 Other Conditions, (B):
"All uses, activities and development occurring within any floodplain district shall only be undertaken in strict compliance with the Virginia Uniform Statewide Building Code (VA USBC)." T&ES)\

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. (T&ES)

C-3. The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99).

C-4 In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Code Enforcement

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Services Division Chief at ken.granata@alexandriava.gov or 703-746-4193.

C-1 A Certificate of occupancy shall be obtained prior to any building change of occupancy.

C-2 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-3 A fire prevention code permit is required for the proposed operation. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application.

C-4 Alterations to the existing structure and/or installation and/or altering of equipment therein requires a building permit. Five sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application. The plans must include all dimensions, construction alterations details, kitchen equipment, electrical, plumbing, and mechanical layouts and schematics.

C-5 The following code requirements apply where food preparation results in the development of grease laden vapors:

(a) All cooking surfaces, kitchen exhaust systems, grease removal devices and hoods are required to be protected with an approved automatic fire suppression system.

(b) A grease interceptor is required where there is drainage from fixtures and equipment with grease-laden waste located in food preparation areas of restaurants.

Food waste grinders can not discharge to the building drainage system through a grease interceptor.

C-6 A rodent control plan shall be submitted to this office for review and approval prior to occupancy. This plan shall consist of the following:
(a) Measures to be taken to control the placement of litter on site and the trash storage and pickup schedule.
(b) How food stuffs will be stored on site.
(c) Rodent baiting plan.

C- 7 Any increase in occupancy must be supported by the required number of restroom facilities within the structure in accordance with the USBC / International Plumbing Code.

Health

C-1 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.

C-2 Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a $200.00 plan review fee payable to the City of Alexandria.

C-3 Plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

C-4 Facilities engaging in the following processes may be required to submit a HACCP plan: Smoking as a form of food preservation; curing food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; and sprouting seeds or beans.

C-5 A Certified Food Manager shall be on-duty during all operating hours.

C-6 The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

C-7 Wood flooring in eating areas shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent. In many cases, original wooden flooring in historical structures may not be suitable for food service facilities.

Parks and Recreation

No comments received

Police Department

No comments received.

Human Services

No comments received.

June

Point of contact for questions concerning this application: Mark Slusher 804 697 3551 mark.slusher@thalhimer.com

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00021

PROPERTY LOCATION: 2900 Eisenhower Ave (Tech Center Office Park)

TAX MAP REFERENCE: 071.04-02-10 **ZONE:** OCM-100

APPLICANT:

Name: American Transportation Institute (T/A Stratford University)

Address: 3201 Jermantown Rd Suite 500 Fairfax VA 22030

PROPOSED USE: Education greater than 20 students. Stratford University

[✓] **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[✓] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[✓] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Stratford University	John Davi	3/25/13
Print Name of Applicant or Agent	Signature	Date
3201 Jermantown Rd #600	703 539 6894	
Mailing/Street Address	Telephone #	Fax #
Fairfax VA 22030	Jdovi@stratford.edu	
City and State Zip Code	Email address	

ACTION - PLANNING COMMISSION DATE:

ACTION - CITY COUNCIL DATE:

SUP # 2013-00021

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 2900 Eisenhower Ave (Property Address), I hereby grant the applicant authorization to apply for the School (use) use as described in this application.

Name: 2900 Eisenhower Investor, LLC (Please Print) c/o RUBENSTEIN PARTNERS Phone 215-399-4720

Address: 2929 ARCH ST, 28TH FLOOR, PHILADELPHIA, PA 19104 Email: bhuffman@rubensteinpartners.com

Signature: [signature] Date: 3/22/13

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

   [✓] Required floor plan and plot/site plan attached.

   [ ] Requesting a waiver. See attached written request.

2. The applicant is the *(check one)*:
   [ ] Owner
   [ ] Contract Purchaser
   [✓] Lessee or
   [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Stratford University owned 100% by Dr. and Mrs. Richard Shurtz

SUP #2013-00021

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[✓] **Yes.** Provide proof of current City business license Duncan Blair of Land Carroll & Blair 524 King Street

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

Please see attached.

SUP2013-00021

NARRATIVE DESCRIPTION

3.) The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary).

Stratford University is a nationally accredited institution of higher learning by the Accrediting Council for Independent Colleges and Schools (ACICS) offering over 28 degree programs in the four primary academic disciplines of Hospitality Management, Business, Healthcare, Culinary and Hospitality Management, and Information Technology. Founded in Falls Church Virginia in 1976, Stratford transformed itself from a small vocational school to the multidisciplinary university it is today, which provides degrees at the Associates, Bachelors, and Masters Degree levels. Stratford currently has six campuses (Falls Church and Woodbridge, VA; Baltimore, MD; Richmond and Newport News, VA; and New Delhi, India.) and will open its seventh campus this year in Virginia Beach, VA. Over the next five years, Stratford anticipates opening ten more campuses throughout the South and Eastern United States. Stratford targets its U.S. Student body to be collectively composed of approximately 25% International, 25% military, and 50% domestic students. Stratford has over 700 students receiving post graduate Optimal Practical Training (OPT), STEM extensions, which is TWICE the combined total of the entire Ivy League population of such students, and more than any other U.S. school. Their Alexandria location, if approved, would offer courses and degrees in all four of Stratford's primary academic disciples.

SUP #2013-00021

USE CHARACTERISTICS

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

[✓] a new use requiring a special use permit,

[ ] an expansion or change to an existing use without a special use permit,

[ ] an expansion or change to an existing use with a special use permit,

[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

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

A full capacity approximately 200 students per session. Three sessions per day

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

25± Faculty and Staff during any given session

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

Day:	Hours:
Monday through Friday	8:30 AM until 11:00 PM

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

No increase in noise from current use as a Class A office building

B. How will the noise be controlled?

N/A

SUP # 2013-00021

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

There will be up to four teaching cullinary kitchens that are vented to roof of five (5) story building. No adverse odor is anticipated at ground level.

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

Typical office refuse and some food and other refuse typical of restaurants. Separate collection of food products in existing screened dumpster area.

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

C. How often will trash be collected?

Twice per week

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

We will monitor and pick up any trash around building. Use is essentially same as office building in this regard

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

SUP # 2013-00021

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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

there will be a security officer on premises from 5:00 PM to 11:00PM during terms of building occupancy

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[✓] Yes [ ] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

Some Stratford campuses have a small teaching restaurant that is available to public at very limited times of year, and that serves wine and beer with the meal. No decision as to whether this location will have such a restaurant has been made.

SUP # 2013-00021

PARKING AND ACCESS REQUIREMENTS

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

240± Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces.

_____ Other.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A _____

Does the application meet the requirement?

[ ] Yes [ ] No

B. Where is required parking located? *(check one)*

[✓] on-site

[✓] off-site

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

parking deck adjacent to building less than 500 feet away.

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? one

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____

Does the application meet the requirement?

[ ] Yes [ ] No

SUP # 2013-00021

B. Where are off-street loading facilities located? East side of Building

C. During what hours of the day do you expect loading/unloading operations to occur?

8:00 - 10:00 Am 4:00 to 6:00 PM

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Eight (8) times per week

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate. Site is also close to Metro Rail and bus stops. A morning and end of business day shuttle to metro is provided by The Office Park and Stratford plans to have its own shuttle to Metro at end of 11:00 PM classes

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

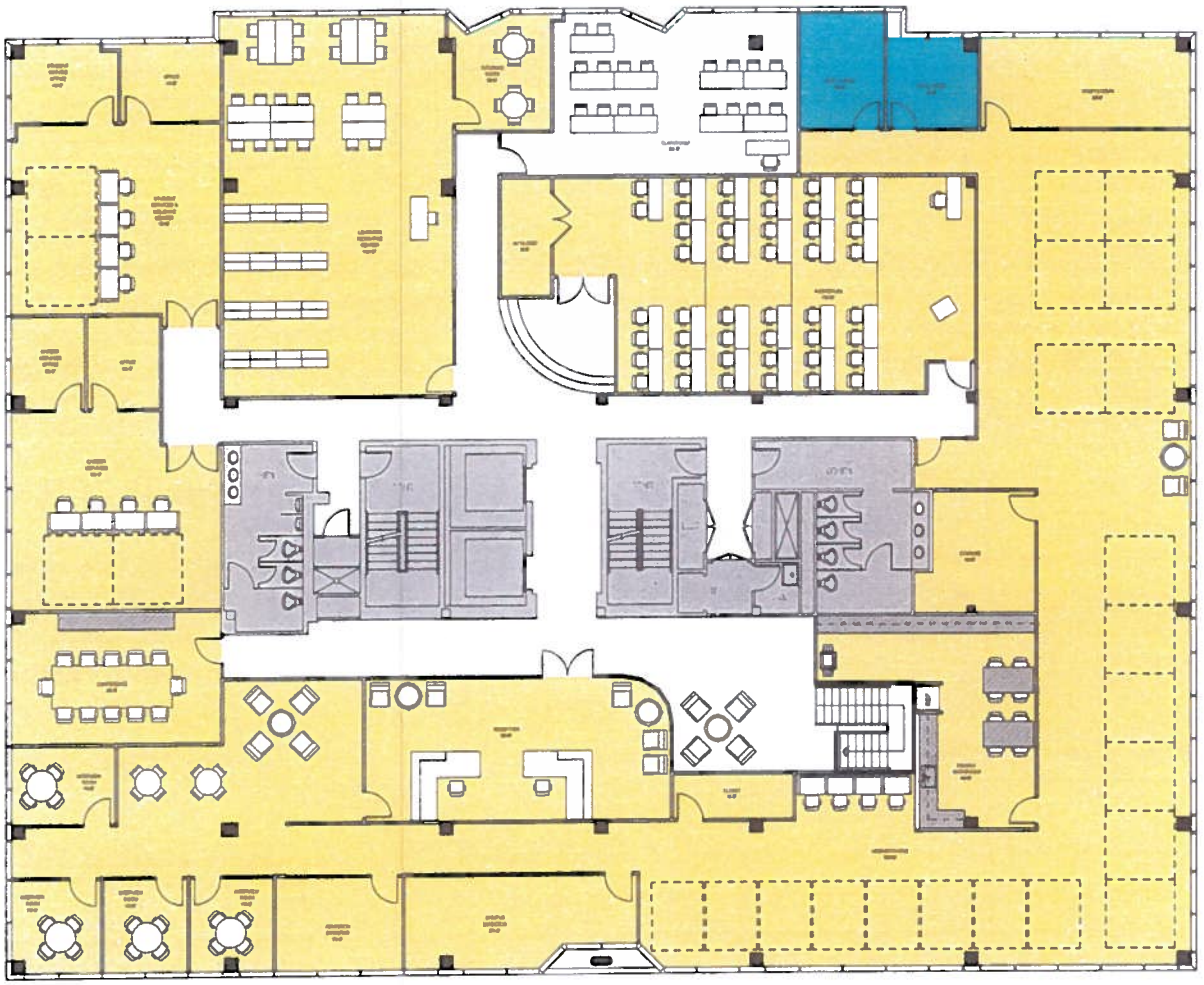
69,000 sq. ft. (existing) + 0 sq. ft. (addition if any) = 60,000 sq. ft. (total)

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

[✓] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe: _____

End of Application

SUP2013-00021



20

STRATFORD UNIVERSITY

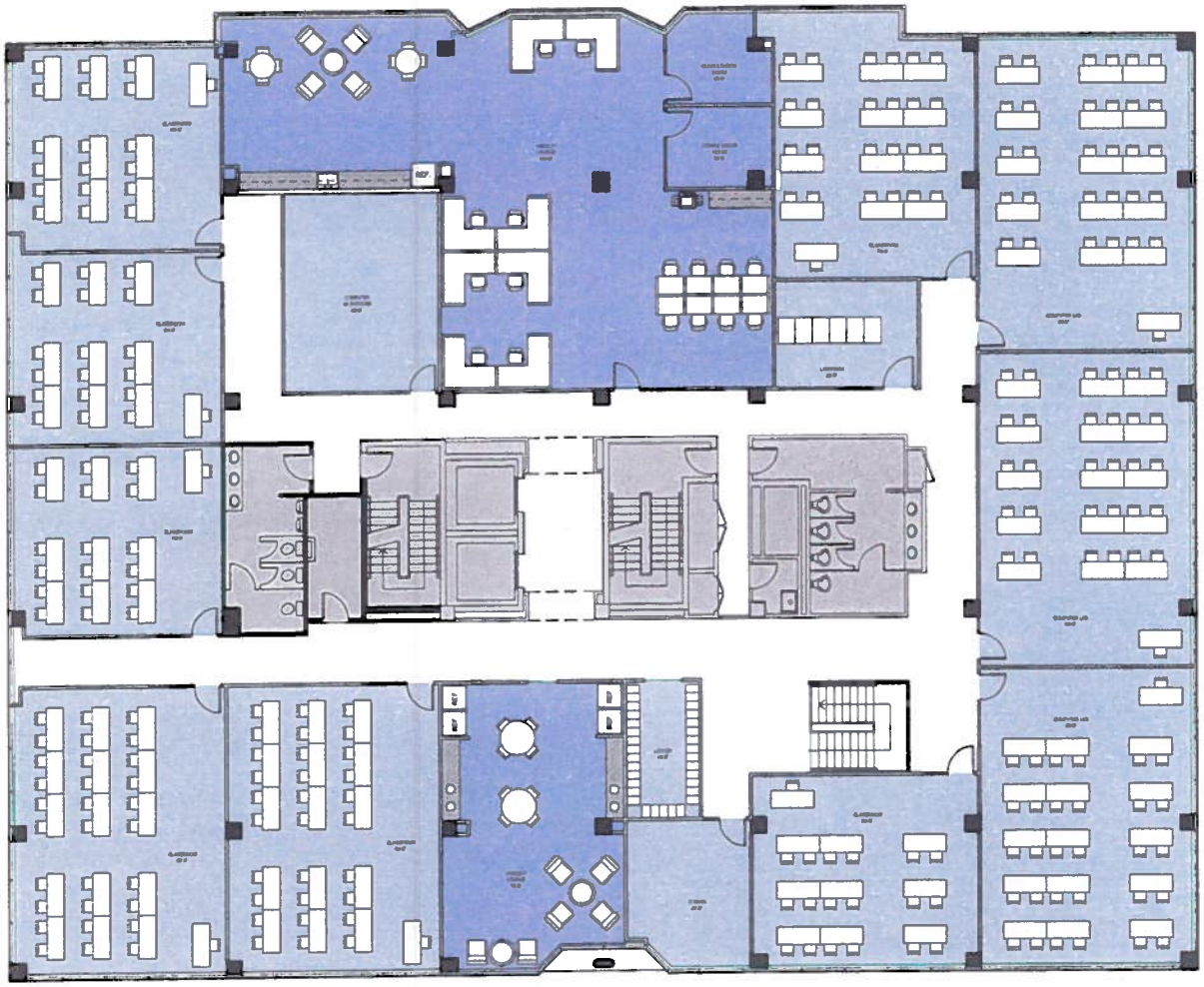
2900 EISENHOWER AVE. ALEXANDRIA, VA
22 MARCH 13
SCALE: N.T.S.

2ND FLOOR PRELIMINARY FLOOR PLAN

ARCHITECTS

1ST Floor is only a lobby and parking lot.
Total Building 60,000 ± Square Feet
Stratford University will occupy entire Building

SUP2013-00021



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STRATFORD UNIVERSITY

2900 EISENHOWER AVE. ALEXANDRIA, VA
22 MARCH 13
SCALE: N.T.S

3RD FLOOR PRELIMINARY FLOOR PLAN

ARCHITECTS

SUP2013-00021



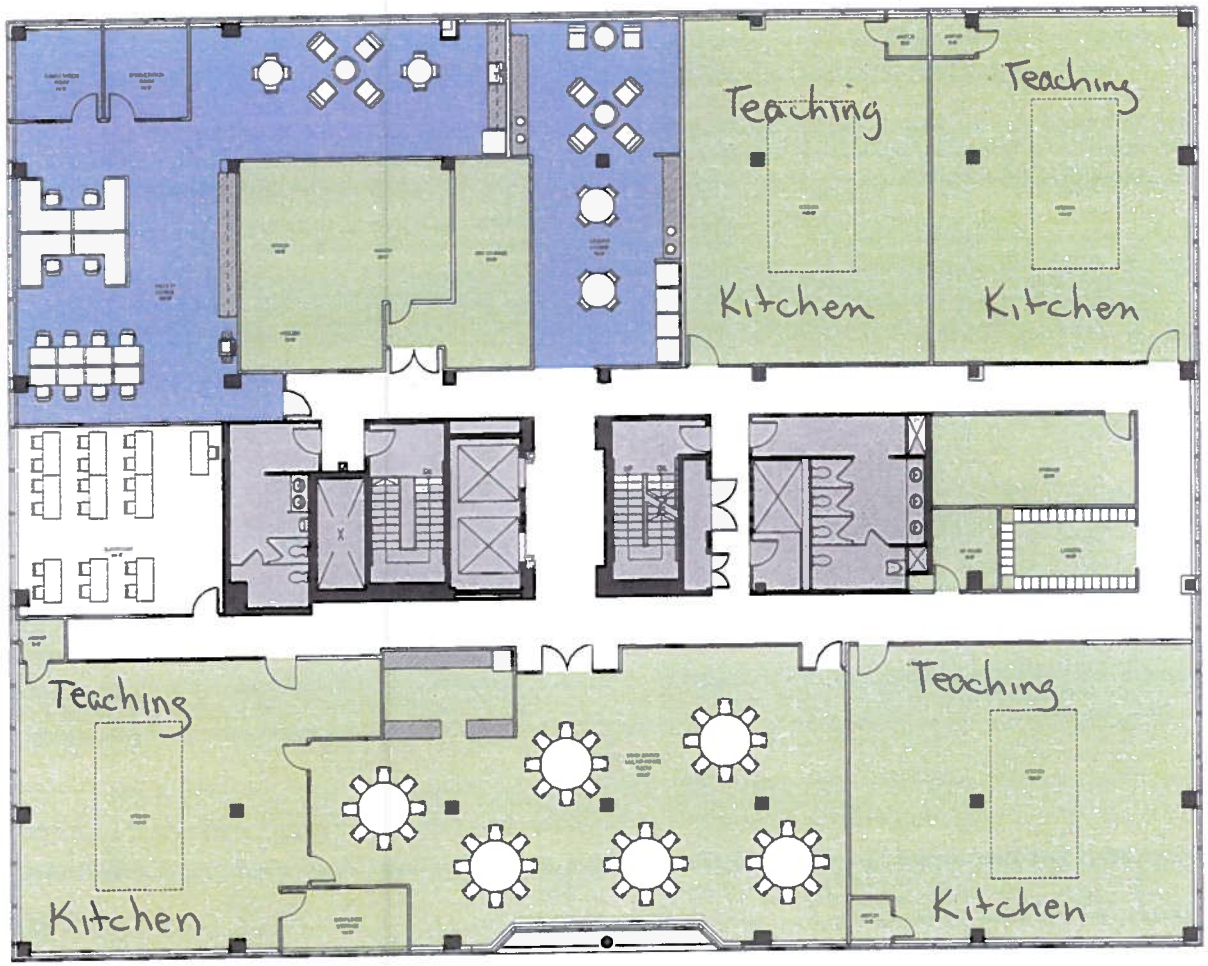
22

STRATFORD UNIVERSITY

2900 EISENHOWER AVE. ALEXANDRIA, VA
22 MARCH 13
SCALE: N.T.S

4TH FLOOR PRELIMINARY FLOOR PLAN

ARCHITECTS



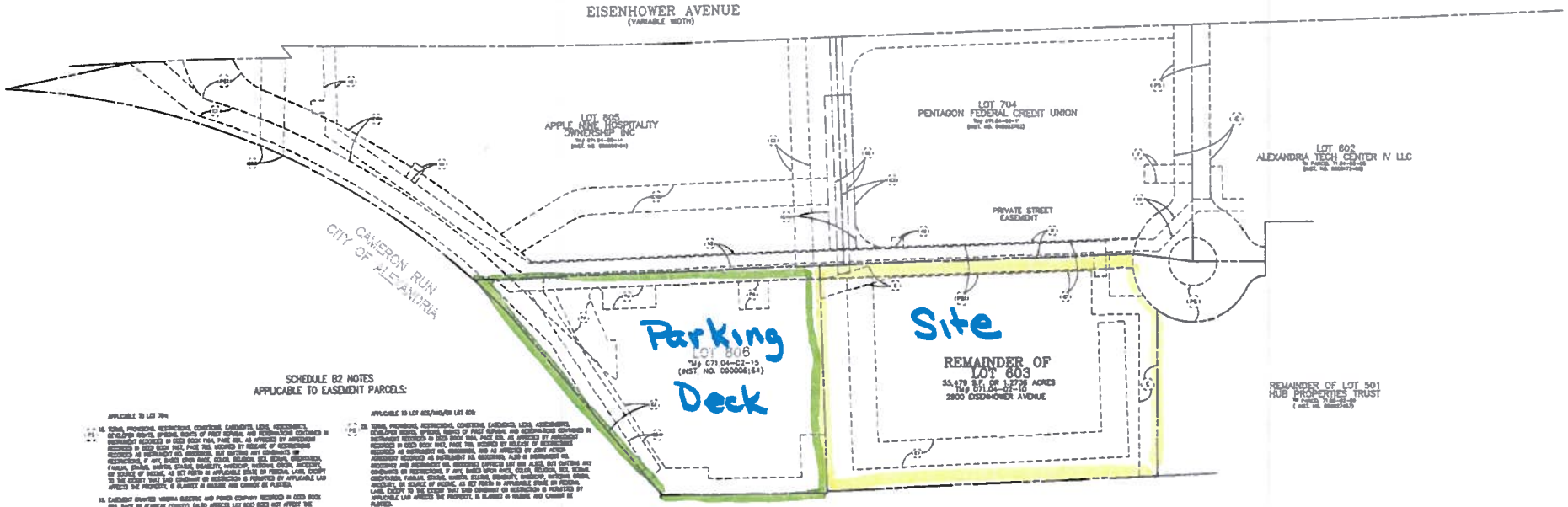
STRATFORD UNIVERSITY

2900 EISENHOWER AVE. ALEXANDRIA, VA
22 MARCH 13
SCALE: N.T.S

5TH FLOOR PRELIMINARY FLOOR PLAN

ARCHITECTS

SUP2013-00021



24

SCHEDULE B2 NOTES
APPLICABLE TO EASEMENT PARCELS:

APPLICABLE TO LOT 704

16. EASEMENT GRANTED VIRGINIA ELECTRIC AND POWER COMPANY RECORDED IN DEED BOOK 1154, PAGE 94 (FAIRFAX COUNTY). (ALSO AFFECTS LOT 602) DOES NOT AFFECT THE PROPERTY.

20. EASEMENT GRANTED CITY OF ALEXANDRIA, VIRGINIA, SANITATION AUTHORITY RECORDED IN DEED BOOK 1014, PAGE 194. (ALSO AFFECTS LOT 602) AFFECTS THE PROPERTY, IS BLANKET IN NATURE AND CANNOT BE PLOTTED.

21. DEED OF SUBDIVISION, DEDICATION AND EASEMENTS RECORDED IN DEED BOOK 1014, PAGE 85 AND WATERS SHOWN ON PLAT ATTACHED THEREIN. (ALSO AFFECTS LOT 602) DOES NOT AFFECT THE PROPERTY.

23. EASEMENT AGREEMENT, INGRESS/EGRESS, EMERGENCY VEHICLE AND PUBLIC MAINTENANCE EASEMENT GRANTED CITY OF ALEXANDRIA, VIRGINIA RECORDED AS INSTRUMENT NO. 040012036. (ALSO AFFECTS LOT 602, AND LOT 602) AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

25. EASEMENTS GRANTED VIRGINIA—AMERICAN WATER COMPANY RECORDED IN DEED BOOK 1100, PAGE 1021, AND IN DEED BOOK 1130, PAGE 1023. AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

24. DEED OF RESUBDIVISION RECORDED IN DEED BOOK 1219, PAGE 1989, AND WATERS SHOWN ON PLAT ATTACHED THERETO. (ALSO AFFECTS LOT 602) AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY AS LOT 704.

25. DEP FACILITIES MAINTENANCE MONITORING AGREEMENT WITH THE CITY OF ALEXANDRIA, VIRGINIA RECORDED AS INSTRUMENT NO. 050000434 DOES NOT AFFECT THE PROPERTY.

26. EASEMENT GRANTED VIRGINIA ELECTRIC AND POWER COMPANY RECORDED AS INSTRUMENT NO. 050000435 DOES NOT AFFECT THE PROPERTY.

27. DEED OF WATERLINE EASEMENT, EMERGENCY VEHICLE EASEMENT AND BUS STOP EASEMENT WITH THE CITY OF ALEXANDRIA, VIRGINIA, AND THE VIRGINIA-AMERICAN WATER COMPANY RECORDED AS INSTRUMENT NO 050000436 AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

28. EASEMENT GRANTED VERIZON VIRGINIA INC. RECORDED AS INSTRUMENT NO. 050000444 AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

APPLICABLE TO LOT 602/603/704 LOT 806

29. TERMS, PROVISIONS, RESTRICTIONS, CONDITIONS, EASEMENTS, LIENS, ASSESSMENTS, DEVELOPER RIGHTS, OPTIONS, RIGHTS OF FIRST REFUSAL AND RESERVATIONS CONTAINED IN INSTRUMENT RECORDED IN DEED BOOK 1154, PAGE 835, AS AFFECTED BY AGREEMENT RECORDED IN DEED BOOK 1443, PAGE 1224, MODIFIED BY RELEASE OF RESTRICTIONS RECORDED AS INSTRUMENT NO. 050000435, AND AS AFFECTED BY JOINT ACCESS AGREEMENT RECORDED AS INSTRUMENT NO. 050000436. ALSO AS INSTRUMENT NO. 050000444 AND INSTRUMENT NO. 050000445 (AFFECTS LOT 602 ALSO), BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW AFFECTS THE PROPERTY, IS BLANKET IN NATURE AND CANNOT BE PLOTTED.

30. EASEMENT GRANTED VIRGINIA PUBLIC SERVICE COMPANY RECORDED IN LIBER A, NO. 13, PAGE 57 (FAIRFAX COUNTY) DOES NOT AFFECT THE PROPERTY.

31. EASEMENT GRANTED VIRGINIA ELECTRIC AND POWER COMPANY RECORDED IN DEED BOOK 304, PAGE 143, DEED BOOK 670, PAGE 466, AND INSTRUMENT NO. 980004465 AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

32. EASEMENT GRANTED VIRGINIA ELECTRIC AND POWER COMPANY RECORDED AS INSTRUMENT NO. 990000185. (ALSO AFFECTS LOT 602) AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

33. DEED OF SUBDIVISION, RECORDED IN DEED BOOK 1154, PAGE 313, AND WATERS SHOWN ON PLAT ATTACHED THEREIN DOES NOT AFFECT THE PROPERTY.

34. DEED OF EASEMENTS GRANTED CITY OF ALEXANDRIA, VIRGINIA RECORDED IN DEED BOOK 1339, PAGE 1826, AS PARTIALLY VACATED BY DEED OF RESUBDIVISION RECORDED IN DEED BOOK 1219, PAGE 1989, AND AS AFFECTED BY DEED OF VACATION RECORDED AS INSTRUMENT NO. 040012036. (ALSO AFFECTS LOT 602) AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

35. EASEMENT GRANTED VIRGINIA—AMERICAN WATER COMPANY RECORDED AS INSTRUMENT NO. 040012036. (ALSO AFFECTS LOT 602) AFFECTS THE PROPERTY AND IS PLOTTED ON THE SURVEY.

36. EASEMENT GRANTED THE COMMONWEALTH OF VIRGINIA RECORDED AS INSTRUMENT NO. 040012036. (ALSO AFFECTS LOT 602) DOES NOT AFFECT THE PROPERTY.

37. PARKING AND ACCESS EASEMENT AGREEMENT, RECORDED AS INSTRUMENT NO. 050000964. (ALSO AFFECTS LOT 602) AFFECTS THE PROPERTY AND IS SHOWN ON THE SURVEY.

38. STORM WATER DRAINAGE EASEMENT AGREEMENT RECORDED AS INSTRUMENT NO. 050000965. (ALSO AFFECTS LOT 602) AFFECTS THE PROPERTY AND IS SHOWN ON THE SURVEY.

39. DEED OF RESUBDIVISION RECORDED AS INSTRUMENT NO. 050001597, AND WATERS SHOWN ON PLAT ATTACHED THEREIN AFFECTS THE PROPERTY AND IS SHOWN ON THE SURVEY AS LOTS 602 AND 603.

40. DEED OF EASEMENT GRANTED CITY OF ALEXANDRIA, VIRGINIA RECORDED AS INSTRUMENT NO. 050001597 AFFECTS THE PROPERTY AND IS SHOWN ON THE SURVEY.

41. MEMORANDUM OF EMPLOYMENT AGREEMENT RECORDED AS INSTRUMENT NO. 050001598 AFFECTS THE PROPERTY, ELEMENT IS BLANKET AND CANNOT BE PLOTTED.

42. EASEMENT GRANTED VIRGINIA ELECTRIC AND POWER COMPANY DATED FEBRUARY 10, 1948, RECORDED IN DEED BOOK 653, PAGE 82 (FAIRFAX COUNTY). (AFFECTS LOT 602 ONLY) DOES NOT AFFECT THE PROPERTY

EASEMENT LEGEND

(21) 24' INGRESS-EGRESS & EMERGENCY VEHICLE EASEMENT (DB 1178, PG 1708)
(22) 15' VDHCD ESM'T (DB 1223, PG 436)
(23) PRIVATE STREET INGRESS/EGRESS ESM'T (DB 1154, PG 931)
(24) 22' EMERGENCY VEHICLE ESM'T (DB 1180, PG 1801)
(25) 16' WATERLINE ESM'T (DB 1202, PG 274) (DB 1204, PG 2015)
(26) 10' SANITARY SEWER ESM'T (DB 1178, PG 1708) (DB 1180, PG 1801)
(27) EX. 24' INGRESS/EGRESS EMERGENCY VEHICLE EASEMENT AND PUBLIC MAINTENANCE ESM'T (INST. NO. 040012036) (INST. NO. 040012036)
(28) 16' WATERLINE ESM'T (DB 1161, PG 1873) (DB 1170, PG 1833)
(29) PRIVATE STREET INGRESS/EGRESS ESM'T (DB ____ PG ____)
(30) INGRESS/EGRESS AND EMERGENCY VEHICLE ACCESS EASEMENT (INST. NO. 050000436)
(31) 16' WATERLINE ESM'T (INST. NO. 050000435)
(32) 15' VERIZON ESM'T (INST. NO. 050000444)
(33) 15' VDHCD ESM'T (INST.# 100008453)
(34) DOMINION POWER EASEMENT (INST. NO. 040040866)
(35) 16' WATERLINE ESM'T (INST. NO. 040012036)
(36) PARKING AND ACCESS EASEMENT (INST. NO. 050000964)
(37) 10' STORM WATER DRAINAGE EASEMENT (INST. NO. 050000965)
(38) 22' EMERGENCY VEHICLE ACCESS EASEMENT (INST. NO. 100008788)
(39) 16' WATERLINE ESM'T (INST. NO. 100008788)

COMMONWEALTH OF VIRGINIA
RICHARD C. BURKE
Lic. No. 0201
LAND SURVEYOR

ALTA/ACSM LAND TITLE SURVEY

OF THE RESUBDIVISION AND CONSOLIDATION OF LOT 602 AND PARCEL C
LESS AND EXCEPT 1,676 S.F. TO V.D.O.T.
OF THE LANDS OF

ALEXANDRIA TECH CENTER ASSOCIATES

(DEED BOOK 1178, PAGE 1708)
(INSTRUMENT NO. 050007981)

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 30' DATE: JULY 1, 2010

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

REVISION	
7/27/10	ADDRESS CHANGE
7/27/10	ROMA BOULEVARD (WEST)

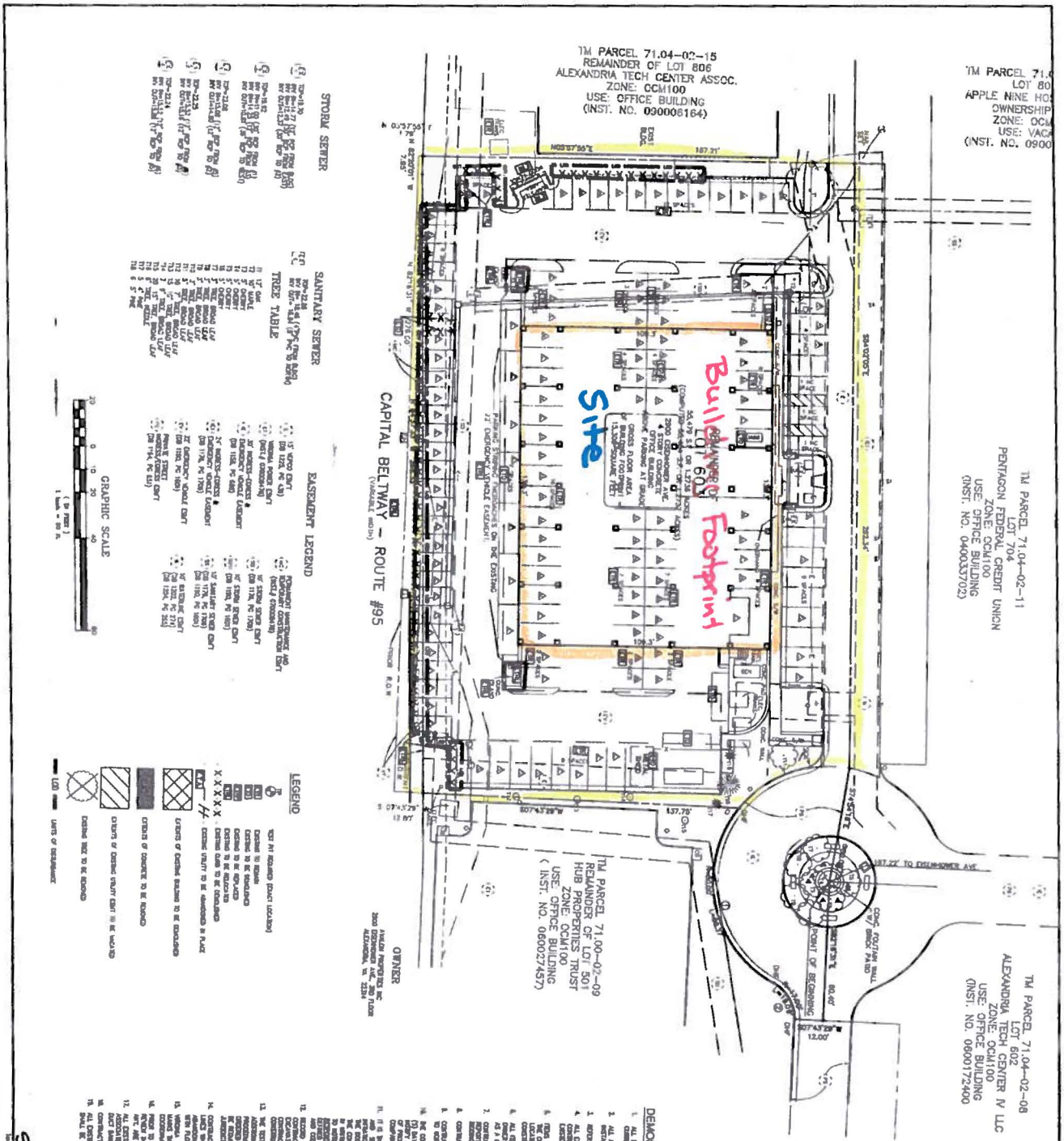
Bowman CONSULTING

Bowman Consulting Group, Ltd.
2100 Eisenhower Avenue, Suite 202
Alexandria, Virginia 22314

Phone (703) 549-2100
Fax (703) 549-2106
www.bowmanconsulting.com

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BCG PROJECT NO: 1114-02-001 | Drafted | Checked | Date: 02 | SHEET 1 OF 2



DEMOLITION NOTES:

1. ALL DEMOLITION SHALL BE PERFORMED IN STRICT COMPLIANCE WITH THE CURRENT REGULATIONS OF THE CITY OF ALEXANDRIA.
2. ALL APPLICABLE CODES AND REGULATIONS GOVERNING SHALL BE INSTALLED PRIOR TO COMMENCING DEMOLITION.
3. REFER TO GENERAL NOTES SHEET C-1 FOR ADDITIONAL NOTES.
4. ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN PER PLANS. RECORDS, EXISTENCE AND LOCATION OF EXISTING UTILITIES
5. ITEMS SHOWN TO BE DEMOLISHED SHALL BE CAREFULLY REMOVED AND STORED BY CONTRACTOR. CONTRACTOR SHALL VERIFY ALL ITEMS NOTED WITH THE OWNER PRIOR TO COMMENCING.
6. ALL ITEMS SHOWN REMOVED BETWEEN THE CONTRACTOR AND THE OWNER PRIOR TO THE START OF ANY DEMOLITION. ANY ITEMS DAMAGED BY THE CONTRACTOR AT A RESULT OF THE DEMOLITION SHALL BE REPLACED BY THE CONTRACTOR PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
7. CONTRACTOR TO FIELD VERIFY CONDITIONS, APPROVED PLANS AND CLARIFY SCOPE OF WORK WITH OWNER PRIOR TO DEMOLITION. CONTRACTOR TO VERIFY LOCATIONS OF ALL EXISTING UTILITIES AND SERVICES PRIOR TO DEMOLITION. REPORT ANY DISCREPANCIES TO THE ENGINEER OF RECORD IMMEDIATELY.
8. CONTRACTOR TO FIELD VERIFY CONDITIONS, APPROVED PLANS AND CLARIFY SCOPE OF WORK WITH OWNER PRIOR TO DEMOLITION. REPORT ANY DISCREPANCIES TO THE ENGINEER OF RECORD IMMEDIATELY.
9. CONTRACTOR MUST ABIDE TO ALL SAFETY REGULATIONS SET BY O.S.H.A.
10. CONTRACTOR SHALL SECURE A CITY OF ALEXANDRIA CONSTRUCTION PERMIT PRIOR TO ISSUING OF PUBLIC SPACE.
11. THE CONTRACTOR SHALL CALL "MISS UTILITY" AT 1-800-552-7001 AT LEAST 72 HOURS BUT NOT MORE THAN 10 DAYS PRIOR TO THE START OF WORK. THE CONTRACTOR/EXCAVATOR MUST NOTIFY ALL UTILITY COMPANIES THAT ARE NOT A MEMBER OF "MISS UTILITY" OF PROPOSED EXCAVATION AND MAKE THOSE FACILITIES LOCATED BY THE RESPECTIVE COMPANIES PRIOR TO COMMENCING EXCAVATION.
12. ALL DEPARTMENTS OF THE CONTRACTOR IS STRICTLY ALL OF THE DRAWINGS AND SPECIFICATIONS SHALL BE IN FULL CONFORMANCE WITH THE LOCAL REGULATIONS AND CODES.
13. THE EXISTING UTILITIES SHOWN ARE PREMINARY AND SUBJECT TO REVISIONS. ADDITIONAL TEST PITS MAY BE REQUIRED, FOLLOWING "UTILITY MARK-OUT" BY THE CONTRACTOR TO VERIFY EXACT LOCATIONS OF EXISTING UTILITIES. ALL EXISTING UTILITIES SHALL BE PROTECTED (TYP.) AS IF REQUIRED SHOULD PROPOSED UTILITY LOCATIONS BE REVISED, PRIOR TO FINAL APPROVAL.
14. LIMITS WHICH ARE SHOWN ON THE PLANS FOR CUT OF ALL EXISTING SURFACE ITEMS SHALL BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL EXTEND THE CUT AS REQUIRED SHOULD PROPOSED UTILITY LOCATIONS BE REVISED, PRIOR TO FINAL APPROVAL.
15. WHERE PAVEMENT IS TO BE REMOVED, CUT AND CAP ALL EXISTING WATER MAINS AND SERVICES AS DIRECTED BY THE CITY OF ALEXANDRIA. CONTRACTOR SHALL CUT AND CAP ALL EXISTING WATER MAINS AND SERVICES AS DIRECTED BY THE CITY OF ALEXANDRIA. CONTRACTOR SHALL COORDINATE ALL EXISTING WATER MAIN REMOVAL WITH WSAA.
16. PRIOR TO THE REMOVAL OF ANY SIDEWALK, CONTRACTOR AND OWNER SHALL MUTUALLY AGREE UPON THE EXTENT OF SIDEWALK TO BE REMOVED. ALL REMOVED SIDEWALK SHALL BE REPLACED TO EXTREME WIDTH POSSIBLE, IF APPLICABLE, AND IS TO BE LEFT IN PLACE. CONTRACTOR TO SAWCUT WIDTH POSSIBLE, IF APPLICABLE, AND IS TO BE LEFT IN PLACE. CONTRACTOR TO SAWCUT AND REMOVE SIDEWALK TO NEAREST JOINT.
17. ALL EXISTING UTILITY POLES ADJACENT TO THE SITE TO BE REMOVED, ALL ASSOCIATED GUY WIRES AND ANCHORS SHALL BE REMOVED. CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES FOR REMOVAL OF POLES AND GUY WIRES. ALL POLES TO BE REMOVED SHALL BE FILLED WITH ACCEPTABLE FILL OR CONCRETE.
18. CONTRACTOR SHALL NOTIFY ADJACENT PROPERTIES PRIOR TO DEMOLITION OF ANY STRUCTURES. ALL EXISTING STORM AND SANITARY SEWERS THAT ARE TO BE ABANDONED IN PLACE SHALL BE FILLED WITH ACCEPTABLE FILL OR GROUT.

SIT86-0032 R1

ESI Peer Review

APPROVED
CITY PLAN NO. 86-032
Director of Transportation & Environmental Services

DATE	DESCRIPTION	BY
8/31/18	1st SUBMISSION	
12/7/18	2ND SUBMISSION	

SHEET: C5.00

ATC III/2900 EISENHOWER AVE

SITE PLAN

CITY OF ALEXANDRIA, VIRGINIA

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	BY	APPROVED	DATE

SHEET NAME: **EXISTING CONDITIONS AND DEMOLITION PLAN**

DESIGN ENGINEER / SURVEYOR

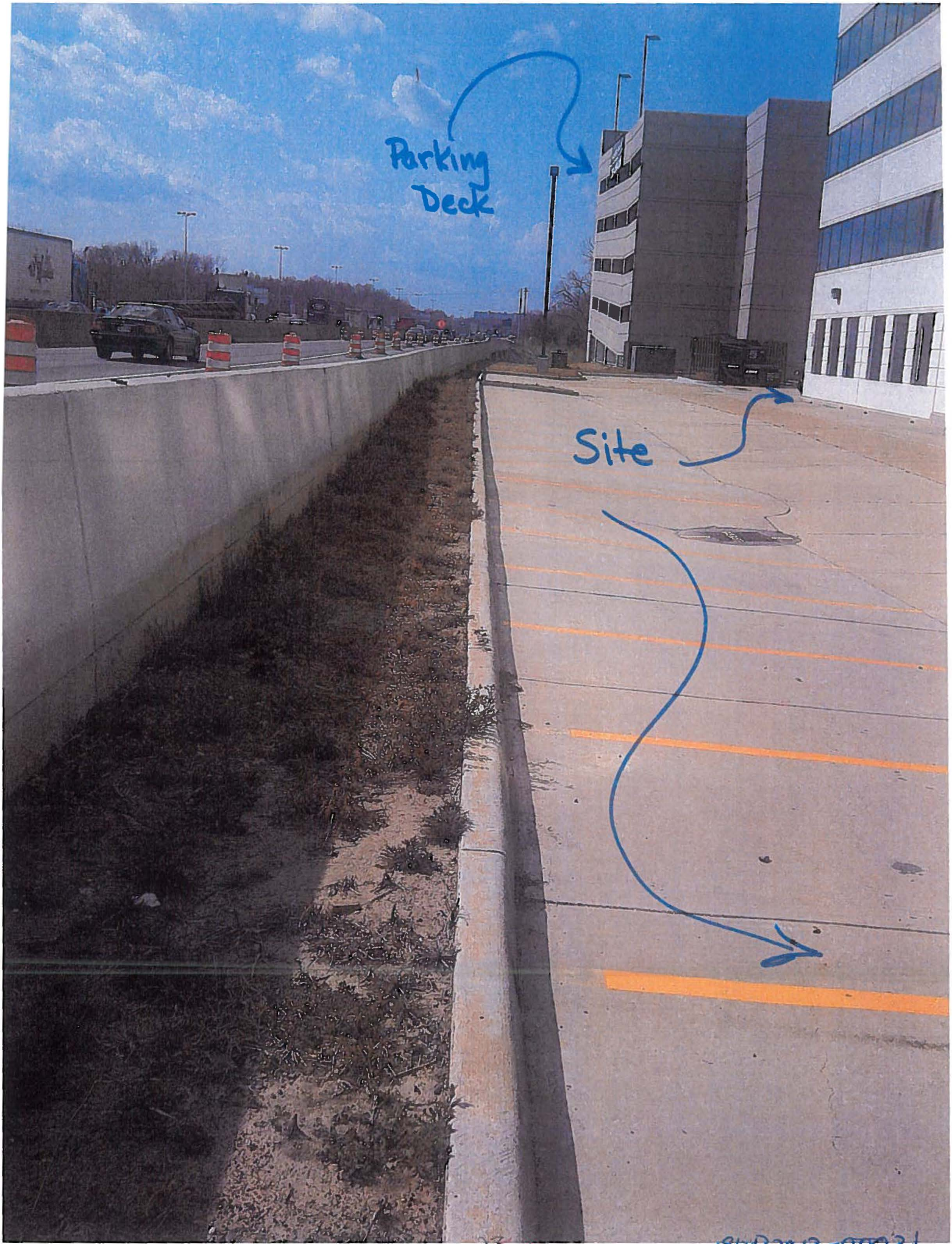
Bowman CONSULTING
Bowman Consulting Group, Ltd.
2121 Eisenhower Avenue, Suite 302
Alexandria, Virginia 22314
Phone: (703) 549-7188
Fax: (703) 683-8791
www.bowmanconsulting.com

SCALE: 1"=20' | DATE: AUGUST 2018 | DRAWN: CDP

PLAN STATUS

DATE	DESCRIPTION	DATE	DESCRIPTION
8/31/18	1st SUBMISSION	12/20/18	WORK SUBMISSION
12/7/18	2ND SUBMISSION		

SUP2018-00021



MHD2012-00021

SUP#2013-00021
2900 Eisenhower Avenue

- SUP request to operate a private academic school
- 160 students per session, three (3) sessions per day
- 494 seats (32% utilization)
- 135 onsite and 115 offsite parking spaces
- A private culinary class restaurant
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	SUP13-026	**Name:**	Child Care Home
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/22/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0026 5234 Seminary Road - Child Care Home Public Hearing and Consideration of a request for a child care home; zoned R-12/Single-family. Applicant: Maria I. Robles Planning Commission Action: Recommend Approval 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-026 Staff Report to CC SUP13-026 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	

Title

Special Use Permit #2013-0026
5234 Seminary Road – Child Care Home
Public Hearing and Consideration of a request for a child care home; zoned R-12/Single-family. Applicant: Maria I. Robles
Planning Commission Action: Recommend Approval 5-0

powered by Legistar™

Docket Item #4

Special Use Permit #2013-00026
5234 Seminary Road – Child Care Home

Application	General Data	
Consideration of a request to operate a child care home.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 5234 Seminary Road	**Zone:**	R-12/Single-Family
Applicant: Maria I. Robles	**Small Area Plan:**	Alexandria West

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

Staff Reviewers: Amber K. Wheeler amber.wheeler@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: By unanimous consent, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations.

Reason: The Planning Commission agreed with the staff analysis.


SEMINARY RD
SEMINARY RD
SITE
5234
ECHOLS AV
ECHOLS AV
KEY MAP
6/4/2013 N
SUP #2013-0026
5234 Seminary Rd.

I. DISCUSSION

The applicant, Maria I. Robles, requests Special Use Permit approval to operate a child care home at 5234 Seminary Road.

SITE DESCRIPTION

The subject site is one lot of record with approximately 45.01 feet of frontage on Seminary Road, 207.70 feet of depth and a total lot area of 9,921 square feet. The property is improved with a one story, single family detached residential dwelling.



The surrounding area is comprised of primarily single family residential dwellings.

PROPOSAL

The applicant proposes to provide child care in her home for up to nine children at one time. At this time she anticipates caring only for children ages three months through three years.

Hours of Operation: 6:30 a.m. – 6:00 p.m. Monday through Friday

Number of children: Nine

Play Area: Rear yard provides play area for children

ZONING/MASTER PLAN DESIGNATION

The subject property is located in the R-12 / Single Family Residential zone. Section 7-500(B) of the Zoning Ordinance allows a child care home in residential areas only with a Special Use Permit.

The proposed use is consistent with the Alexandria West chapter of the Master Plan which designates the property for residential uses.

PARKING

The Zoning Ordinance does not require any additional parking for child care homes than would be required for a residential use. Three off-street parking spaces are located on the applicant's property, and on-street public parking is available along Echols Avenue.

II. STAFF ANALYSIS

Staff recommends approval of the applicant's request to operate a child care home at said location. The operation will provide additional child care options in the City, which has a high demand for day care services. The site will maintain its primary residential use given that the overall scope of the operation is small at a maximum of nine children, which is consistent with zoning requirements and stated in recommended Condition #3.

Due to the length of the driveway (143 feet) and the (3) parking on-site spaces, staff considers parking to be adequate for the proposed child care home. The small size of the operation will result in a low number of pick-up and drop-off vehicular trips to the site each day. In addition, the applicant, staff, or clients will be required to escort children to and/or from vehicles. Therefore, in the unlikely event that off-street parking is unavailable for clients the children will be escorted by the parent or staff of the daycare to the facility (Condition #7). Staff has included similar condition language as an alternative option in other recent child care home cases.

Subject to the conditions contained in Section III of this report, staff recommends approval of the Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. The hours of operation of the child care home shall be limited to between 6:30am and 6:00pm, Monday through Friday. (P&Z)

3. The maximum number of children, including any resident children under the age of 14, that may be cared for in the home shall be nine. (P&Z)

4. This Special Use Permit shall not be effective unless and until the child care home is licensed by the Virginia Department of Social Services. (P&Z)

5. The applicant shall ensure that no vehicles double park on Echols Avenue for pick-up or drop-off. (T&ES)

6. No stopping, standing, or parking is permitted along Seminary Road for drop-off or pick-up. (T&ES)

7. The applicant, an assistant or parent must be available to escort children to and from the parent's cars at all times. (T&ES)

8. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

9. The special use permit is contingent upon the applicant receiving DCHS home study approval. (P&Z)

10. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

STAFF: Joanna C. Anderson, Acting Deputy Director for Land Use and Administration; Amber K. Wheeler, Urban Planner.

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.

IV. CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

F-1 The site is located on Seminary Road, which is 4-lane roadway with high traffic volumes and a 35 MPH speed limit. There are two potential drop-off and pick-up locations for this site. The first location is on site, which is accessed via a driveway off Seminary Road. The second location is on Echols Avenue, with an approximately 150' walk from the on-street parking to the home day care. Transportation staff generally favors the drop-off and pick-up location on Echols Avenue since the intersection of Seminary and Echols is signalized and allows for protected turns from Seminary Road to Echols Avenue and from Echols Avenue to Seminary Road.

While Transportation staff does not believe the use of the driveway should be prohibited as a drop-off and pick-up location, there are two primary limitations to exclusively using the driveway for drop-off and pick-up:

a. The driveway aisle is only 10' wide. If an entering vehicle meets an existing vehicle, there is no room for these cars to pass each other, which will require the exiting vehicle to back up into the parking area.
b. There is limited room on site for vehicles to turn around. Of the three parking spaces provided on site, at least one of the three spaces would need to be utilized to turn around in the driveway, which is imperative in order to avoid backing onto Seminary Road.

F-2 Transportation staff recommends that the applicant encourage parents to use Echols Avenue as their primary drop-off and pick-up location.

R-1 The applicant shall ensure that no vehicles double park on Echols Avenue for pick-up or drop-off. (T&ES)

R-2 No stopping, standing, or parking is permitted along Seminary Road for drop-off or pick-up. (T&ES)

R-3 The applicant, an assistant or parent must be available to escort children to and from the parent's cars at all times. (T&ES)

R-4 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

C-1 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. (T&ES)

Code Enforcement:

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Services Division Chief at ken.granata@alexandriava.gov or 703-746-4193.

C-1 Building and trades permits where required must be obtained prior to applicable work commencement. Five sets of construction documents that fully detail the construction as well as layout and schematics of any alterations made to mechanical, electrical, and plumbing systems must be submitted to the Code office for review. If a design professional prepares drawings for the project the plans must bear the seal of the design professional in accordance with the Code of Virginia Section 54.1-410B.

C-2 Any proposed alterations to the existing structure must comply with the current edition of the Virginia Uniform Statewide Building Code (VUSBC).

C-3 Care for up to 12 children allowed if documentation is provided from the homeowner showing program oversight is provided by the Virginia Department of Social Services per VCC 310.4; may also need to update their Fire Prevention Permit. Otherwise child care facility is allowed to accommodate 5 or fewer persons of any age for less than 24 hours per VCC 310.

Health:

Food Facility:

C-1 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.

C-2 Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a $200 plan review fee payable to the City of Alexandria.

C-3 Plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code o the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

C-4 Facilities engaging in the following processes may be required to submit a HACCP plan: Smoking as a form of food preservation; curing foods; using food additives to render food non-potentially hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; and sprouting seeds or beans.

C-5 A Certified Food Manager shall be on duty during all operational hours.

C-6 The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

C-7 Wood flooring in eating areas shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent. In many cases, original wooden flooring in historical structures may not be suitable for food service facilities.

Child Care Facility:

C-8 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.

C-9 Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a $200.00 plan review fee payable to the City of Alexandria.

C-10 Plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility.

C-11 A Certified Food Manager shall be on duty during all operating hours.

C-12 The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

C-13 If services are provided for 8 children or less, the facility does not need to be regulated by Alexandria Health Department but must meet the State and City Social Services requirements for air and floor space, toilet facilities, separate isolation room for sick children, lighting, temperature, storage for cots, clothing, bedding etc. Other items may be required by state or city codes.

Parks and Recreation:

No comments received

Police Department:

No comments received.

Human Services:

No comments received.

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00026

PROPERTY LOCATION: 5234 Seminary Road

TAX MAP REFERENCE: _____ **ZONE:** R12

APPLICANT:

Name: MARIA I. ROBLES

Address: 5234 SEMINARY ROAD, ALEXANDRIA, VA 22311

PROPOSED USE: HOME DAYCARE EXTENDED

[ ]**THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[ ]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[ ]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

MARIA Ines Robles	MIRobles	03-19-13
Print Name of Applicant or Agent	Signature	Date
5234 Seminary Rd	703-9330364	
Mailing/Street Address	Telephone #	Fax #
Alex VA 22311		
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # 2013-00026

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 5234 SEMINARY ROAD, ALEXANDRIA, VA 22311 I hereby
(Property Address)
grant the applicant authorization to apply for the HOME DAYCARE EXTENDED use as
(use)
described in this application.

Name: MARIA I. ROBLES Phone 703-933-0364
Please Print
Address: 5234 Seminary Rd Alex VA 22311 Email: Roblesolx@Aol.com
Signature: M I Robles Date: 03-19-13

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

[X] **Required floor plan and plot/site plan attached.**

[ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:
[X] Owner
[ ] Contract Purchaser
[ ] Lessee or
[ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

100% OWNER

SUP # 2013-00026

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. MARIA I. ROBLES	5234 SEMINARY RD, ALEX.	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. N/A		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. N/A		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

03-19-13 MARIA Ines Robles MIRobles

Date Printed Name Signature

SUP # 2013-00026

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[ ] **Yes.** Provide proof of current City business license

[X] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

I THINK THAT WE HAVE BIG ENOUGH PLACE FOR MORE CHILDREN. THEY HAVE ENOGH PLACE IN THE INTERIOR & EXTERIOR. THEY CAN EXPLORE THE BACK YARD, RUNNING, PLAYING WITH TOYS AND PLAYGROUND.

SUP # 2013-00026

USE CHARACTERISTICS

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

[ ] a new use requiring a special use permit,

[ ] an expansion or change to an existing use without a special use permit,

[ ] an expansion or change to an existing use with a special use permit,

[X] other. Please describe: HOME DAY CARE EXTENDED

5. Please describe the capacity of the proposed use:

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

9 CLIENTS

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

2

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

Day:	Hours:
MONDAY THRU FRIDAY	6.30 AM TO 6PM.

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

NONE

B. How will the noise be controlled?

N/A

SUP # 2013-0026

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

NONE

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

1 CASE FOOD WRAPPERS

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

ONE TRUCK (CANE)

C. How often will trash be collected?

ONCE A WEEK

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

N/A

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

SUP # 2013-00026

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[ ] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

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

N/A

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[ ] Yes [X] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

SUP # 2013-00026

PARKING AND ACCESS REQUIREMENTS

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

_____ Standard spaces
4 Compact spaces
_____ Handicapped accessible spaces.
_____ Other.

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A_____
Does the application meet the requirement? [ ] Yes [ ] No

B. Where is required parking located? *(check one)*
[X] on-site
[X] off-site

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

SIDE STREET

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 0

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200_____
Does the application meet the requirement? [ ] Yes [ ] No

SUP # 2013-00026

B. Where are off-street loading facilities located? N/A

C. During what hours of the day do you expect loading/unloading operations to occur?

N/A

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

N/A

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

N/A

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

7602 sq. ft. (existing) + _____ sq. ft. (addition if any) = _____sq. ft. (total)

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

[ ] a stand alone building
[X] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe:_____

End of Application

8/17

SUP # 2013-00026

APPLICATION - SUPPLEMENTAL

CHILD CARE

This Supplemental information is to be filed by applicants requesting special use permit approval of a child care home or child care center. All applicants must submit a plot plan of the property, showing play areas and parking, and an interior floor plan. If a play area that is not owned or leased by the operator is to be used by the children, written permission from the owner must be obtained and a copy submitted with this application.

CHILD CARE HOMES

Applicants requesting special use permit approval of a child care home for six to nine children within a home shall complete this section.

1. Is the proposed facility the principal residence of the operator? ✓ Yes _____ No

2. Is the operator registered with the City of Alexandria Office of Early Childhood Development to provide child care in the home? ✓ Yes _____ No

3. How many children, including resident children, will be cared for? 9

4. How many children reside in the home? 0

5. How old are the children? (List the ages of all children to be cared for)

   Resident: _____

   Non-resident: ✓

6. A minimum of 75 square feet of outdoor play area on the lot must be provided for each child above age two.

   Play area required:
   Number of children above age two: 2 x 75 square feet = 150 square feet

   Play area provided: 2,800 square feet

7. If the lot does not have room for on-site play area, is the child care home within 500 feet of a park or playground available for the children to play in? _____ Yes X No

   If yes, please describe the park's play area:

   _____

   _____

   _____

NOTE: Child care homes are not permitted to display signs.

SUP # 2013-00026

CHILD CARE HOMES and CHILD CARE CENTERS

Applicants for both child care homes and child care centers (day care center, day nursery and nursery schools) shall complete this section.

1. How many employees will staff the child care facility, including the operator?
   2

   How many staff members will be on the job at any one time? 1

2. Where will staff and visiting parents park? OUTSIDE PARKING

3. Please describe how and where parents will drop off and pick up children.
   DRIVWAY AND OUTSIDE PARKING

4. At what time will children usually be dropped-off and picked-up?

   Drop-off: 6:30 AM

   Pick-up: 6 PM

5. What type of outdoor play equipment is proposed for the child care facility, if any? Where will it be located on the property?
   BIKE, TOYS, CARS,

6. Are play areas on the property fenced? ✓ Yes ____ No

   If no, do you plan to fence any portion of the property? ____ Yes ____ No

   Please describe the existing or proposed fence.
   WOOD FENCE

SUP # 2013-00026

CHILD CARE CENTERS ONLY

Applicants for child care centers (day care center, day nursery and nursery schools) shall complete this section.

1. How many children will be cared for during one day? 9

2. What age children do you anticipate caring for? 3 MONTHS TO 3 YEARS OLD

3. Does the operation have a license from the State of Virginia for a child care facility?

   _____ Yes ✓ No

   If yes, provide a copy of the license.

SUP#2013-00026
5234 Seminary Road

- SUP request to operate a child care home
- Nine (9) Children Maximum
- Hours of Operation: 6:30am – 6:00pm
- Three (3) parking spaces onsite, offsite parking along Echols Avenue
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	SUP13-019	**Name:**	Restaurant
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/22/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0019 1116 King Street - Restaurant Expansion Public Hearing and Consideration of a request to expand an existing grandfathered restaurant; zoned KR/King Street Urban Retail. Applicant: Cyrille Brenac Planning Commission Action: Recommend Approval 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-019 1116 Staff Report to CC SUP13-019 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	Pass

Title

Special Use Permit #2013-0019
1116 King Street – Restaurant Expansion
Public Hearing and Consideration of a request to expand an existing grandfathered restaurant; zoned KR/King Street Urban Retail. Applicant: Cyrille Brenac
Planning Commission Action: Recommend Approval 5-0

powered by Legistar™

Docket Item #9

Special Use Permit #2013-0019
1116 King Street - Restaurant

Application	General Data	
Consideration of a Special Use Permit request to expand an existing grandfathered restaurant.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 1116 King Street	**Zone:**	KR / King Street Retail
Applicant: Cyrille Brenac	**Small Area Plan:**	Old Town

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

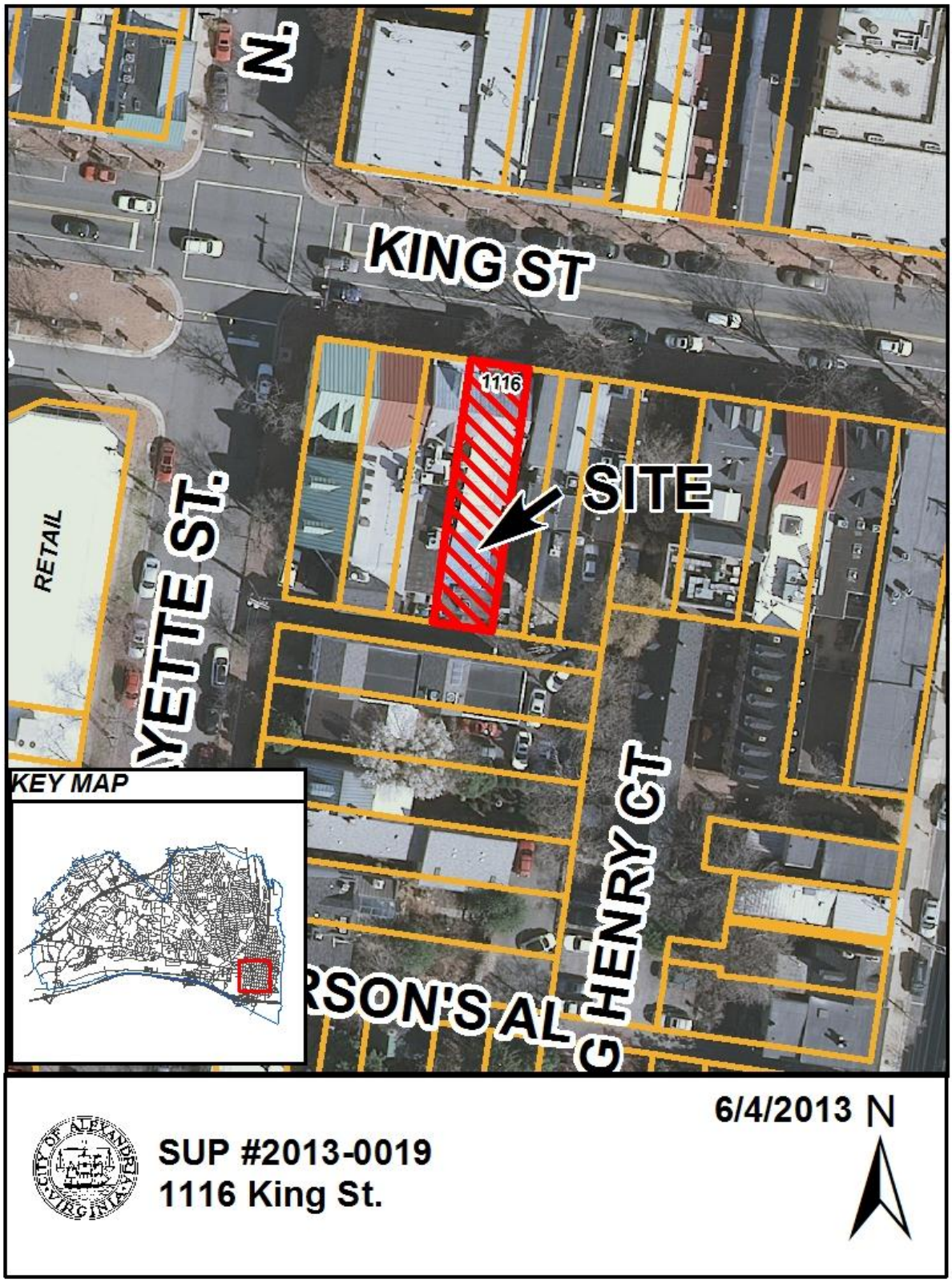
Staff Reviewers: Nathan Randall nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Ms. Wasowski, seconded by Mr. Macek, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 5 to 0, with Chairman Komoroske and Mr. Wagner absent.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Cyrille Brenac, applicant, spoke in favor of the request.


N.
KING ST
1116
SITE
RETAIL
YETTE ST.
KEY MAP
RSON'S AL
G HENRY CT
6/4/2013 N
SUP #2013-0019
1116 King St.

I. DISCUSSION

The applicant, Cyrille Brenac, requests Special Use Permit approval to expand an existing, grandfathered restaurant at 1116 King Street.

SITE DESCRIPTION

The subject property is one lot of record with 20 feet of frontage on King Street, a depth of 100 feet, and a lot area of 2,000 square feet. The lot is developed with a two-story commercial building.



The property is surrounded by a mix of commercial and residential uses. Several retail businesses, some of which are below residential apartments, are located on the 1100 block of King Street. The retail businesses include several home furnishing stores, a men's clothing store, a hair salon, and three other restaurants: Vermillion, Notting Hill (former Le Gaulois) and the former Bistrot Lafayette. To the south of the restaurant is another hair salon, facing South Fayette Street, and residential townhouses in the King Henry Court community.

BACKGROUND

Tiffany Tavern, an American cuisine restaurant known for its live music performances including bluegrass, operated in the first floor of this building from 1978 until March of this year. Having been in operation since prior to May 31, 1979, when the Zoning Ordinance was amended to require restaurants in this location to obtain Special Use Permit approval to operate, its first floor is considered to be grandfathered as to SUP requirements. Special Use Permit approval has been required since 1983 for the intensification or expansion of grandfathered restaurants.

PROPOSAL

The applicant proposes to operate a new French restaurant at this location. The proposal includes the continuation of the existing grandfathered restaurant on the first floor and the addition of table and bar seating to the existing, but previously unused, 1,000 square-foot second floor. The entire restaurant operation would occupy approximately 2,800 square feet of space on both floors. If approved, the Special Use Permit would apply only to those portions of the operation on or related to the second floor.

The applicant plans to offer 68 grandfathered seats on the first floor for lunch and dinner and add 52 seats in the new second-level space for use during evening hours. The second level is

proposed to have a small bar area, a public dining room, and a private dining room with a wine cellar area. Live entertainment, likely in the form of live jazz, will also be offered on the second floor. No delivery or carry-out service is expected. Additional elements of the second-floor restaurant operation are as follows, with selected information regarding the approved grandfathering terms for the first level provided for reference only:

Second-Floor Hours of Operation:	5:30 p.m. – 12 midnight, Monday – Friday 11 a.m. – 12 midnight, Saturday & Sunday
First-Floor Hours of Operation:	Expected hours are 11:30 am - 12 midnight weekdays and 11 a.m. – 12 midnight weekends. Grandfathered hours are until 12 midnight weekdays and until 2 a.m. weekends.
Number of Seats:	52 seats (second level) 68 seats (of up to 80 grandfathered first-floor seats) *120 expected total restaurant seats*
Second-Floor Customers:	300 customers/day
Second-Floor Employees:	3 employees
Type of Service:	Table and bar service only
Live Entertainment:	Live music, typically jazz, is proposed on second level. Although grandfathered to allow live music on first-floor, the applicant does not expect to offer it in that location.
Alcohol:	On-premises only are proposed for (second level and grandfathered on first-floor)

ZONING/MASTER PLAN DESIGNATION

The property is located in the KR / King Street Retail zone. Section 6-702(B)(2)(a) allows a restaurant in the KR zone only with a Special Use Permit, a requirement that extends to the intensification of a grandfathered restaurant. The proposed use is consistent with the Old Town Small Area Plan chapter of the Master Plan which designates the property for uses consistent with the KR zone.

PARKING

The subject property is located within the Central Business District (CBD). Restaurants located within the CBD are exempt from parking requirements pursuant to Section 8-300(B) of the Zoning Ordinance.

II. STAFF ANALYSIS

Staff does not object to the applicant's request to expand an existing grandfathered restaurant to the second floor of the building. Although the SUP application concerns only the second-level of the building and staff's review has incorporated this distinction, the overall scope of the combined restaurant operation is nonetheless comparable to others in the neighborhood. The applicant's expansion plans are reasonable in this location, and many restaurants in Old Town feature seating on two levels. It is also consistent with the Old Town Restaurant Policy, which requires a review of the restaurant's potential impact on the surrounding neighborhood regarding matters such as parking, alcohol and late-night hours, litter, and a diversity of uses.

Parking

Although some potential exists for parking impacts from this restaurant, staff notes that the second-floor expansion is relatively small, with only 52 new seats being added. In addition, this seating will not be open to the public during the day Monday-Friday. To further mitigate the potential for impacts, Condition #13 will require the applicant to post information about the location of parking and the availability of public transportation on its website and in printed materials. Condition #14 will also require the applicant to participate in any future parking program developed consistent with recommendations in the King Street Retail Strategy.

Litter

Significant litter impacts are not anticipated from this use given that the proposed restaurant concept is oriented toward dine-in customers. Nonetheless, staff has included standard condition language (Condition #18) that will require the applicant to pick up litter on the property and surrounding area on a routine basis.

Alcohol/Late Night Hours

Staff acknowledges that some potential exists for impacts on the surrounding area regarding a combination of late-night hours and alcohol at the restaurant, but this impact is expected to be low. The proposed weekend closing hour of 12 midnight is not especially late compared to other restaurants in Old Town. Furthermore, the applicant's concept for live entertainment is background jazz music for restaurant customers, which is generally low-impact and not indicative of the establishment being an entertainment destination. The expected frequency and duration of the entertainment, at about twice each week and until approximately 10 p.m., is also reasonable. The live music is also likely to be less intense than the entertainment present at the former Tiffany Tavern. Staff has included standard condition language allowing only limited live entertainment as background music for restaurant patrons (Condition #6).

Diversity of Uses

The proposal represents an expansion of an existing restaurant use and therefore does not negatively impact the balance of uses along this portion of King Street. Although three other restaurants are located on the 1100 block of King Street, several retail and personal service businesses are also present here. Such establishments include The Potomac Bead Company, Today's Cargo, Dash's, Walker Home and Tradition de France.

Subject to the conditions contained in Section III of this report, staff recommends approval of the Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. The hours of operation of the second floor of the restaurant shall be limited to between 5:30 p.m. and 12 midnight Monday - Friday and between 11 a.m. and 12 midnight Saturday and Sunday. Meals ordered before 12 midnight may be served, but no new patrons may be admitted and no new alcohol may be served and all patrons must leave by 1 a.m. (P&Z)

3. The maximum number of second-floor seats at the restaurant shall be 52. (P&Z)

4. The applicant shall post the hours of operation at the entrance of the business. (P&Z)

5. No delivery of food to customers may operate from the restaurant. (P&Z)

6. Limited live entertainment shall be permitted on the second floor of the restaurant in the form of background music for restaurant patrons. No cover or admission fee may be assessed. All entertainment shall be subordinate to the principal function of the restaurant as an eating establishment. Any advertising of the entertainment shall reflect the subordinate nature of the entertainment by featuring food service as well as the entertainment. (P&Z)

7. On-premises alcohol service shall be permitted at the restaurant but no off-premises alcohol sales shall be allowed. (P&Z)

8. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements and on how to prevent underage sales of alcohol to prevent the underage sale of alcohol. (P&Z)

9. No food, beverages, or other material shall be stored outside. (P&Z)

10. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)

11. All loudspeakers shall be prohibited from the exterior of the building, and no amplified

sounds shall be audible at the property line. (T&ES)

12. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

13. The applicant shall direct patrons to the availability of parking at nearby public garages and shall provide information about off-street parking and alternative forms of transportation to access the location of the restaurant, via print and electronic promotional materials, posting on the restaurant website, and other similar methods. (P&Z)(T&ES)

14. The applicant shall participate in any organized program to assist with both employee and customer parking for businesses that is formed as a result of suggested parking strategies in the King Street Retail Strategy. (T&ES)

15. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

16. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

17. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

18. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

19. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

20. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

STAFF: Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning; Nathan Randall, Urban Planner.

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 COMMENTS

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

Transportation & Environmental Services

R-1 Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

R-2 All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

R-3 The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

R-4 Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R-5 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line.(T&ES)

R-6 Litter on the site and on public right-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up by the applicant at least twice a day, and more often if necessary, to prevent an unsightly and unsanitary accumulation on such day that the business is open to the public. (T&ES)

R-7 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

R-8 The applicant shall direct patrons to the availability of parking at nearby public garages and shall participate in any organized program to assist with both employee and customer parking for businesses that is formed as a result of suggested parking strategies in the King Street Retail Strategy. (T&ES)

C-1 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. (T&ES)

C-2 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99).

In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Code Enforcement

F-1 No comments

Health

Food Facility

1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.

2. Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a $200 plan review fee payable to the City of Alexandria.

3. Plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code o the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

4. Facilities engaging in the following processes may be required to submit a HACCP plan: Smoking as a form of food preservation; curing foods; using food additives to render food non-potentially hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; and sprouting seeds or beans.

5. A Certified Food Manager shall be on duty during all operational hours.

6. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

7. Wood flooring in eating areas shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent. In many cases, original wooden flooring in historical structures may not be suitable for food service facilities.

Parks and Recreation

F-1 No comments received

Police Department

F-1 No comments received

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00019

PROPERTY LOCATION: 1116 KING STREET

TAX MAP REFERENCE: 074.01-04-04 **ZONE:** KR

APPLICANT:

Name: CYRILLE BRENAC

Address: 4082 N 35 STREET ARLINGTON VA 22207

PROPOSED USE: EXTENTION OF EXISTING RESTAURANT ON THE SECOND FLOOR

[ ]**THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[ ]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[ ]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

CYRILLE BRENAC		3/24/13
Print Name of Applicant or Agent	Signature	Date

4082 N 35 STREET	703 629 1620	202 333 2209
Mailing/Street Address	Telephone #	Fax #
ARLINGTON VA 22207	CCSBRENAC@GMAIL.COM	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION:	DATE:
ACTION-CITY COUNCIL:	DATE:

SUP # 2013-00019

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 1116 KING STREET, ALEXANDRIA VA 22314 (Property Address), I hereby grant the applicant authorization to apply for the SECOND FLOOR (use) use as described in this application.

Name: Nancy Herrman (Please Print) Phone 703 765-1311

Address: 6903 ANDOVER DR. ALEXANDRIA VA 22307 Email: nancyherrman@yahoo.com

Signature: Nancy Herrman **Date:** 03/24/13

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

[ ] **Required floor plan and plot/site plan attached.**

[ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:

[ ] Owner
[ ] Contract Purchaser
[ ] Lessee or
[X] Other: CONTRACT LESSEE of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

CYRILLE BRENAC 4082 N 35 STREET ARLINGTON VA 22207
100%

SUP # 2013-00019

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. CYRILLE BRENAC	4082 N35 STREET ARLINGTON VA 22207	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1116 KING STREET (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. NANCY HERRMAN	6903 ANDOVER DR. ALEXANDRIA VA 22307	100%
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. CYRILLE BRENAC	NONE	
2. NANCY HERRMAN	NONE	
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

3/24/13 — Date

Cyrille Brenac — Printed Name

Signature

SUP # 2013-00019

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[ ] **Yes.** Provide proof of current City business license

[X] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

TO THE EXISTING TIFFANY TAVERN, I WOULD LIKE TO OPEN A SECOND DINING ROOM ON THE SECOND FLOOR

THIS DINING ROOM WILL CONSIST OF A WINE BAR AND A PRIVATE DINING-ROOM

THE WINE BAR WILL HAVE A BAR WITH 6 STOOLS AND 20 SEATS

THE PRIVATE ROOM WILL HAVE 26 SEATS AND A WINE CELLAR.

SUP # 2013-00019

USE CHARACTERISTICS

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

[ ] a new use requiring a special use permit,
[ ] an expansion or change to an existing use without a special use permit,
[X] an expansion or change to an existing use with a special use permit,
[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

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

52 PATRONS AT NIGHT ONLY FROM 5PM TO 12 MIDNIGHT

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

3 EMPLOYEES, 7 SHIFTS PER WEEK 8 HOURS PER SHIFT

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

Day:	Hours:
SUN - MON	5 PM - 10 PM
TUES - THURSS.	5 PM - 11PM
FRI & SAT	5 PM - 12 MIDNIGHT

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

LOW TO MEDIUM

B. How will the noise be controlled?

N/A

SUP # 2013-00019

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

N/A

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

GLASS AND PLASTIC BOTTLES

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

50 LB / DAY

C. How often will trash be collected?

6 DAYS / WK

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

CLOSED GARBAGE CONTAINERS IN BACK OF PROPERTY

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

SUP # 2013-00019

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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

Follow All city codes

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[✓] Yes [ ] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

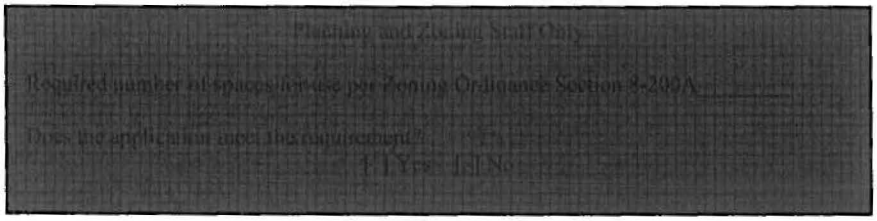
DAINY WINE SALES WITH SOME BOTTLES BEERS AND COCKTAILS ON PREMISE SALES ONLY

SUP # 2013-00019

PARKING AND ACCESS REQUIREMENTS

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

0 Standard spaces
0 Compact spaces
0 Handicapped accessible spaces.
0 Other.



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

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

N/A

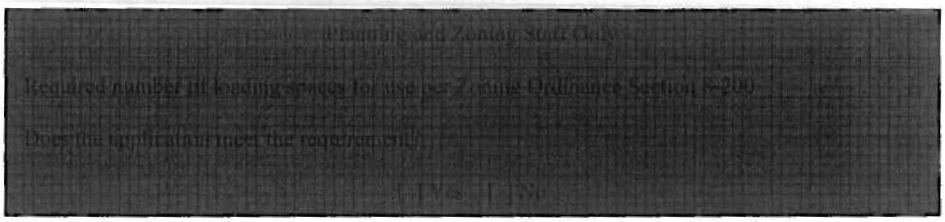
PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 1



SUP # 2013-00019

B. Where are off-street loading facilities located? N/A

C. During what hours of the day do you expect loading/unloading operations to occur?
MORNING HOURS

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
1 DAY - 5 DAYS / WK.

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Yes

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

1008 sq. ft. (existing) + _____ sq. ft. (addition if any) = 1008 sq. ft. (total)

19. The proposed use is located in: *(check one)*
[ ] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[X] other. Please describe: SECOND FLOOR OF EXISTING RESTAURANT

End of Application

SUP # 2013-00019

APPLICATION

RESTAURANT

All applicants requesting a Special Use Permit or an Administrative Use Permit for a restaurant shall complete the following section.

1. How many seats are proposed?

   Indoors: √2 Outdoors: ✓ Total number proposed: √2

2. Will the restaurant offer any of the following?

   Alcoholic beverages (**SUP only**) ✓ Yes _____ No

   Beer and wine — on-premises _____ Yes _____ No

   Beer and wine — off-premises _____ Yes _____ No

3. Please describe the type of food that will be served:

   FRENCH BISTRO FOOD

4. The restaurant will offer the following service (check items that apply):

   ✓ table service ✓ bar _____ carry-out _____ delivery

5. If delivery service is proposed, how many vehicles do you anticipate? N/A

   Will delivery drivers use their own vehicles? _____ Yes _____ No

   Where will delivery vehicles be parked when not in use?

6. Will the restaurant offer any entertainment (i.e. live entertainment, large screen television, video games)?

   ✓ Yes _____ No

   If yes, please describe:

   LIVE JAZZ SUNDAY & WEDNESDAY NIGHT FROM 7 PM TO 12 PM

SUP # 2013-00019

Parking Impacts. Please answer the following:

1. What percent of patron parking can be accommodated off-street? (check one)
   _____ 100%
   _____ 75-99%
   _____ 50-74%
   _____ 1-49%
   __✓__ No parking can be accommodated off-street

2. What percentage of employees who drive can be accommodated off the street at least in the evenings and on weekends? (check one)
   _____ All
   _____ 75-99%
   _____ 50-74%
   _____ 1-49%
   __✓__ None

3. What is the estimated peak evening impact upon neighborhoods? (check one)
   _____ No parking impact predicted
   __✓__ Less than 20 additional cars in neighborhood
   _____ 20-40 additional cars
   _____ More than 40 additional cars

Litter plan. The applicant for a restaurant featuring carry-out service for immediate consumption must submit a plan which indicates those steps it will take to eliminate litter generated by sales in that restaurant.

Alcohol Consumption and Late Night Hours. Please fill in the following information.

1. Maximum number of patrons shall be determined by adding the following:
   46 Maximum number of patron dining seats
   \+ 6 Maximum number of patron bar seats
   \+ 10 Maximum number of standing patrons
   = 62 Maximum number of patrons

2. 3 Maximum number of employees by hour at any one time

3. Hours of operation. Closing time means when the restaurant is empty of patrons.(check one)
   _____ Closing by 8:00 PM
   _____ Closing after 8:00 PM but by 10:00 PM
   __✓__ Closing after 10:00 PM but by Midnight
   _____ Closing after Midnight

4. Alcohol Consumption (check one)
   _____ High ratio of alcohol to food
   _____ Balance between alcohol and food
   __✓__ Low ratio of alcohol to food

Nathan Randall

From: Cyrille Brenac <ccsbrenac@gmail.com>
Sent: Tuesday, May 14, 2013 8:30 PM
To: Nathan Randall
Subject: Minor amendments on the hours of operation and the daily number of costumers

Dear Nathan,

The hours of operations will be, for the restaurant on the first floor:

Monday	11:30am to 2:30pm and 5:30 to 12 midnight
Tuesday	11:30am to 2:30pm and 5:30pm to 12 midnight
Wednesday	11:30am to 2:30pm and 5:30pm to 12 midnight
Thursday	11:30am to 2:30pm and 5:30pm to 12 midnight
Friday	11:30am to 2:30pm and 5:30pm to 12 midnight
Saturday	11:00am to 12 midnight
Sunday	11:00am to 12 midnight

The hours of operations will be, for the restaurant on the second floor:

Monday	5:30 to 12 midnight
Tuesday	5:30pm to 12 midnight
Wednesday	5:30pm to 12 midnight
Thursday	5:30pm to 12 midnight
Friday	5:30pm to 12 midnight
Saturday	11:00am to 12 midnight
Sunday	11:00am to 12 midnight

Also on a busy day such as a Saturday, I will anticipate a maximum of 300 costumers on the second floor for all day, which will include the Brunch and the dinner services.

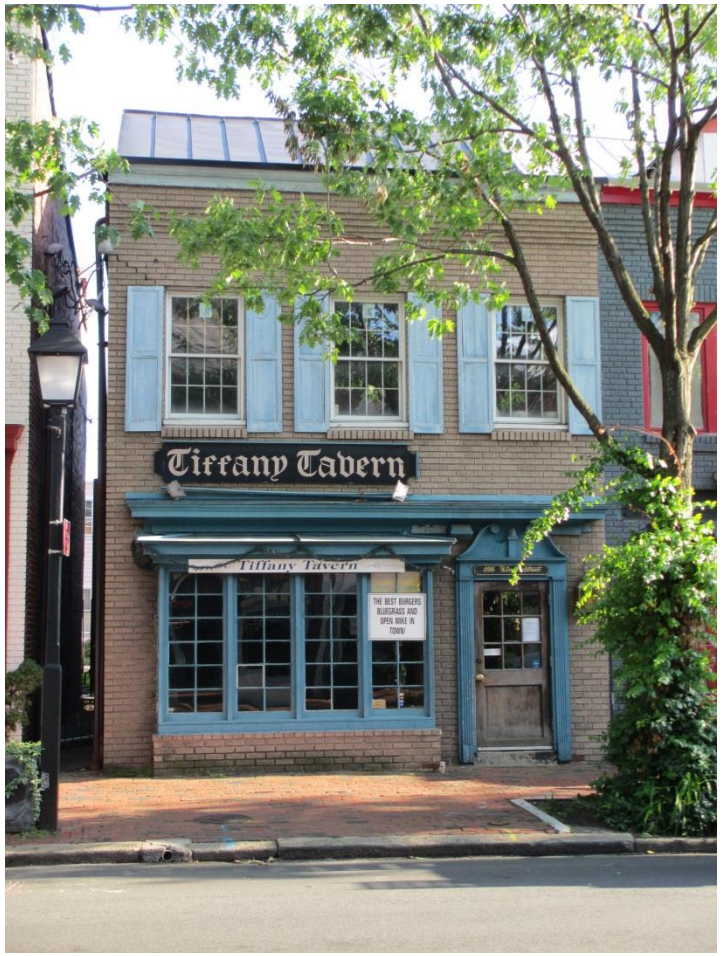
Do not hesitate to contact me for any questions and comments you might have

Sincerely,

Cyrille Brenac

SUP#2013-0019
1116 King Street

- SUP request to expand grandfathered restaurant
- 56 seats on second floor
- Live jazz music
- Consistent with Old Town Restaurant Policy
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	SUP13-023	**Name:**	Apartment Hotel
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/22/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0023 805 King Street - Apartment Hotel Public Hearing and Consideration of a request to operate an apartment hotel and for required parking to be located more than 500 feet from the business; zoned KR/King Street Urban Retail. Applicant: PMA Properties 805 LLC Planning Commission Action: Recommend Approval 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-023 Staff Report to CC SUP13-023 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	Pass

Title

Special Use Permit #2013-0023
805 King Street – Apartment Hotel
Public Hearing and Consideration of a request to operate an apartment hotel and for required parking to be located more than 500 feet from the business; zoned KR/King Street Urban Retail. Applicant: PMA Properties 805 LLC
Planning Commission Action: Recommend Approval 5-0

powered by Legistar™

Docket Item #10

Special Use Permit #2013-0023
805 King Street - Apartment Hotel

Application	General Data	
Consideration of a Special Use Permit request to operate an apartment hotel and to allow required parking to be located more than 500 feet away.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 805 King Street	**Zone:**	KR / King Street Retail
Applicant: PMA Properties 805 LLC	**Small Area Plan:**	Old Town

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

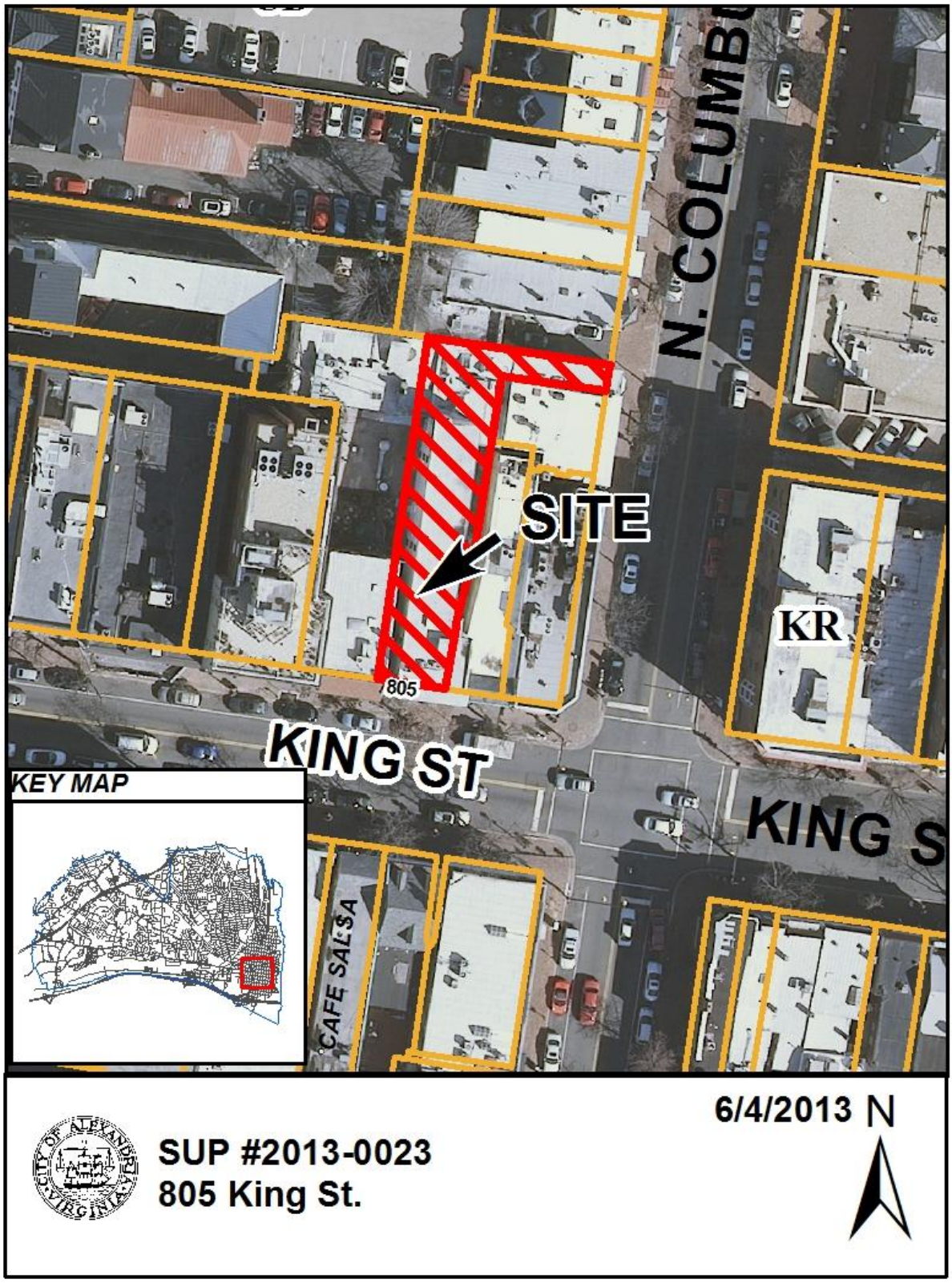
Staff Reviewers: Nathan Randall nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Mr. Macek, seconded by Ms. Wasowski, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 5 to 0, with Chairman Komoroske and Mr. Wagner absent.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Rob Kaufman, applicant, spoke in favor of the request.


N. COLUMB
SITE
KR
805
KING ST
KING S
CAFE SALSA
KEY MAP
SUP #2013-0023
805 King St.
6/4/2013
N

I. DISCUSSION

The applicant, PMA Properties 805 LLC, requests Special Use Permit approval to operate an apartment hotel at 805 King Street.

SITE DESCRIPTION



The subject property is one "L-shaped" lot of record with 26 feet of frontage on King Street, 10 feet of frontage on North Columbus Street, and a total lot area of 3,881 square feet. The lot is developed with a four-story building featuring, on the first floor, a beauty salon facing King Street and a gift shop facing North Columbus Street. Upper levels of the building have been used for offices in the past and are currently vacant.

The property is surrounded by primarily commercial uses, some of which include upper-level residential apartments. A variety of uses are located to the east, west and south along King Street, including the Old Town Theater, two dry cleaning businesses, two retail home furnishing businesses, and several restaurants such as Austin Grill, Flying Fish, and Asian Bistro.

BACKGROUND

The Monticello Hotel operated at this site from approximately 1919 to 1978, when the upper floors of the building were converted to offices.

PROPOSAL

The applicant proposes to operate a 15-room "extended stay" apartment hotel at this location. One guest room will be located in the middle portion of the first floor of the building, with retail uses remaining on ground-level spaces fronting King and North Columbus Streets. The majority of guest rooms will be located on the second, third and fourth floors and are expected to be equipped with features, such as kitchenettes and living room areas, useful for guests staying between one and several weeks at a time. No front desk or concierge staff will be present and most guests will arrange to stay at the facility in advance of their arrival. Check-in is expected to occur either using an online system or at the applicant's nearby offices.

ZONING/MASTER PLAN DESIGNATION

The property is located in the KR / King Street Retail zone. Section 6-702(B)(2)(b) of the Zoning Ordinance allows apartment hotels in the KR zone only with Special Use Permit approval and only on either ground level areas of a building more than 50 feet from the front building wall or on upper floors. Except for the narrow corridor and lobby area, which is permitted pursuant to Section 6-702(A)(1)(a), the portion of the proposed use located on the first floor is approximately 103 feet from the front building wall.

The property is located within the Old Town Small Area Plan, which designates the property for uses consistent with the KR zone.

PARKING

According to Section 8-200(A)(21) of the Zoning Ordinance, 0.7 off-street parking spaces are required for each hotel room in Parking District #1. The property is located within the Central Business District (CBD), but hotels in the CBD are not exempt from ordinary parking requirements. The apartment hotel, with 15 rooms, is therefore required to provide a total of 11 off-street parking spaces. The applicant satisfies this requirement with the provision of eleven parking spaces in two locations. Six parking spaces are available for guests in the Alfred Street garage, which is located around the corner and on the same block as the proposed apartment hotel. Five parking spaces, accessible by key card 24 hours/day, are also available in the private parking garage at 1101 King Street, which is about 800 feet from the apartment hotel. The applicant has requested SUP approval to allow these five spaces to be more distant than the 500-feet maximum allowed in the Zoning Ordinance.

II. STAFF ANALYSIS

Staff supports the applicant's request to operate an apartment hotel in this location. The proposal is small, at only 15 rooms, and will be located within an existing building that has historically functioned as a hotel. The introduction of new hotel guests at this location offers both direct and indirect economic benefits to the City, including their patronage of area restaurants and other businesses.

The proposed apartment hotel is expected to be a low-impact use. It is small and will not have a high turnover of guests given its extended stay format. No restaurant uses or large conference spaces have been included in the applicant's proposal. No exceptional noise, odors, or litter impacts are anticipated, although staff has included standard condition language to address these matters in case they become problematic in the future.

Staff also believes that the revised parking arrangement it has discussed with the applicant will be adequate for the use. Originally the applicant proposed to provide all 11 required parking spaces in the Alfred Street garage, but this garage has limited hours on Sundays and certain weeknights, possibly resulting in all guests who drive being unable to retrieve their vehicles at certain times. The applicant subsequently put forward a plan in which guest parking would be

split between the Alfred Street garage (six spaces) and the 1101 King Street parking garage (five spaces). Although the latter location is more distant, it is only about three blocks from the apartment hotel, and the two parking locations will offer guests a reasonable choice between proximity and flexibility. In addition, a loading zone is already located in front of the proposed apartment hotel to accommodate the infrequent loading/unloading of passengers and luggage at this small facility.

Subject to the conditions contained in Section III of this report, staff recommends approval of the applicant's Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements. (P&Z)

3. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)

4. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

5. The applicant shall maintain an up-to-date parking agreement for eleven (11) off-street parking spaces to serve patrons and employees to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. A minimum of five (5) of the eleven required parking spaces shall be available 24 hours a day. (T&ES) (P&Z)

6. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

7. The applicant shall provide information about alternative forms of transportation to access the location of the use, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. (T&ES)

8. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

9. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

STAFF: Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning; Nathan Randall, Urban Planner.

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 COMMENTS

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

Transportation & Environmental Services

R-1 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

R-2 Litter on the site and on public right-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up by the applicant at least twice a day, and more often if necessary, to prevent an unsightly and unsanitary accumulation on such day that the business is open to the public. (T&ES)

R-3 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

R-4 The applicant shall maintain an up-to-date parking agreement for eleven (11) off-street parking spaces to serve patrons and employees to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. A minimum of five (5) of the eleven required parking spaces shall be available 24 hours a day. (T&ES) (P&Z)

R-5 The applicant shall provide information about alternative forms of transportation to access the location of the use, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. (T&ES)

C-1 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. (T&ES)

C-2 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99).

In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Code Enforcement

F-1 No comments received

Health

Hotel/Motel

1. An Alexandria Health Department Permit is required for all regulated facilities.
2. The facility must comply with State Code 35.1, Hotels, Restaurants, Summer Camps and Campgrounds.
3. Permits are non-transferable.
4. Permits must be obtained prior to operation.
5. There is a $40.00 Plan Review fee and a separate $40.00 Permit fee.
6. Six sets of plans are to be submitted through the Permit Center and approved by this department prior to construction of any facility.

Parks and Recreation

F-1 No comments received

Police Department

F-1 No comments received

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00023

PROPERTY LOCATION: 805 KING ST

TAX MAP REFERENCE: 074.02-01-06 **ZONE:** KR

APPLICANT:

Name: TMA PROPERTIES 805 LLC

Address: 815 KING ST ALEXANDRIA, VA 22314

PROPOSED USE: APARTMENT - SHORT TERM RENTAL

MAIN FLOOR RETAIL

[✓] **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[✓] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[✓] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

ROB KAUFMAN		MARCH 1, 2013
Print Name of Applicant or Agent	Signature	Date
815 KING ST	7035481810	7036830285
Mailing/Street Address	Telephone #	Fax #
ALEXANDRIA VA 22314	ROB@PMAPROPERTIES.COM	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION:	**DATE:**
ACTION-CITY COUNCIL:	**DATE:**

SUP # 2013-00023

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 805 KING ST (Property Address), I hereby grant the applicant authorization to apply for the APARTMENT HOTEL (use) use as described in this application.

Name: MICHAEL DONOHUE (Please Print) Phone 703.518.5385

Address: 805 KING ST Email: MDONOHUE@PROPTAADVISOR.COM

Signature: [signature] **Date:** 2-28-13

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

   [ ] **Required floor plan and plot/site plan attached.**

   [ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:
   [ ] Owner
   [✓] Contract Purchaser
   [ ] Lessee or
   [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

ROBERT J KAUFMAN 60%

JENNIFER E KAUFMAN 40%

SUP 2013-00023

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. ROBERT J. KAUFMAN	815 KING ST ALEX, VA 22314	60
2. JENNIFER E KAUFMAN	209 W MASONIC VIEW ALEX, VA 22301	40
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. NONE		
2. NONE		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

MARCH 1, 2013 — Date

ROB KAUFMAN — Printed Name

Signature

SUP2013-00023

2. Property : 805 King Street, LLC which is owned 100% by BELIKE HOLDING

Michael P. Donohue, 805 King Street, Alexandria, VA 22314	20%
Michael B. Donohue, 805 King Street, Alexandria, VA 22314	20%
Anne K. Donohue 805, King Street, Alexandria, VA 22314	20%
Lindsey V. Donohue 805, King Street, Alexandria, VA 22314	20%
Kendall M. Donohue, 805 King Street, Alexandria, VA 22314	20%

3. Business or Financial Relationships:

BELIKE HOLDING

Michael P. Donohue, 805 King Street, Alexandria, VA 22314	None to City Council & Planning Comm.
Michael B. Donohue, 805 King Street, Alexandria, VA 22314	None to City Council & Planning Comm.
Anne K. Donohue 805, King Street, Alexandria, VA 22314	None to City Council & Planning Comm.
Lindsey V. Donohue 805, King Street, Alexandria, VA 22314	None to City Council & Planning Comm.
Kendall M. Donohue, 805 King Street, Alexandria, VA 22314	None to City Council & Planning Comm.

PMA Properties, 805, LLC

Robert J. Kaufman, 815 King Street, Alexandria, VA 22314	None to City Council & Planning Comm.
Jennifer E. Kaufman, 209 W. Masonic View, Alex, VA 22301	None to City Council & Planning Comm.

SUP # 2013-00023

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[ ] **Yes.** Provide proof of current City business license

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

FIRST FLOOR RETAIL : AS EXISTS NOW
FLOORS 2-4 : APARTMENT / HOTEL ROOMS
FOR A ONE WEEK OCCUPANCY BY BUSINESS
TRAVELLERS

SUP2018-00023

805 King Street

Proposed: Monticello Apartment/ Hotel

We are not able to determine when the building was built but we have determined that it operated as a hotel from approximately 1919 through 1978 when it was converted to offices.

In it's present form the building which goes from 805 King Street and becomes an L to N Columbus Street has retail in the front of King Street and retail in the front of Columbus Street with office use in the land locked center. This is a description of the first floor. The center office configuration is accessible from the courtyard.

The second floor of the building also runs from King Street to Columbus Street and is office throughout.

The third and fourth floors are only contained in the King Street portion of the building. N Columbus Street is 2 storeys and King Street is 4 storeys .

THE PROPOSED USE

On the first floor we propose to bring retail to the existing Columbus and King Street faces. In order to create an ADA room the existing land locked office space would become the ADA suite.

On floors 2 – 4 we would create ~~between~~ 14 ~~and 16~~ small hotel rooms for extended stay or apartments for short term stay. Each of the rooms would be equipped with a kitchenette, full bath and a sleeping sitting area. Laundry will be available for both our staff and guests in a service area on the 2nd floor.

The services as an apartment/ hotel will be minimum. We will have one person there daily cleaning all of the common areas and making up the rooms of the guests who have left. They will use the laundry facilities in house as needed.

Although we expect that most guests will arrive by public transportation eg air or train we have made arrangements with Bob Brant with the garage on N Alfred Street for parking. We also have many parking spots at 1101 King Street.

SUP # 2013-00023

USE CHARACTERISTICS

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

- [x] a new use requiring a special use permit,
- [ ] an expansion or change to an existing use without a special use permit,
- [ ] an expansion or change to an existing use with a special use permit,
- [ ] other. Please describe: _____

5. Please describe the capacity of the proposed use:

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

MAXIMUM IT MOSTLY EVENINGS

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

ONE FULL TIME CLEANING PERSON

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

Day:	Hours:
MONDAY - SUNDAY	HOTEL ROOM HOURS

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

NOISE

B. How will the noise be controlled?

N/A

SUP # 2013-00023

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

NONE

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

STANDARD RESIDENTIAL GARBAGE

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

8 POUNDS PER DAY

C. How often will trash be collected?

PRIVATE PICKUP

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

N/A

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

SUP # 2013-00023

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[ ] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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

N/A

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[ ] Yes [X] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

SUP # 2013-00023

PARKING AND ACCESS REQUIREMENTS

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

11 ~~DX~~ Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces.

_____ Other.

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A_____
Does the application meet the requirement? [ ] Yes [ ] No

B. Where is required parking located? *(check one)*

[ ] on-site

[X] off-site

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

~~101 KING ST~~, BRANT GARAGE ALFRED ST

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 0

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200_____
Does the application meet the requirement? [ ] Yes [ ] No

SUP # 2013-00023

B. Where are off-street loading facilities located? N/A

C. During what hours of the day do you expect loading/unloading operations to occur?
NONE

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
N/A

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

ADEQUATE

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____sq. ft. (total)

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

[X] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe:_____

End of Application

Nathan Randall

From: Rob Kaufman <rob@pmaproperties.com>
Sent: Thursday, May 23, 2013 11:13 AM
To: Nathan Randall
Cc: Ginnie
Subject: 805 King Street SUP

Nathan as a supplement to my original application for 805 King Street.

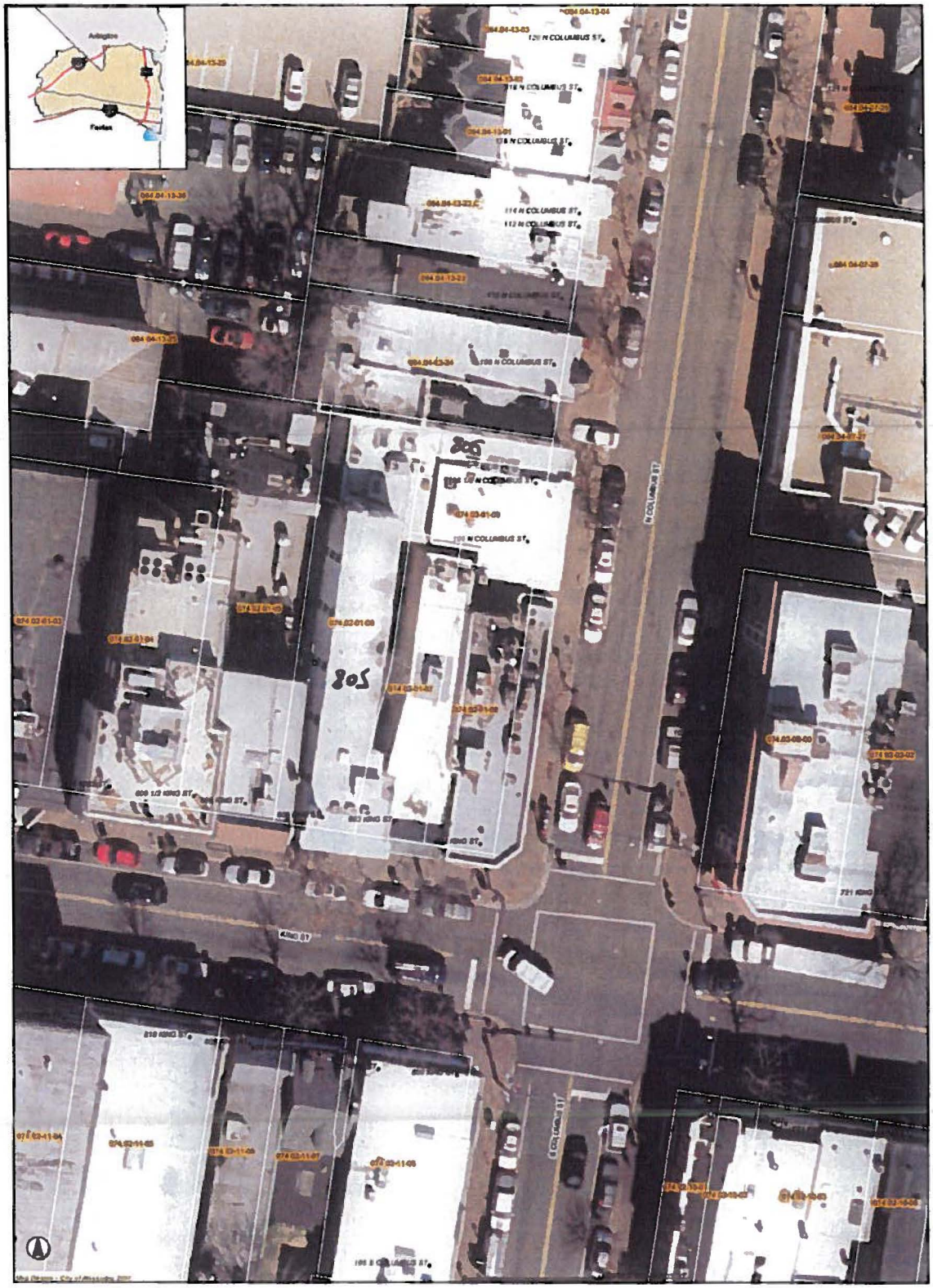
1. The apartment hotel will have 15 rooms rather than the original expectation of 17 rooms
2. We have 6 parking spaces that are within the 500' distance from the apartment hotel. We are asking for 5 spaces at 1101 King Street which is outside the distance.

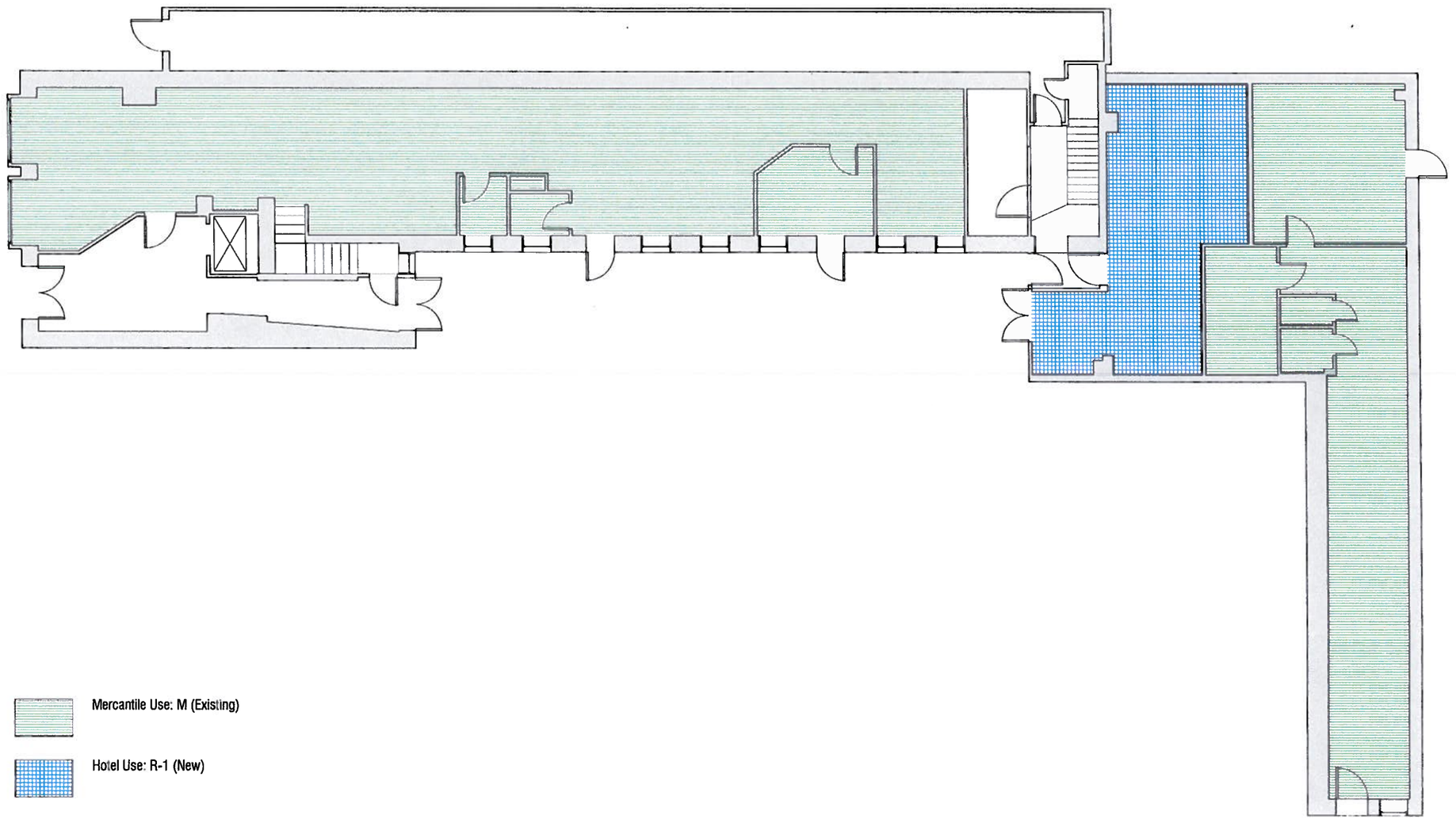
Rob Kaufman
PMA Properties
815 King Street
Suite 203
Alexandria, VA 22314
P: 703-548-1810 x 102
Toll Free: 866-290-0299
F: 703-683-0295
Skype: 434-878-4198
Email: rob@pmaproperties.com
Web: pmaproperties.com

SUP2013-00023

City of Alexandria

Date Created: 3/18/2013





Mercantile Use: M (Existing)

Hotel Use: R-1 (New)

① Use Plan_First Level
1/4" = 1'-0"

NORITAKE
associates

805 King Street

805 King Street
Alexandria, Virginia 22314

PMA
PROPERTIES

815 King Street
Alexandria, VA 22314

⚠	DATE	REVISION

Professional Seal

FIRST FLOOR
USE PLAN

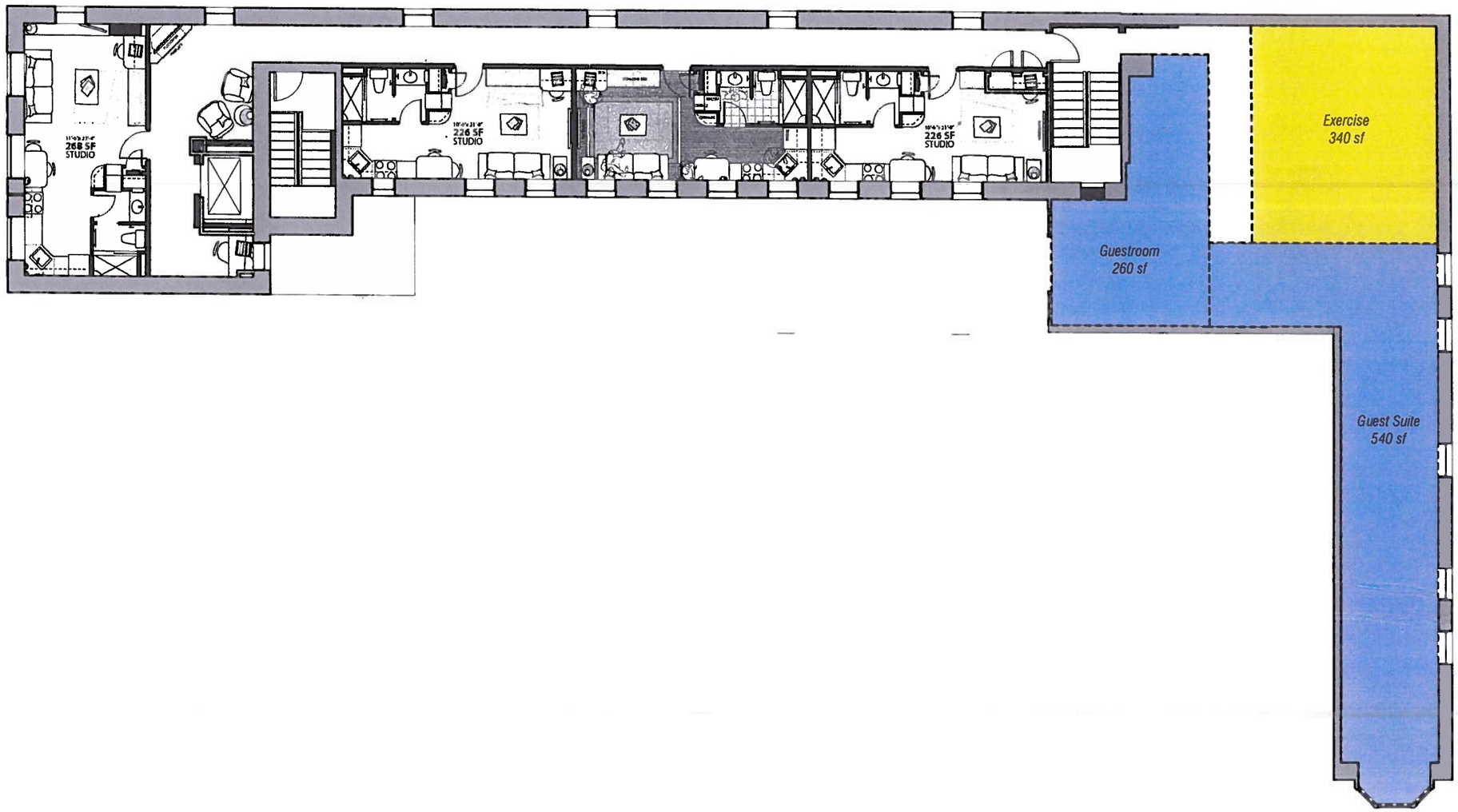
Project No.	1301
Drawn By:	Author
Checked By:	Checker

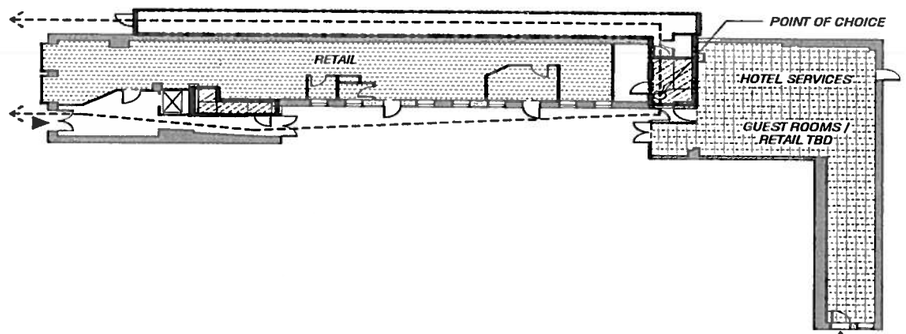
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A170

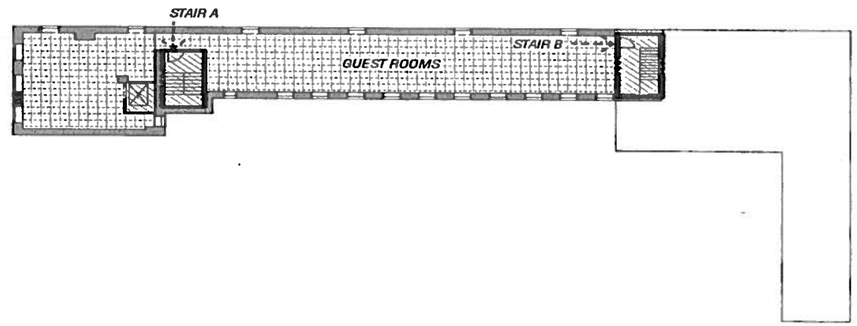
Copyright © 2013 NORITAKE ASSOCIATES this drawing and the architectural work depicted hereon are the sole property of Noritake Associates. No portion of this drawing may be copied without the express written consent of the Architect.

4/2/2013 12:12:55 PM R:\Dwgs\1301_805 King Street\3-Drawings\3-2-Active Dwgs\805-King.rvt

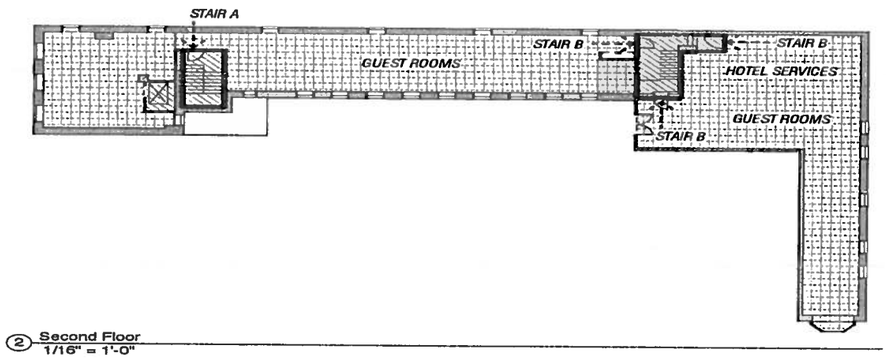

268 SF
STUDIO
226 SF
STUDIO
226 SF
STUDIO
Exercise
340 sf
Guestroom
260 sf
Guest Suite
540 sf



1 Ground Floor
1/16" = 1'-0"



3 Third Floor
1/16" = 1'-0"



2 Second Floor
1/16" = 1'-0"



4 Fourth Floor
1/16" = 1'-0"

Vertical Shaft Enclosure
Mercantile Use: M
Hotel Use: H
2-Hour Rated Fire Wall
Exit Access Travel

PMA PROPERTIES

104

Date Issue Date
Scale 1/16" = 1'-0"

805 King Street

LIFE SAFETY PLAN (PROPOSED)

SUP#2013-0023
805 King Street

- SUP request to operate apartment hotel
- 15 rooms
- Extended-stay format
- Parking location
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	SUP13-022	**Name:**	Auto Repair Shop
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/22/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0022 600A S. Pickett St. - Auto Repair Shop Public Hearing and Consideration of a request to operate a general automobile repair business; zoned I/Industrial. Applicant: Perfect Auto Detail, Inc. Planning Commission Action: Recommend Approval 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-022 Staff Report to CC SUP13-022 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	Pass

Title

Special Use Permit #2013-0022
600A S. Pickett St. – Auto Repair Shop
Public Hearing and Consideration of a request to operate a general automobile repair business; zoned I/Industrial. Applicant: Perfect Auto Detail, Inc.
Planning Commission Action: Recommend Approval 5-0

powered by Legistar™

Docket Item #12

Special Use Permit #2013-0022
600A South Pickett Street - Perfect Auto Detailing

Application	General Data	
Consideration of a Special Use Permit request to operate a general automobile repair facility.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 600A South Pickett Street	**Zone:**	I / Industrial
Applicant: Perfect Auto Detail, Inc. by Samuel Osei	**Small Area Plan:**	Landmark/Van Dorn

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

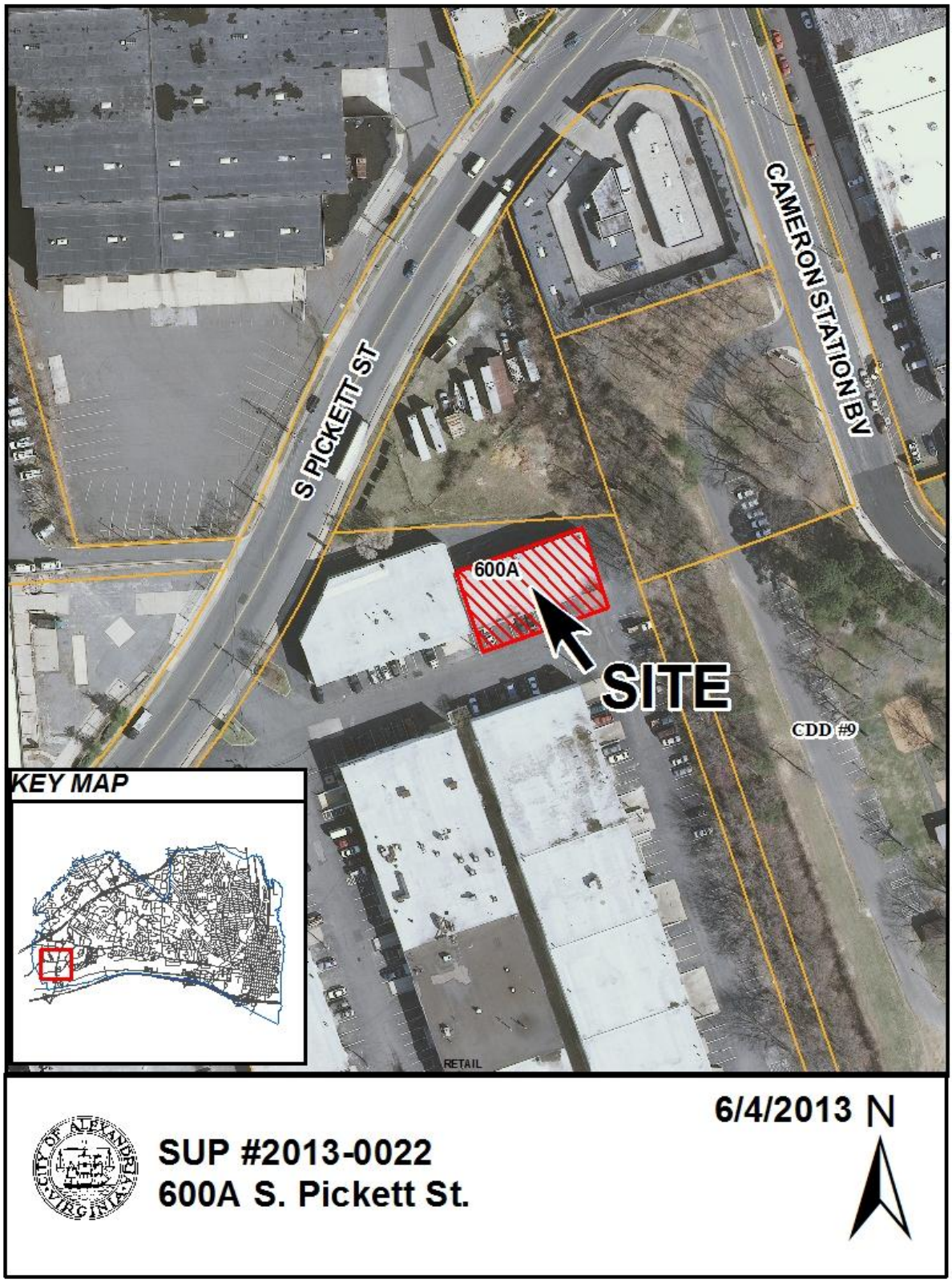
Staff Reviewers: Nathan Randall nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Mr. Macek, seconded by Ms. Lyman, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 5 to 0, with Chairman Komoroske and Mr. Wagner absent.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Sam Osei, applicant, spoke in favor of the request.


S PICKETT ST
CAMERON STATION BV
600A
SITE
CDD #9
KEY MAP
RETAIL
SUP #2013-0022
600A S. Pickett St.
6/4/2013
N

I. DISCUSSION

The applicant, Perfect Auto Detail, Inc. by Samuel Osei, requests Special Use Permit approval to operate a general automobile repair facility at 600A South Pickett Street.

SITE DESCRIPTION



The subject site is a portion of Building #1 at a four-building industrial complex known as Cameron Park. The parcel on which the buildings are located has approximately 276 feet of frontage on South Pickett Street, an approximate depth of 600 feet and a total lot area of 270,176 square feet (6.2 acres).

A mix of commercial/industrial uses exists on the property, including at least two other automobile repair businesses. The property is also surrounded by a mix of commercial and industrial uses, including warehouse and self-storage businesses to the north and auto repair businesses to the west. Armistead Boothe Park is located to the east and Backlick Run is located to the south.

BACKGROUND

The prior tenant in this space was a light automobile repair business, affiliated with the nearby Passport Nissan, which offered minor automobile detailing. Staff has received an Administrative SUP (SUP#2013-0029) requesting approval to operate a new dance studio in the other tenant space in the building, which was formerly a granite wholesale business.

PROPOSAL

The applicant proposes to operate an approximately 5,800 square-foot general automobile repair facility at this location. The business will offer interior and exterior automobile "detailing", in which used vehicles are reconditioned for future sale by individual automobile owners and automobile dealerships. The emphasis of the applicant's exterior detailing business will be removing dents and repainting scratches. It does not expect to repair vehicles involved in automobile accidents on a regular basis. Car washing and painting, in an approved paint booth, are planned for the site. Additional elements of the applicants' current proposal are as follows:

Hours of Operation:	8:30 a.m. – 6 p.m. Monday - Saturday
Service Pits/Bays:	Eight in total, up to 10 cars parked inside at any one time
Customers:	Four to six clients per day

Employees:	Six to eight employees at any one time
Noise:	Noises under 80 decibels are expected, but equipment will be turned off when not in use.
Odors:	Exhaust system will be installed to mitigate possible odors from paint
Trash/Litter:	Standard trash will be stored on-site and collected once each week. Paints and other chemical/cleaning compounds will be collected by vendor and disposed off-site.

ZONING/MASTER PLAN DESIGNATION

The property is located in the I / Industrial zone. Section 4-1203(H) of the Zoning Ordinance allows general automobile repair in the Industrial zone only with Special Use Permit approval. The property is located within the Landmark/Van Dorn Small Area Plan, which designates the property for uses consistent with the Industrial zone. The property is on the border of, but not located within, the Landmark/Van Dorn Corridor Plan approved in 2009.

PARKING

According to Section 8-200(A)(17) of the Zoning Ordinance, a general automobile repair business is required to provide one off-street parking space for every 400 square feet of space. The proposed 5,782 square-foot business is therefore required to provide a total of 15 parking spaces. The applicant exceeds this requirement with the provision of 20 outdoor spaces and up to 10 indoor spaces for a total of up to 30 parking spaces.

II. STAFF ANALYSIS

Staff does not object to the applicant's request to operate a general automobile repair business in this location. The proposed business is appropriate for this largely industrial area, is not immediately adjacent to residences and has ample parking. The request represents the expansion of a successful, long-standing small business in Falls Church into a new, second location here in Alexandria.

Cameron Station Civic Association has met with staff to discuss the proposal generally and two specific areas of concern: the possibility that the subject proposal could negatively impact future redevelopment and the potential unsightly appearance of damaged vehicles that may be parked outside of the business. Staff recognizes that the character of the neighborhood is likely to transition in the future from being commercial/industrial to having a broader mix of uses. The Landmark Gateway project is currently under construction a short distance away on South Pickett, and additional redevelopment is anticipated in the Landmark/Van Dorn Corridor Plan for other properties to the west of the site. Redevelopment may also emerge as a goal in future planning efforts for adjacent areas, like the subject site, that are outside of the Landmark/Van Dorn Corridor Plan.

It is possible that market forces alone could spur redevelopment in the area, particularly upon completion of the Landmark Gateway project. On the other hand, the subject site may be slower to redevelop given that it contains several independent businesses that may be difficult or time-consuming to relocate. The possibility also exists that the proposed use may no longer be compatible with the neighborhood if the area redevelops with a broader mix of uses than exists today. Staff therefore recommends a review condition (Condition #10) to allow for future consideration of the redevelopment potential for this site as well as the subject use's neighborhood compatibility. The condition language, which includes a five-year staff review and a ten-year City Council review, is similar to the condition recently included in the SUP approval for a gas station in Arlandria. The inclusion of this condition balances the need of this small business to make a return on its investment without significantly inhibiting any future plans for the area.

Automobile-related uses have some potential, as a general matter, for creating impacts on the surrounding neighborhood. Staff believes that the potential for impacts is low here given the area's industrial character and that the tenant space is somewhat set back from South Pickett Street, in part by another property (at 550 South Pickett Street). It is also screened from adjacent parkland by a swath of trees. Nonetheless, staff has included several standard and special conditions in this report to mitigate the potential for negative impacts from the use. For example, it has included prohibitions on the applicant conducting any repair work, detailing or car washing outside (Condition #4), painting any vehicles outside of an approved paint booth (Condition #13), and allowing any parts or other waste to accumulate outside except within approved disposal containers (Condition #7). On-site car washing must also include the use of a water recycling system (Condition #11).

With respect to the concern about damaged vehicles parked outside, staff believes it is unlikely such vehicles' damage would be plainly visible from South Pickett Street on a regular basis. The subject space is located away from the street and no parking spaces are available for this use on the street side of the building. Moreover, the applicant does not expect to repair such vehicles regularly since the emphasis of its business is to clean and repair vehicles having cosmetic exterior flaws. Nonetheless, Condition #5 has been included in this report to prohibit vehicles from being parked in a location whereby their damage is visible from South Pickett Street. The applicant can comply with this condition by, for instance, parking any heavily-damaged vehicles inside the building or around the corner of two buildings on the site, or possibly by erecting fencing if needed.

In conclusion, staff believes that the proposed use is reasonable in this location and recommends approval of the Special Use Permit request subject to the conditions contained in Section III of this report.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. The hours of operation of the general automobile repair business shall be limited to between 8:30 a.m. and 6 p.m. Monday - Saturday. (P&Z)

3. The applicant shall post the hours of operation at the entrance of the business. (P&Z)

4. No repair work, painting, detailing or car washing shall occur outside. All repair, painting, detailing and car washing activities at the site shall be conducted inside a building or structure. (P&Z) (T&ES)

5. No junked, abandoned, or stripped vehicles shall be displayed, parked, or stored outside. No vehicles shall be parked in a location whereby their damage is readily visible from passing vehicular traffic on South Pickett Street. (P&Z)

6. No vehicles shall be displayed, parked, or stored in any portion of the public right-of-way. (P&Z) (T&ES)

7. No vehicle parts, tires, or other materials shall be permitted to accumulate outside except in a dumpster or other suitable trash receptacle or enclosure. (P&Z)

8. Loading and unloading of vehicles, if any, shall take place on-site and during hours of operation. (P&Z)

9. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements. (P&Z)

10. The Special Use Permit shall be reviewed by the Director of Planning & Zoning, with notice to the community, five years from approval (June 2018) in order to assess the redevelopment potential of the site and the compatibility of the use with other uses in the area. The Director shall docket the Special Use Permit for Planning Commission and City Council review if the Director determines the use to be incompatible with surrounding uses or with anticipated redevelopment. Notwithstanding the staff review, City Council shall review the Special Use Permit ten years from approval (June 2023) in order to assess the redevelopment potential of the site and the compatibility of the use with other uses in the area. (P&Z)

11. Car wash facilities must be equipped with a water recycling system. The building official shall approve such a system. Any car washing activity must drain to the sanitary sewer system with prior approval from ASA, or be covered by a VPDES permit for discharge into the storm sewer. (T&ES)

12. The applicant shall provide a plan that shows the method of connection for the discharge of vehicle wash to an approved sanitary sewer system and proper disposal of rainwater to the storm sewer system. In case the applicant chooses to install commercial car washing equipment, such equipment shall be equipped with a water recycling system approved by the building official. (T&ES)

13. The application of paints or coatings shall be prohibited at the site, unless a paint spray booth is designed and built to the satisfaction of the Director of Code Administration. If automotive refinishing is permitted, no materials shall be disposed of by venting to the atmosphere and no paints or coating shall be applied outside of the approved paint spray booth. (T&ES)

14. All waste products including but not limited to organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)

15. The applicant shall comply with the City of Alexandria Best Management practices manual for automotive related industries. A copy can be obtained by contacting the Office of Environmental Quality at 703-746-4065 or at http://alexandriava.gov/Environment under Forms and Publications. (T&ES)

16. The applicant shall control odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services. (T&ES)

17. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

18. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

19. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

20. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

21. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which

create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

STAFF: Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning; Nathan Randall, Urban Planner.

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 COMMENTS

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

Transportation & Environmental Services

F-1 This parcel is within the RPA, but the building is not. There shall be no outside painting, fumes are to be controlled and no disturbance shall occur within the RPA. (T&ES)

F-2 This property and building are located within the 100-yr floodplain. Due to the fact that these improvements do not amount to a "Substantial Improvement" as defined by City ordinance, this project is not subject to the Floodplain District regulations provided in Section 6-300 (FLOODPLAIN DISTRICT) of Article VI (SPECIAL AND OVERLAY ZONES) of the City of Alexandria Zoning Ordinance. However, the owner(s) of this property should be advised that flooding can and does occur at this location up to elevation 86' (City Datum) and to ensure safety the project is advised to comply with Section 6-307 (D) "Water heaters, furnaces, electrical distribution panels and other critical mechanical or electrical installations shall not be installed below the 100-year-flood level. Separate electrical circuits that serve areas below the 100-year-flood level shall be dropped from above." (T&ES)

F-3 It is also advised that no food storage or preparation areas be located below the 100-year-flood level (elevation 11’). (T&ES)

R-1 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

R-2 The applicant shall comply with the City of Alexandria Best Management Practices Manual for Automotive Related Industries. A copy can be obtained by contacting the Office of Environmental Quality at 703-746-4065 or at http://alexandriava.gov/Environment under Forms and Publications. (T&ES)

R-3 Car wash facilities must be equipped with a water recycling system. The building official shall approve such a system. Any car washing activity must drain to the sanitary sewer system with prior approval from ASA, or be covered by a VPDES permit for discharge into the storm sewer. (T&ES)

R-4 Provide a plan that shows the method of connection for the discharge of vehicle wash to an approved sanitary sewer system and proper disposal of rainwater to the storm sewer system. In case the applicant chooses to install commercial car washing equipment, such equipment shall be equipped with a water recycling system approved by the building official. (T&ES)

R-5 The applicant shall control odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to

neighboring properties, as determined by the Department of Transportation and Environmental Services. (T&ES)

R-6 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

R-7 All waste products including, but not limited to, organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)

R-8 The applicant shall control odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services. (T&ES)

R-9 The application of paints or coatings shall be prohibited at the site, unless a paint spray booth is designed and built to the satisfaction of the Director of Code Administration. If automotive refinishing is permitted, no materials shall be disposed of by venting to the atmosphere and no paints or coating shall be applied outside of the approved paint spray booth. (T&ES)

R-10 All repairs of motor vehicles shall be conducted inside a building or structure that is approved by the Director of Planning and Zoning. (T&ES)

R-11 Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R-12 Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

C-1 Per Section 6-307 Other Conditions, (B):
"All uses, activities and development occurring within any floodplain district shall only be undertaken in strict compliance with the Virginia Uniform Statewide Building Code (VA USBC)." (T&ES)

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. (T&ES)

C-3 The applicant shall comply with the City of Alexandria’s Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99).

In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Code Enforcement

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Services Division Chief at ken.granata@alexandriava.gov or 703-746-4193.

C-1 A Certificate of occupancy shall be obtained prior to any building change of occupancy.

C-2 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-3 A fire prevention code permit is required for the proposed operation. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application.

C-4 Alterations to the existing structure and/or installation and/or altering of equipment therein requires a building permit. Five sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application. The plans must include all dimensions, construction alterations details, kitchen equipment, electrical, plumbing, and mechanical layouts and schematics.

C-5 Application of flammable finishes shall comply with Section 416 of the 2009 VCC.

C- 6 Any increase in occupancy must be supported by the required number of restroom facilities within the structure in accordance with the USBC / International Plumbing Code.

Health

F-1 No comments

Parks and Recreation

F-1 No comments received

Police Department

F-1 No comments received

APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00022

PROPERTY LOCATION: 600A South Pickett St. Alexandria, VA 22304

TAX MAP REFERENCE: 067.02-02-11 **ZONE:** I

APPLICANT:

Name: Perfect Auto Detail, Inc.

Address: 1115A West Broad Street Falls Church VA 22046

PROPOSED USE: general automotive repair

[✓] **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[✓] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[✓] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Samuel K. Osei		3/25/2013
Print Name of Applicant or Agent	Signature	Date
1115A West Broad Street	703-237-9067	703-237-9066
Mailing/Street Address	Telephone #	Fax #
Falls Church VA 22046	jr@perfectautodetail.com	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION:	**DATE:**
ACTION-CITY COUNCIL:	**DATE:**

SUP # 2013-00022

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 1000 S. Pickett St., Alexandria, VA (Property Address) I hereby grant the applicant authorization to apply for the automotive repair (use) use as described in this application.

Name: Leonard A. Greenberg (Please Print) Phone: (301) 657-2525

Address: 4901 Fairmont Ave., Ste. 200 Bethesda, MD 20814 Email: _____

Signature: _____ Date: 3/26/13

1. Floor Plan and Plot Plan. As a part of this application the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

   [ ] **Required floor plan and plot/site plan attached.**

   [ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*
   [ ] Owner
   [ ] Contract Purchaser
   [X] Lessee or
   [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Samuel K. Osei 1115A West Broad Street Falls Church VA 22046 100%

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OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Samvel K. Osei	1115 West Broad St. Falls Church, VA 22046	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1000 S. Pickett St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Leonard A. Greenberg	4901 Fairmont Ave, Suite 200 Bethesda MD 20814	100%
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Leonard Greenberg	None	Planning Commission City Council
2. Samuel Osei	↓	↓
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

3/25/2013 Samuel K Osei

Date Printed Name Signature

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If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[X] **Yes.** Provide proof of current City business license 0225-063063

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

please see attached

SUP2013-00022

Perfect Auto Detail, Inc has been in business providing top notch quality detailing service to retail customers at our headquarters in Falls Church and to dealerships in the Washington Metropolitan Area for 23 years.

The vision of Perfect Auto Detail, Inc to move forward to expand providing general automotive reconditioning service to retail and wholesale customers. These services include dent removal and auto paint.

In addition to offering a larger scope of services, we are looking to expand and open an Alexandria location. Shop set up in Alexandria will be similar to our Falls Church location with the addition of having a designated space to provide dent removal services and also install an enclosed paint booth.

Employees will consist of an office administrator and 6-8 techs who will work on vehicles. A portion of the space will be constructed with an office and small waiting area. Our customers typically drop off their vehicles to us during business hours for work to be completed and return later in the day to pick them up.

The detail machinery that is utilized is minimal and within the OSHA Standards for noise levels under 80 decibels. Machinery includes commercial grade vacuums cleaners, hand buffers, air gun, ionizer, and steam extractor. Dent removal services is a manual service that we provide using hand held tools and does not require the use of products or chemicals. Perfect Auto Detail plans to install an exhaust system for the paint booth to comply with OSHA regulations. Before painting a sander will be used to smooth out the surface of the area to be painted. Painting will typically be bumpers, doors, fender, quarter panels, hoods, and removable automotive parts.

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USE CHARACTERISTICS

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

[X] a new use requiring a special use permit,
[ ] an expansion or change to an existing use without a special use permit,
[ ] an expansion or change to an existing use with a special use permit,
[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).
Monday - Saturday 8:30 am - 6:00pm 4-6 clients per day, drop-off services provided; clients typically do not spend time waiting for services to be completed

B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).
Monday - Saturday: 8:30 am - 6:00 pm; 5-6 staff personnel and detailers.

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

Day:	Hours:
Monday - Saturday	8:30 am - 6:00 pm

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
under 80 decibles based on OSHA weighted sound levels.

B. How will the noise be controlled?
Equipment is turned off when not in use

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

possible odors from paint; an exhaust system will be installed to address

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

office paper, food wrappers

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

1-2 13 gal. trash bags per day

C. How often will trash be collected?

once a week

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

no products will be sold to generate litter; employees will pick up inside and outside the property

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[X] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

paints + cleaning compounds which will not be disposed onsite; if necessary for disposal the vendor will collect. Quantities will be supplied to this location in 5-10 gal. containers for cleaning compounds and 1 gallon containers for paint.

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11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[X] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

SDS are attached for products used, same quantity and disposal methods will be used as in #10.

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

OSHA compliance training and implementation will ensure safety for all residents, employees & patrons

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[ ] Yes [X] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

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PARKING AND ACCESS REQUIREMENTS

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

16-17 Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces.

_____ Other.

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A_____
Does the application meet the requirement? [ ] Yes [ ] No

B. Where is required parking located? *(check one)*

[X] on-site

[ ] off-site

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

_____

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? _____

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200_____
Does the application meet the requirement? [ ] Yes [ ] No

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B. Where are off-street loading facilities located? side of buildings

C. During what hours of the day do you expect loading/unloading operations to occur?
Mon - Fri 8:30am - 6:00pm

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
2-3 times per week

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

street access is adequate

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

5782 sq. ft. (existing) + 0 sq. ft. (addition if any) = 5782 sq. ft. (total)

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

[ ] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[X] other. Please describe: industrial commercial site

End of Application

SUP # 2013-00022

APPLICATION - SUPPLEMENTAL

AUTOMOBILE-ORIENTED USES

Supplemental information to be completed by applicants requesting special use permit approval of an automobile-oriented use (e.g., automobile repair garage, car wash, auto or trailer sales).

1. What type of automobile oriented use do you propose?

[ ] automobile or motor vehicle parking or storage lot.
[ ] automobile or trailer rental or sales.
[ ] automobile service station.
[X] automobile repair, including car wash. will install water separator
[ ] other: _____

2. What types of repairs do you propose to perform?
general automotive repair - (Auto Detailing, and auto Body & Paint)

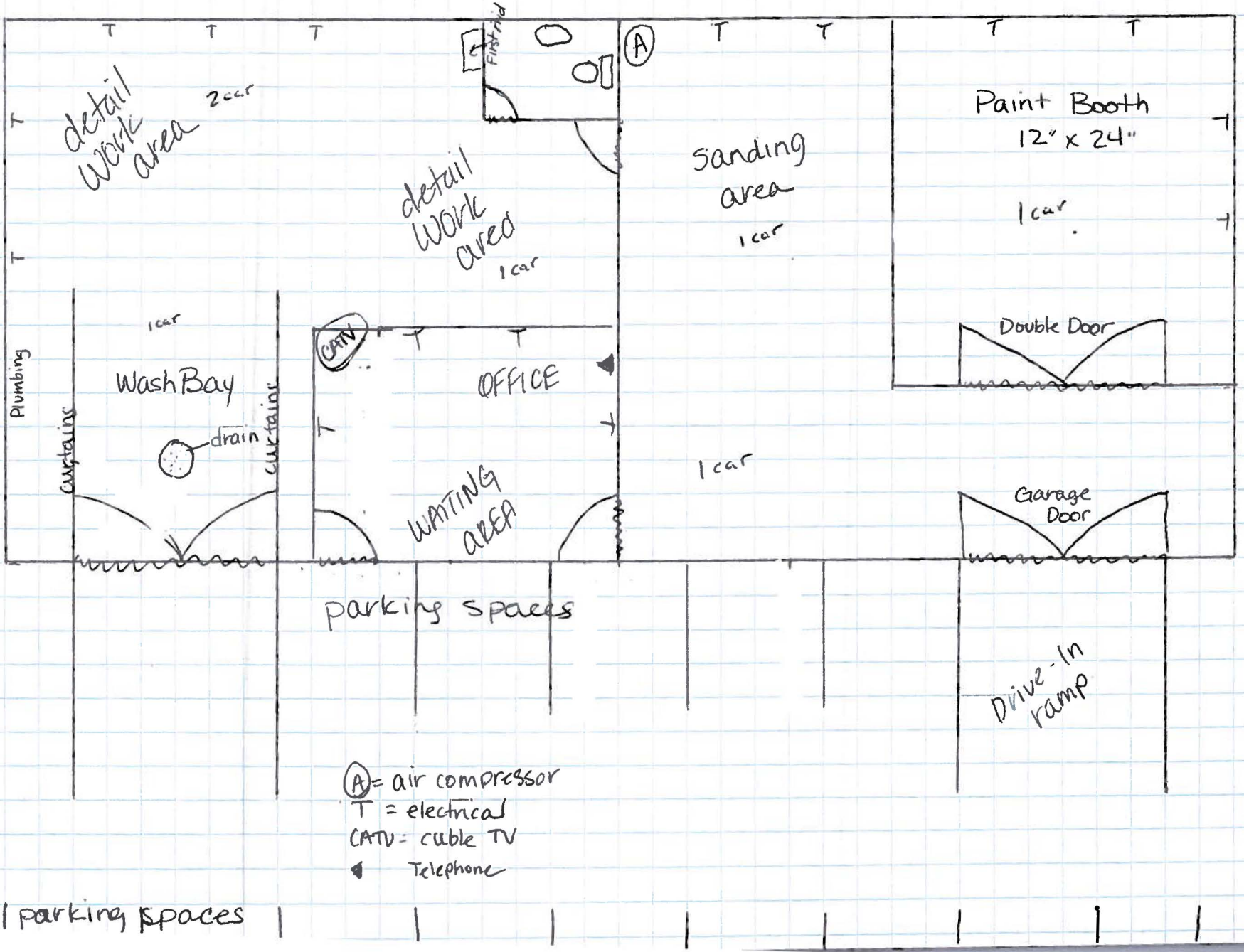
3. How many of each of the following will be provided?
0 hydraulic lifts or racks
8 service pits
0 service bays

4. How many vehicles will be parked on-site at any one time. Please provide information on the type (i.e., for sale, customers, employees, or repairs)?
10-10 Employee + customer cars

5. Will a loudspeaker or intercom system be used outside of the building? ____ Yes X No

Please note: All repair work must occur within an enclosed building.

Interior Floor Plan



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SUP2013-00002

SUP2013-0022

Cameron Park Industrial Center Alexandria, Virginia

SITE PLAN

SUP2013-0022

SUP#2013-0022
600A South Pickett Street

- SUP request to operate general automobile repair
- Interior & exterior detailing
- Review condition
- Damaged vehicles
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	13-1588	**Name:**	
Type:		**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing to Consider the Recommendation of the City Council Naming Committee to Name the Alexandria Fire Department Professional Development Center at the Lee Center in Honor of Paramedic Joshua A. Weissman.		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1491_Joshua Weissman - Obituary.pdf		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 7, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing to Consider the Recommendation of the City Council Naming Committee to Name the Alexandria Fire Department Professional Development Center at the Lee Center in Honor of Paramedic Joshua A. Weissman.

BODY

ISSUE : Consideration of recommendation of the City Council Naming Committee to name the Alexandria Fire Department Professional Development Center at the Lee Center in honor of Paramedic Joshua A. Weissman who died in the line of duty on February 9, 2012, and setting this report for public hearing and consideration on Saturday, June 15.

RECOMMENDATION: That City Council hold the public hearing and following the hearing approve the recommendation of the City Council Naming Committee to name the Alexandria Fire Department Professional

Development Center at the Lee Center in Honor of Paramedic Joshua A. Weissman.

The Naming Committee recommended unanimously that Council receive and consider their recommendation that the Fired Department Profession Development Center be named in honor of Paramedic Joshua A. Weissman.

DISCUSSION: Alexandria Paramedic Joshua A. Weissman died in the line of duty while responding to an emergency call for a car fire on Route 395 in Arlington County near Glebe Road the night of February 8, 2012. Paramedic Weissman fell from the roadway and suffered a severe head injury. He was rescued by City of Alexandria and Arlington County firefighters and paramedics, with assistance from Alexandria, Arlington and Virginia State police officers. In spite of valiant efforts by the medical team at Washington Hospital Center, Paramedic Weissman died of his injuries at 4:25 pm on Thursday, February 9, 2012.

He was seven year, well-regarded member of the Alexandria Fire Department, who was known to have a great passion for Emergency Medical Services (EMS). He was an active instructor, role model, mentor and field training officer throughout his career. He obtained specialty instructor certifications in Advanced Cardiac Life Support, International Trauma Life Support, Pediatric Life Support, and Geriatric Education for Emergency Medical Services.

During his career in Alexandria he received an Alexandria Chamber of Commerce Valor Award, and an Alexandria Jaycees Award for his contributions to the Field Training Program for EMS interns.

The Alexandria Fire Department has requested that their Professional Development Center, located at the Lee Center, be named in honor of Paramedic Weissman.

The City Council Naming Committee (Councilwoman Pepper, Mayor Euille and Deputy City Manager Michele Evans, the City Manager's designee) discussed the request at its meeting on May 9, 2013. The Naming Committee recommended unanimously that City Council name the Alexandria Fire Department Professional Development Center at the Lee Center in honor of Paramedic Joshua A. Weissman. They asked that this recommendation be forwarded to Council for receipt in May with public hearing and consideration in June.

ATTACHMENT: Joshua A. Weissman Obituary

STAFF:

Michele Evans, Deputy City Manager
Adam Thiel, Fire Chief

Joshua Weissman Death Notice: Joshua Weissman's Obituary by the The Washington Post.

Joshua Weissman



WEISSMAN JOSHUA WEISSMAN Joshua Weissman, 33, died February 9, 2012, as a result of injuries sustained while responding to an emergency as a paramedic with the Alexandria, VA Fire Department. Joshua was born in Ithaca, N.Y. on February 23, 1978. As a young child he developed a strong interest in construction equipment and fire engines. This fascination grew over time and at the age of 16 Joshua began volunteering with the Cayuga Heights Fire Department. With the department, he soon realized his passion for providing emergency medical care. While continuing to gain education and experience as a volunteer firefighter, Joshua studied at Ithaca College receiving his B.A. in history in 2000. As a student volunteer, he lived at the fire station. There he met and fell in love with another volunteer, Rebecca Updike. They married in 2005. Joshua served with several ambulance companies including Bangs in Ithaca, N.Y., TLC in Cortland, N.Y., Rural-Metro in Syracuse, N.Y. and the Washington, D.C. Fire Department. At 26, he joined the Alexandria Fire Department where he served for more than seven years. Joshua's peers and supervisors praised his clinical skills and his commitment to those he served. He was known to visit the homes of the individuals and families he helped, to provide comfort after an emergency subsided. Beyond serving as an emergency responder, Joshua participated in numerous committees for the department and as an instructor. His former students have expressed enormous respect for his work with some crediting Joshua for changing their lives with his teaching. Joshua's work has been recognized by numerous awards including the Alexandria Jaycees Award in 2011 for his contributions to the Field Training Program for EMS Interns, and the Alexandria Chamber of Commerce Valor Award. He loved and was loved by those with whom he worked. Dedication to his work was equaled only by Joshua's dedication to his beloved wife Rebecca and his family and friends. He was an amazing husband and filled Rebecca's life with so much love and a lifetime of wonderful memories to cherish. Beyond work and family Joshua filled his life with his love of construction equipment, American history, caring for his garden, playing with his most loved cat Nahla and as a proud fan of the New York Rangers, New York Jets and the New York Mets. Joshua was an exemplary human being. By the young age of 33, he had lived more than half his years as an emergency responder. At the same time, he created an existence both whole and balanced. Contentment and gratification were the result. What he would have accomplished had he lived will never be known. Yet, all who knew him knew his was a life full and well lived. He is survived by his loved and loving wife Rebecca; his adoring parents, Edward and Frances Weissman; his admiring brother and sister-in-law Gabriel and Jessica Weissman; and respecting extended family, father and mother-in-law Ronald and Maureen Updike and Rebecca's sisters and brother-in-laws Sarah and Rodney Smith, Michelle Updike and Charles McCreless, Kristin and Steven Pronko and finally his nephew and niece Trevor and Madison Smith. A viewing will be held at the Everly-Wheatley Funeral Home on Wednesday, February 15 at 5 p.m. and the funeral will be held at Beth El Hebrew Congregation, 3830 Seminary Road, Alexandria VA 22304 on Thursday, February 16 at 1 p.m. www.everlyfuneralhomes.comwww.everlyfuneralhomes.com

Everly-Wheatley

Published in The Washington Post on February 12, 2012

Legislation Details (With Text)

File #:	SUP13-017	**Name:**	Dog Daycare
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/19/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0017 4740 Eisenhower Avenue - Dog Daycare Public Hearing and Consideration of a request to operate a dog daycare with boarding and grooming services and overnight accommodation and a request for a parking reduction; zoned OCM (100) / Office Commercial Medium (100). Applicant: Mary Kenkel Planning Commission Action: Recommend Approval 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-017 Staff Report to CC SUP13-017 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	Pass

Title

Special Use Permit #2013-0017
4740 Eisenhower Avenue – Dog Daycare
Public Hearing and Consideration of a request to operate a dog daycare with boarding and grooming services and overnight accommodation and a request for a parking reduction; zoned OCM (100) / Office Commercial Medium (100). Applicant: Mary Kenkel
Planning Commission Action: Recommend Approval 5-0

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Docket Item #13

Special Use Permit #2013-0017
4740 Eisenhower Avenue - Whole Dogz

Application	General Data	
Consideration of a Special Use Permit request to operate a pet grooming/training facility with overnight boarding and with a parking reduction.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 4740 Eisenhower Avenue	**Zone:**	OCM/100/Office Commercial Medium (100)
Applicant: Mary Kenkel	**Small Area Plan:**	Landmark/Van Dorn

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

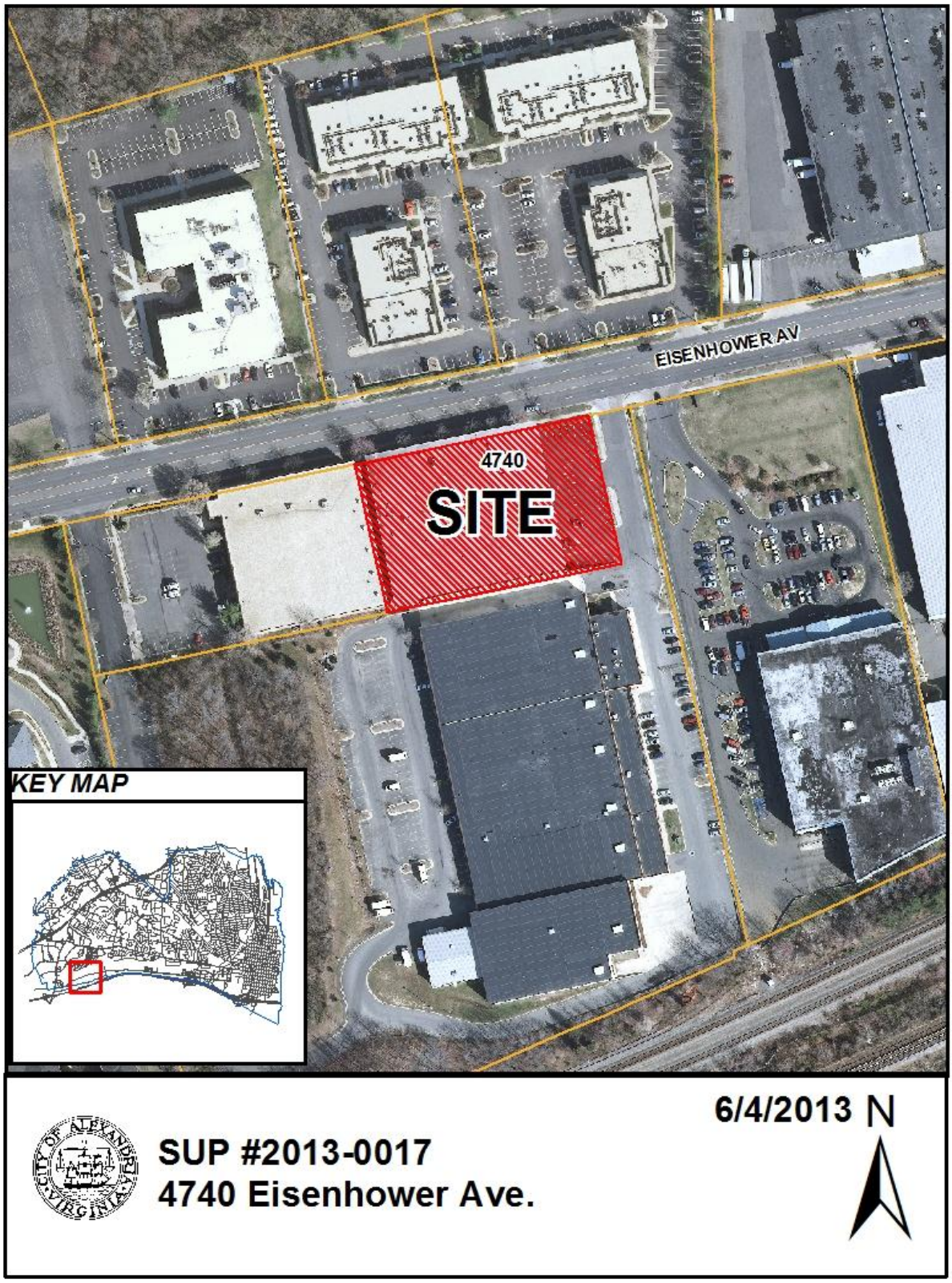
Staff Reviewers: Nathan Randall nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Ms. Lyman, seconded by Mr. Macek, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 5 to 0, with Chairman Komoroske and Mr. Wagner absent.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Mary Kenkel, applicant, spoke in favor of the request.


EISENHOWER AV
4740
SITE
KEY MAP
6/4/2013
N
SUP #2013-0017
4740 Eisenhower Ave.

I. DISCUSSION

The applicant, Mary Kenkel, requests Special Use Permit approval to operate a pet grooming/training facility with overnight boarding, and with a parking reduction, at 4740 Eisenhower Avenue.

SITE DESCRIPTION



The subject site is one lot of record with approximately 285 feet of frontage on Eisenhower Avenue, 180 feet of depth, and a total lot area of 51,385 square feet. The applicant plans to operate in approximately 14,500 square feet of space in the southernmost one-third section of the industrial warehouse building on the site. A portion of this space is on a second-level mezzanine that extends over adjacent tenant space. The building is currently vacant, although a church with a day care center and an office of the Virginia Parole Board are contemplated for the remaining tenant spaces in the building.

The surrounding area is comprised of primarily industrial and commercial uses. An industrial/ flex space center with multiple commercial and industrial tenants is located to the north across Eisenhower Avenue. The vacant Victory Center office complex is located northwest of the site. A FedEx warehouse and pick-up center is located immediately to the south. The former Restaurant Depot site, which has been approved for a new Enterprise Rent-a-Car storage and repair facility, is located to the east. DBi, a transportation signaling company, is located immediately to the west, and a residential apartment complex is located further to the west over 500 feet away.

BACKGROUND

City Council granted SUP#2010-0087 in April 2011 to a different applicant for operation of a similar “doggie day care” business in the middle tenant space on the property. Compared to the current request, that operation was planned to be somewhat smaller in floor area and would have cared for more dogs. The applicant never opened the business, however, and the SUP expired in October 2012.

PROPOSAL

The applicant proposes to operate a 14,000 square-foot dog grooming, training and boarding facility with overnight accommodation. A small selection of retail items for pets, including organic pet supplies, will also be available for sale at the front of the establishment. Up to 80 dogs are expected on the first floor of the building and an outdoor play area during the day for grooming, training and doggie day care. Up to 70 dogs are expected on the second floor in the overnight kenneling area. The applicant also plans evening activities such as singles' events, veterans' events, and training seminars up to twice each week. Although at least one staff person will be on-site at all times and the business will technically operate around the clock, the applicant does not expect the business to be open to the public 24 hours each day. Additional elements of the applicant's proposal are as follows:

Public Hours of Operation:	7 a.m. – 9 p.m. Monday-Friday 8 a.m. – 6 p.m. Saturday 12 p.m. – 5 p.m. Sunday
Number of Dogs:	Up to 80 (daytime) Up to 70 (overnight boarding)
Number of Employees:	Up to 5 each shift
Delivery Vehicles:	One small van will be used as "pet taxi"
Noise:	Typical noises from dogs playing or barking will be mitigated by acoustic panels and sound deadening materials in both indoor and outdoor areas.
Odors:	Pet odors will be controlled by an advanced filtration system
Trash/Waste:	General office paper and packaging material will be once each week. The applicant plans to install a "power loo" flush system for the disposal of animal waste.

ZONING/MASTER PLAN DESIGNATION

The subject property is zoned OCM(100) / Office Commercial Medium. Section 4-1003(W.3) of the Zoning Ordinance allows overnight pet boarding in the OCM(100) zone only with a Special Use Permit. The proposed use is consistent with the Landmark/Van Dorn Small Area Plan chapter of the Master Plan which designates the property for office and commercial uses.

PARKING / PICK-UP AND DROP-OFF

According to Section 8-200(A)(20), a 14,500 square-foot, non-storage use in an industrial building is required to provide 30 off-street parking spaces. The applicant partially satisfies this requirement with ten parking spaces in the surface lot in front of the building, three of which are tandem spaces intended for employees. The applicant has applied for a 20-space parking reduction to meet the balance of the requirement and to allow three of the spaces to be tandem.

The pick-up and drop-off of dogs to the facility is expected to occur primarily in three to four parking spaces near the entrance to the subject tenant space. No transfer of pets is planned to occur in the drive aisle of the parking lot. To speed the transfer of pets from staff to owners, the applicant plans to meet customers near the door to transfer pets and will offer a swipe-card system for frequent customers. In addition, the applicant plans to offer a pet taxi service, using one small van, that will pick-up/drop-off dogs at their owner's residence.

II. STAFF ANALYSIS

Staff supports the applicant's request to operate a dog day care business with overnight accommodation. The proposed use, which will have fewer dogs on-site at any one time compared to the similar business approved by SUP at this property over two years ago, is appropriate for this largely industrial area on Eisenhower Avenue. The request also represents the establishment of a new small business within Alexandria that will occupy tenant space that has been vacant for years.

Although dog daycare businesses have some potential to create impacts on the surrounding neighborhood, such as odors or noise, no residential uses are located immediately adjacent to the site. Staff has also discussed the proposal with the property owner and with representatives from the church and day care center planned to be located next-door, and they have not expressed any concerns. The dogs will only be located on the second level overnight and will be moved back downstairs during the day. The expected interior layout of the church includes a hallway along the side closest to the dog day care, and most of its activities are expected to be oriented away from that side of the tenant space. Although the outdoor pet play area will be located behind the building and close to the adjacent commercial building at 4750 Eisenhower, the property owner reports that the portion of that building closest to the play area is used only as warehouse space. The applicant also intends to install soundproofing to further reduce the potential for noise impacts.

Staff also does not object to either element of the parking reduction. The applicant plans to offer quick turn-around times for picking-up/dropping-off of dogs and the pet taxi service will also reduce the number of vehicles at the site. Public bus transportation is also available for employees along Eisenhower Avenue. Staff has some concern that parking issues could arise in the future if any of the businesses proposed for the site grow quickly and, for instance, need to hire additional employees. The parking situation will be re-assessed as part of staff's review of the Special Use Permit pursuant to the standard one-year review condition.

In a related matter, staff has also discussed with the applicant and property owner the difficulties associated with any pick-up/drop-off occurring within the parking lot's drive aisle if parking spaces for the business are full. Given that three establishments are planning to use the parking lot and that the drive aisle is narrow and only allows for one-way traffic, staff sees some potential for traffic tie-ups during peak pick-up/drop-off times if either the dog day care or the adjacent day care center allowed such an arrangement. However, the property owner reports that the leases for both establishments prohibit the pick-up/drop-off of dogs or children within the parking lot drive aisle. Staff has reinforced this stipulation in Condition #6.

Subject to the conditions contained in Section III of this report, staff recommends approval of the applicant's Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. The maximum number of customers' dogs that may be present on-site at any one time shall be 80. (P&Z)

3. The hours during which the facility is typically open to the public shall be limited to between 7 a.m. and 9 p.m. daily. Overnight pet boarding facilities are permitted. (P&Z)

4. The applicant shall post the hours of operation at the entrance of the business. (P&Z)

5. The applicant shall conduct staff training sessions on an ongoing basis, including as part of any employee orientation, to discuss all Special Use Permit provisions and requirements. (P&Z)

6. No pet pick-up/drop-off shall occur within the drive aisle of the parking lot in front of the business. (P&Z)

7. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)

8. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

9. The applicant shall control odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to

neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

10. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

11. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

12. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

13. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

14. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation; or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

STAFF: Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning; Nathan Randall, Urban Planner.

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 COMMENTS

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

Transportation & Environmental Services

F-1 Transportation supports the proposed parking reduction for the following reasons:

a. Employee vehicles and/or pet taxi vehicles will be able to effectively utilize the tandem parking spaces proposed.
b. Assuming use of the tandem parking spaces, staff believes adequate drop-off and pick-up parking will be provided for patrons during the peak hours (typically a minimum of 4-5 spaces should be available for patrons during the peak hours)
c. The pet taxi(s) will likely be away from the site (either picking up dogs in the morning or dropping off dogs in the afternoon) during the majority of the peak drop-off and pick-up hours, thereby increasing the number of available parking spaces for patrons during the peak hours.
d. The drop-off and pick-up processes are both relatively short duration processes, with quick turnover of parking spaces. The applicant has proposed additional measures, such as smart phone check-in, to speed the drop-off and pick-up process and further enhance the turnover of the customer parking spaces.

R-1 All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

R-2 The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

R-3 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

R-4 Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)

R-5 Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be monitored and picked up at least twice during the day and at the close of the business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is in operation. (T&ES)

R-6 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

C-1 The applicant shall comply with the City of Alexandria's Code, Title 5, Chapter 7, regulations of dogs and other animals. (T&ES)

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. (T&ES) (SUP2004-00081)

C-3 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99).

In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Code Enforcement

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Acting Plan Review Supervisor at ken.granata@alexandriava.gov or 703-746-4193.

C-1 Building and trades permits are required for this project. Five sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s).

C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-3 Alteration to a building/structure shall comply with the Uniform Statewide Building Code (USBC).

C-4 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.

C-5 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) total floor area per floor/tenant; e) fire protection plan; occupant load for the Gymnasium. (Depending on occupant load, more than 2 exits may be required).

C-6 A Certificate of Occupancy shall be obtained prior to any occupancy of the building or portion thereof.

C-7 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.

C-8 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2).

Health

F-1 No comments

Parks and Recreation

F-1 No comments received

Police Department

F-1 No comments received

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # SUP2013-00017

PROPERTY LOCATION: 4740 Eisenhower Ave, Alexandria. VA

TAX MAP REFERENCE: 1068.04-01-18 **ZONE:** OCM-100

APPLICANT:

Name: Mary Kenkel

Address: 5869 Colfax Ave. Alexandria, VA 22311

PROPOSED USE: Dog daycare, boarding, grooming, and retail business

[X] **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[X] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Mary Kenkel	Mary Kenkel	3/21/13
Print Name of Applicant or Agent	Signature	Date
5869 Colfax Ave	703-578-0029	202-236-2387 - cell
Mailing/Street Address	Telephone #	Fax #
Alexandria, VA 22311	marykenkel@msn.com	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

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PROPERTY OWNER'S AUTHORIZATION

As the property owner of 4740 Eisenhower Ave. Alexandria, VA (Property Address), I hereby grant the applicant authorization to apply for the Dog daycare, boarding, and grooming. Pet retail. (use) use as described in this application.

Name: James W. Yates Phone 703-626-6933

Please Print

Address: PO Box 510, Occoquan VA 22125 Email: jimy@mindspring.com

Signature: James W. Yates Date: 3/25/2013

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

[✓] **Required floor plan and plot/site plan attached.**

[ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:

[ ] Owner
[ ] Contract Purchaser
[✓] Lessee or
[ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Mary Kenkel 5869 Colfax Ave. Alexandria VA 22311 100%

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OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Mary Kenkel	5869 Colfax Ave. Alexandria, VA 22311	~~100%~~ 90%
2. Patrick Kenkel	5869 Colfax Ave Alex VA 22311	10%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4740 Eisenhower Ave. Alexandria, VA (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. James W. Yates	PO Box 510, Occoquan VA 22125	50%
2. Toni R. Yates.	PO Box 510, Occoquan VA 22125	50%
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Mary Kenkel	None	city council/Planning commission
2. James W. Yates	None	city council/Planning commission
3. Toni R. Yates	None	city council/Planning commission

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

3/21/13 — Date

Mary Kenkel — Printed Name

Mary Kenkel — Signature

4/4/13

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If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[ ] **Yes.** Provide proof of current City business license

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

See attached

5 15 16 14

SUP2013-00017

Special Use Permit Application
Description of Business

Whole Dogz plans on opening a daycare, boarding and grooming facility with a small retail area at 4740 Eisenhower Avenue, Alexandria Virginia. Whole Dogz will occupy approximately 14,000 square feet of a 38,00 square foot facility (left section) in an area that has operated as a warehouse. The surrounding area is comprised mainly of industrial and commercial uses, with a Federal Express distribution facility located to the south, an empty building is to the east. Residential apartment complexes are located to the west, over 500 feet away.

Whole Dogz is designed to meet the growing interests of dog owners to provide not only an opportunity for their dogs to play during the day, but to provide a safe and healthy place to both play and sleep. In addition to day care and overnight boarding, we will offer organic grooming, spa like facilities with a certified dog massage therapist and holistic veterinarian offering acupuncture on specific days of the week.

The retail area will offer unique dog related items as well as organic shampoos and food. Whole Dogz will also use the small outdoor space behind the building because it allows for both an opportunity for fresh air which is important for the dogs, and will offer an opportunity to cycle dogs inside and outdoors, providing them with varying options for play during the day. The outdoor area will be fenced with two easy open gates on both ends, and an entrance into the building. The outdoor area is located in the alley behind the building, and is below grade. The outdoor area will utilize dog kennel grass with gravel below, fountains to reduce noise, and sound baffling panels along the fence. Whole Dogz will not impact or utilize the resource protection area which is over 100 feet away from this alley location. Use of the outdoor area helps to keep staff engaged as they will have an opportunity to move throughout the facility and provide dogs with various entertainment options. The indoor play areas will include a variety of play activities, including typical daycare equipment along with trieballs, circle ball time, dog spinners, and other daily activities that will keep the dogs and the staff interested during the day.

Our focus on health and holistic day care will include the use of filtered water, organic cleaning supplies and the use of an ultraviolet air cleaning system that will be attached to the existing HVAC/heating system to limit transmittal of disease.

Our staff will be trained by an official dog trainer with monthly updates to ensure that staff remain qualified when interacting with owners' dogs. In addition, the staff will be trained to quiet dogs while providing for opportunities for significant amounts of fun. Our overnight boarding dogs will be treated to tuck in services, a little night music to help them relax and will be fed organic foods if owners don't provide their own. Staff will be offered health care and a healthy relaxing environment for breaks as well as incentives to stay employed with Whole Dogz to ensure a thriving business with staff continuity.

In order to ensure both the safety and time constraints of our customers, frequent visitors will be able to purchase check in cards and drive up to the "lickin' drive" spot where dogs will be released to staff and brought into the facility, preventing a backup of parking spaces. Those choosing to browse in the retail area will also be met with swift checkout options using iPads to mimic the experience of customers in the Apple store. This will also facilitate movement in and out of the parking lot to ensure that there will always be enough parking.

1/16/15

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REVISED

To provide additional experiences for our customers, Whole Dogz plans on holding single nights, Dog and me children reading events, discussions with Veterans and we will facilitate outreach to Elderly groups regarding assistance and training to interact with the elderly in nursing facilities. Additional events will include training seminars, etc. These will be held after office hours which will facilitate parking. We plan on partnering with other Alexandria businesses for our after hours events to further benefit the City's thriving business community.

We plan on taking no more than ~~70~~ 80 MDC dogs on any given day, and we will have enough space to board ~~approximately 70~~ a total of 70 MDC dogs at capacity. Special rooms will be set aside for dogs that would like to relax during the day with staff. An overnight attendant will also ensure 24/7 continuous supervision. overnight MDC

Mary Kenkel, the Whole Dogz primary owner has significant business experience working for Fortune 500 companies, operating million dollar budgets and training and managing staff. Patrick Kenkel, the Whole Dogz manager and partial owner, has significant experience with dogs, having managed a dog daycare facility in Arlington, VA for the past 2 ½ years. He is knowledgeable in assessing dogs and can train staff in appropriate dog assessment and methods to prevent the acceptance of aggressive dogs or dogs that create problems in the day care environment. In addition we will have three main areas for dog play, small, medium and large dogs to ensure the safety of all animals. All dog owners will be required to provide vaccination records of their dog(s) and will be provided with a detailed questionnaire and intake procedure so that they understand the requirements of dogs and owners.

The grooming area will utilize only organic products, as well as a water jet spa to help dogs that need help with joints. In addition we plan on partnering with local veterinarians in order to ensure that if any issues arise with dogs during the day or night, we can provide owners with the knowledge that their dogs will be well cared for. We also plan on providing space for a veterinarian which utilizes holistic techniques so they can offer their services once or twice per week. This would be offered to dogs already in day care.

Finally we plan on offering a pick-up and delivery service at various Metro stations to facilitate dog owners that are not interested in driving to the Eisenhower facility – this will also reduce traffic at the facility.

At least 4 staffers will be on schedule to work with dogs in the back with a receptionist/retail area checkout staffer on a shift basis (5 at one given time – 11 – 12 total) including the Manager. During the evening, the overnight staffer will remain on site in the event of emergency and to sleep with those dogs whose owners are interested in having their dogs supervised at all times (limited to 5 on any given night). The Manager and Owner will also be available for the evening events as well as the overnight staffer.

Whole Dogz will employ ceiling tiles which will reduce noise, walls using noise reduction insulation, and noise reduction insulation in the kennel area. Webcams will allow patrons to "visit" their dogs during the day. Music will be piped into the daycare and kennel area to calm dogs and keep staff interested. A kitchen, laundry area, shower and healthy snacks will be available to ensure cleanliness of all dog items (including those left by owners for their boarding dogs) and happiness of staff. We will use all organic cleaning supplies to limit our impact on the environment. We will pick up and clean up after dogs immediately on the day care floor and will clean the floors down during nap time and at the end of the day. Vacuums will sweep up hair and organic cleaning supplies will be used in all areas. Staff will not

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REVISED

continuously utilize the same cleaning solution over and over again from a bucket, which is the case with many dog day care facilities in the area.

Staff will be encouraged to use Metro ~~or park offsite~~ MDC. Supply deliveries will not unload between the hours of 11:00 p.m. to 7:00 a.m. Staff and Management will ensure that no littering occurs on site, will empty the outdoor trash can daily, will recycle and will provide recycling cans outside the building and in the grooming and kitchen areas. Solid dog waste will be disposed of using a "power loo" similar to a human toilet, greatly reducing odor and amount of waste generated. Trash and dumpster pickup will be coordinated with building owner and neighboring tenants. No loudspeakers will be used, staff communication will occur via iPhones or walkie talkies.

Hours will be posted at the entrance to the business. We will contact the Community Relations Unit of the Alexandria Police Department for a security assessment for the business and robbery readiness training for all employees.

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USE CHARACTERISTICS

REVISED

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

[✓] a new use requiring a special use permit,
[ ] an expansion or change to an existing use without a special use permit,
[ ] an expansion or change to an existing use with a special use permit,
[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

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

We will limit capacity to ~~25~~ 30 daycare dogs (clients) per day. Primary traffic hours will be between 7-9am and 5-7pm. Monday through Friday. Saturday and Sunday will see much less traffic

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

~~We will have no more than 5 employees total per shift, with two shifts per day.~~

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

Day:	Hours:
Monday-Friday	7am-~~7pm~~ 9pm
Saturdays	8am-6pm
Sunday	12pm-5pm

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

There will be little to no mechanical noise. Some dryers will be used for grooming in an enclosed room. There will be some noise from dogs barking indoors and outdoors and in upstairs kennels.

B. How will the noise be controlled?

Acoustic panels and sound deadening will be used in all indoor, outdoor and kennel areas to lessen and absorb noise. Activities during the day will keep dogs active so that they don't bark. Outdoor fountains will help cover outdoor noise. No more than 25 dogs will be taken outside at a time and only for short periods of time, so noise will be limited.

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

Odors may arise from dog urine and feces. Advanced UV air filtration will be primary odor control mechanism. All excrement will be cleaned immediately with odor controlling substances. A flushing "power loo" will dispose of dog waste so that is does not sit around and create odors.

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

Packaging material, office paper waste, dog food containers, and human food waste will be primary garbage

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

Estimated 5-15 bags per week.

C. How often will trash be collected?

Weekly

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

Managers will train all employees in proper waste management. All employees will assist in daily trash disposal and cleanup. Employees will walk and pick up trash in all Whole Dogz spaces, common areas, and parking lot. We will provide many trash and recycling receptacles in different areas to ensure use by staff and customers.

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[✓] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Chlorine will be stored to use to disinfect a small dog swimming pool. No more than 5 gallons will be stored in a locked cabinet. No disposal will be necessary, as it evaporates from the pool water. An ozone and/or salt system will be used for the pool to limit chemical use. These will all be stored in a room temperature locked cabinet. There will be ample ventilation in the pool and storage area.

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11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[✓] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Standard office printer ink-no more than 5 reserve cartridges stored in room temperature storage cabinet.

Organic Dog kennel cleaner-no more than 10 gallons. stored in the same manner.

Pool will use limited chlorine

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

There will be a minimum of two doors or gates between any dogs and the outside of the building to prevent dogs from escaping. Dogs will not be allowed outside of the building off-leash. All staff will be extensively trained on dog handling safety to ensure the safety of themselves and the public. Patrons will not be allowed into dog play areas un-escorted. All customer dogs will be evaluated prior to being accepted so that no dangerous dogs are allowed.

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[ ] Yes [✓] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

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PARKING AND ACCESS REQUIREMENTS

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

8 Standard spaces

____ Compact spaces

2 Handicapped accessible spaces.

2 Other.

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A_____
Does the application meet the requirement? [ ] Yes [ ] No

B. Where is required parking located? *(check one)*

[✓] on-site

[ ] off-site

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

_____

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[✓] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 1

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200_____
Does the application meet the requirement? [ ] Yes [ ] No

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B. Where are off-street loading facilities located? _____

C. During what hours of the day do you expect loading/unloading operations to occur?
Between 7am-7pm Monday-Saturday. Primary customer traffic will be Monday-Friday 7-9am and 5-7pm.

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Customer drop off and pick up of dogs will occur every day, but primarily during peak traffic hours listed above.

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Yes, access is adequate. A very large driveway off of Eisenhower Ave. permits access to our building parking lot and the neighboring FedEx building. There will not be enough customer traffic to impact traffic flow of traffic to Eisenhower Ave.

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

14,500 sq. ft. (existing) + _____ sq. ft. (addition if any) = 14,500 sq. ft. (total)

19. The proposed use is located in: *(check one)*
[ ] a stand alone building
[ ] a house located in a residential zone
[✓] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe: _____

End of Application

SUP # 2013-00017

REVISED

APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

Whole Dogz is requesting a parking reduction for its operations to be located at 4740 Eisenhower Avenue. We will have ~~6~~ 7 regular spaces, and ~~two~~ Three MDK stacked spaces (for employee use only) to equal a total of 10 spaces. We are requesting a 20 space parking Reduction - MDK.

2. Provide a statement of justification for the proposed parking reduction.

Whole Dogz is a dog daycare facility where the majority of customers will be dropping off dogs and will utilize parking spaces for a very limited period of time. Patrick Kenkel managed a dog day care and boarding facility for 60 plus dogs with only two parking spaces available. Whole Dogz will offer subway subsidies for its employees in order to encourage the use of public transportation, and we will also offer a pet taxi which will pick up dogs at Metro's and homes in order to limit the number of patrons visiting at any one time. In addition, we will offer frequent visitor cards and iPad check in, in order to limit the time it takes to drop off dogs.

3. Why is it not feasible to provide the required parking?

This is an office/warehouse location. The other parking spaces are designated for office use. However, the building is located off of Eisenhower Avenue, where a large drive is provided, which ~~will eliminate any backup. In addition, as mentioned the dog drop off will be facilitated by a pet taxi~~ -- limiting the number of cars, fast check in service. Retail operations will also utilize iPad checkout to facilitate ease of store use and to limit the amount of time patrons might be using the space.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. ___✓___ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a ***Parking Management Plan*** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

SUP2013-00017

Parking Management Plan
Whole Dogz
4740 Eisenhower Avenue

Whole Dogz will limit any parking issues via several avenues. 1. We will utilize a pet taxi which will pick up pets at Metro stations, and homes. 2. We will have frequent guests cards to ensure that guests are not parking for extended periods of times during high use times -- 7 – 9 am and 5 – 7 pm. 3. We will provide staff with Metro subsidies to encourage use of Metro. 4. Staff will be designated to facilitate drop off in the mornings if there is any noted congestion. Cars will be able to easily access the left side of the building where Whole Dogz is located. In addition, there is a large, wide drive leading to the parking lot where patrons could park if necessary, eliminating any backup onto Eisenhower Avenue. Dog drop off is relatively quick. Evaluations of dogs, which will require longer parking, will be scheduled outside the morning drop off time. Evening pick up is more scattered, and will also be facilitated by the Pet Taxi meeting patrons at Metro stations or dropping dogs off at homes.

Nathan Randall SUP2013-00017

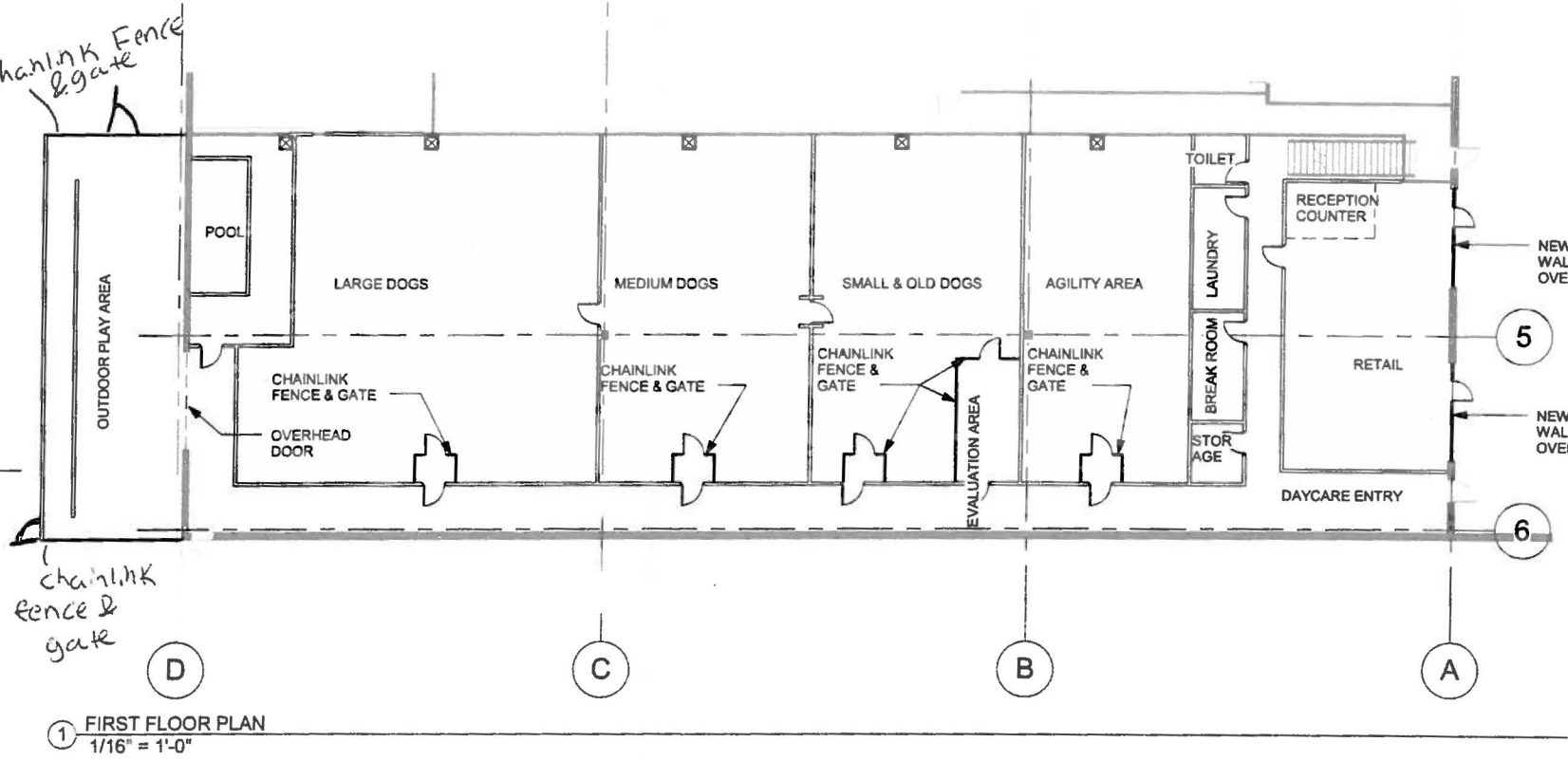
Subject: FW: Quick SUP Questions

From: Mary Kenkel [mailto:marykenkel@msn.com]
Sent: Thursday, May 23, 2013 12:12 PM
To: Nathan Randall
Subject: RE: Quick SUP Questions

Nathan,
Yes we would like to amend the SUP hours to the following:
M – F 7:00 a.m. – 7:00 p.m. for dog pick-up and delivery.
And from 7:00 pm. – 9:00 pm. On no more than two days a week, not to be scheduled at the same time as bible study classes in the neighboring church, for special events.
Saturday: 8:00 a.m. – 6:00 p.m.
Sunday: 12:00 – 5:00 p.m.

1 of 25

SUP2013-00017



1 FIRST FLOOR PLAN
1/16" = 1'-0"

Ruhf + Plitt Architects, Ltd.
100 Cathedral Street Suite 5 Annapolis, Maryland 21401
Annap 410 267 6589
Balto 410 269 8833
Fax 410 267 6590
www.RuhfPlitt.com

TENANT FIT-OUT

4740 EISENHOWER DRIVE
ALEXANDRIA, VA

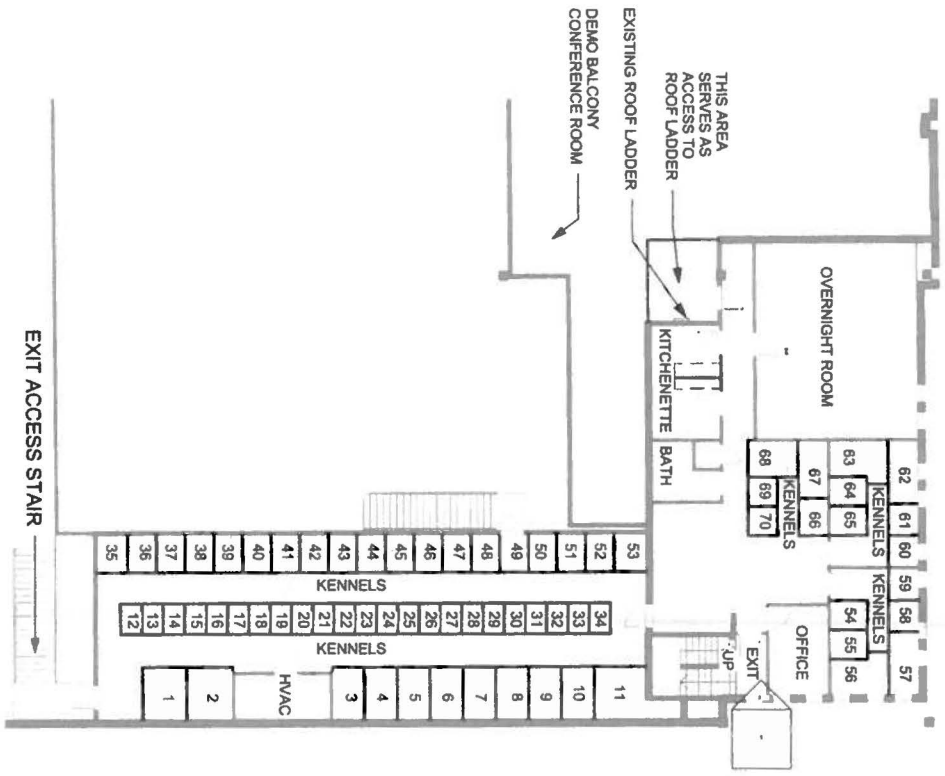
WHOLE DOGZ
Mary Krenkel

MARCH 20, 2013

FIRST FLOOR PLAN

A-1.1

SUP2013-00017

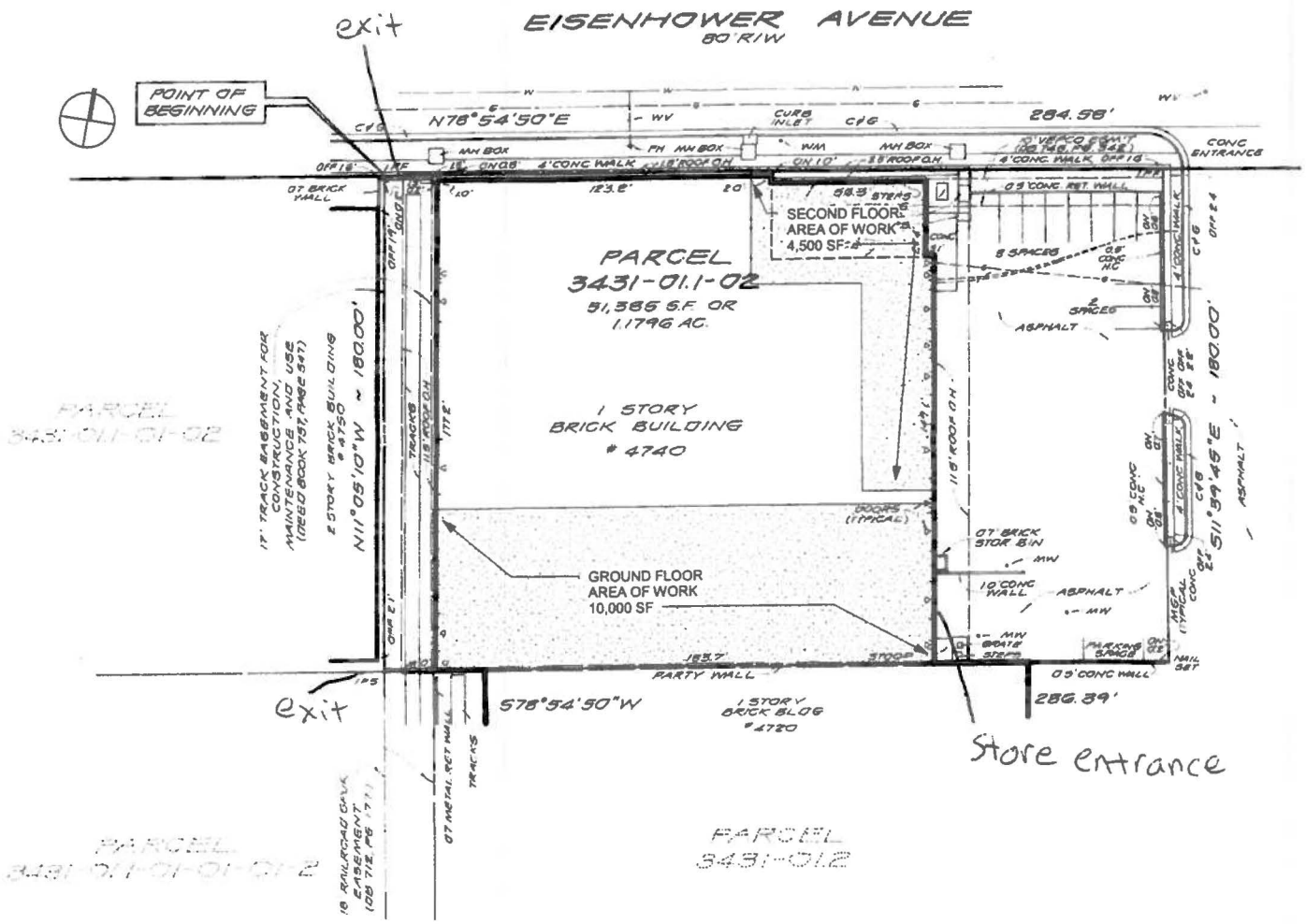


1 SECOND FLOOR PLAN
1/16" = 1'-0"

SECOND FLOOR PLAN A-1.2	MARCH 20, 2013	TENANT FIT-OUT	Ruhf + Plitt Architects, Ltd. 100 Cathedral Street Suite 5 Annapolis, Maryland 21401 Annap 410 267 6589 Balto 410 269 8853 Fax 410 267 6590 www.RuhfPlitt.com
		WHOLE DOGZ Mary Konrad	4740 EISENHOWER DRIVE ALEXANDRIA, VA

20 of 27

SUP2013-00017



1 ARCHITECTURAL SITE PLAN
1" = 40'-0"

Ruhf + Plitt Architects, Ltd.
100 Cathedral Street
Suite 5
Annapolis, Maryland 21401
Annap 410 267 6589
Balto 410 269 8833
Fax 410 267 6590
www.RuhfPlitt.com

TENANT FIT-OUT

4740 EISENHOWER DRIVE
ALEXANDRIA, VA

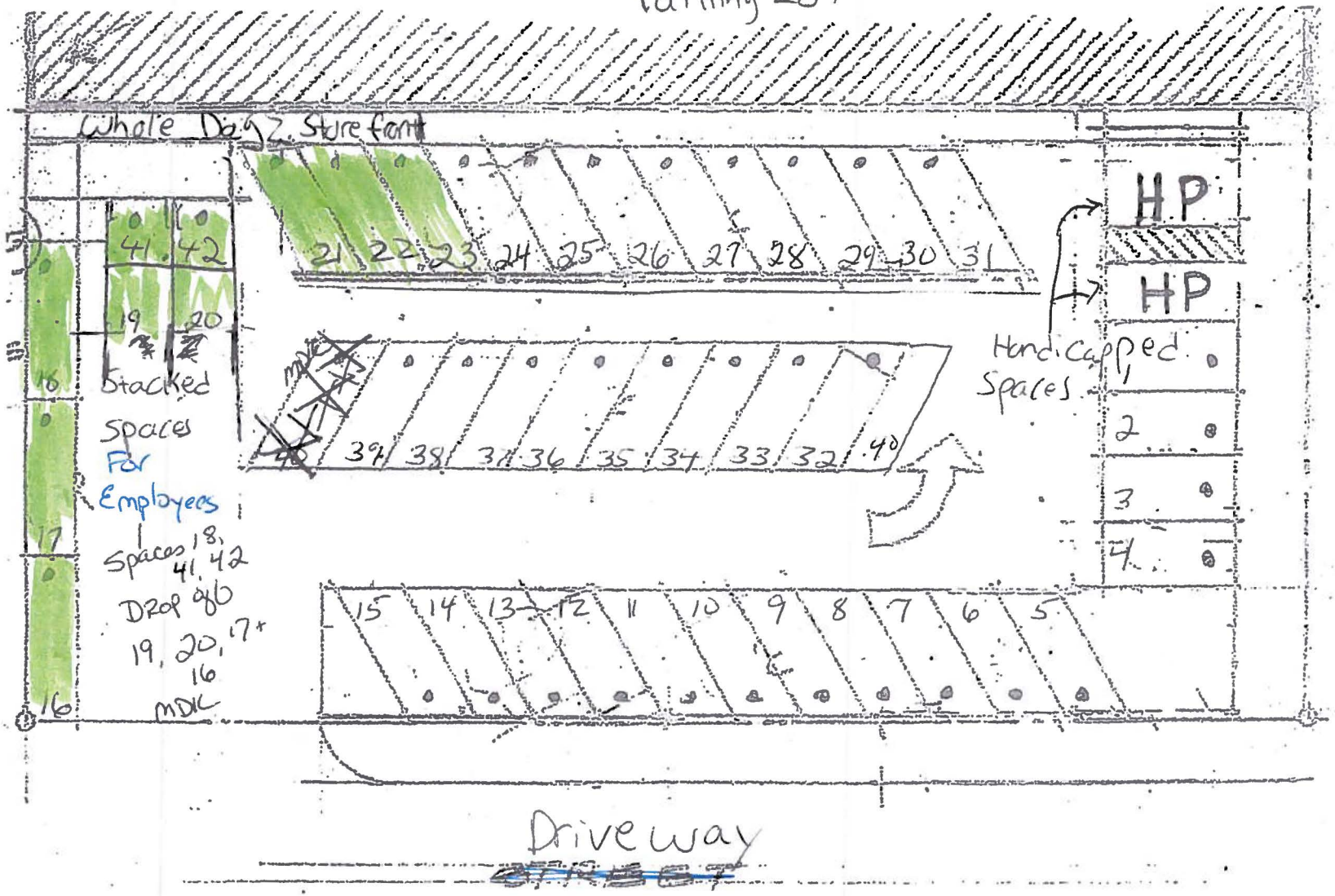
WHOLE DOGZ

MARCH 20, 2013

SITE PLAN

A-0.1

4740 eisenhower Ave
Parking Lot



Eisenhower Ave

SUP2013-0017

REVISED

Whole Dogz Parking Spaces
Approx 15 ft long each

SUP#2013-0017
4740 Eisenhower Avenue

- SUP request to operate dog training/grooming business with overnight boarding
- Up to 80 dogs
- Parking Reduction
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	SUP13-018	**Name:**	Restaurant
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/1/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0018 1024 Cameron Street - Restaurant Public Hearing and Consideration of a request to operate a restaurant; zoned CD/Commercial Downtown. Applicant: Peyman Eskandari Planning Commission Action: Recommend Approval with Amendments 5-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-018 1024 Staff Report to CC SUP13-018 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval with amendments	Pass

Title

Special Use Permit #2013-0018
1024 Cameron Street - Restaurant
Public Hearing and Consideration of a request to operate a restaurant; zoned CD/Commercial Downtown.
Applicant: Peyman Eskandari
Planning Commission Action: Recommend Approval with Amendments 5-0

powered by Legistar™

Docket Item #8

Special Use Permit #2013-0018
1024 Cameron Street - Restaurant

Application	General Data	
Consideration of a Special Use Permit request to operate a restaurant.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 1024 Cameron Street	**Zone:**	CD / Commercial Downtown
Applicant: Peyman Eskandari	**Small Area Plan:**	Braddock Road Metro

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

Staff Reviewers: Nathan Randall nathan.randall@alexandriava.gov

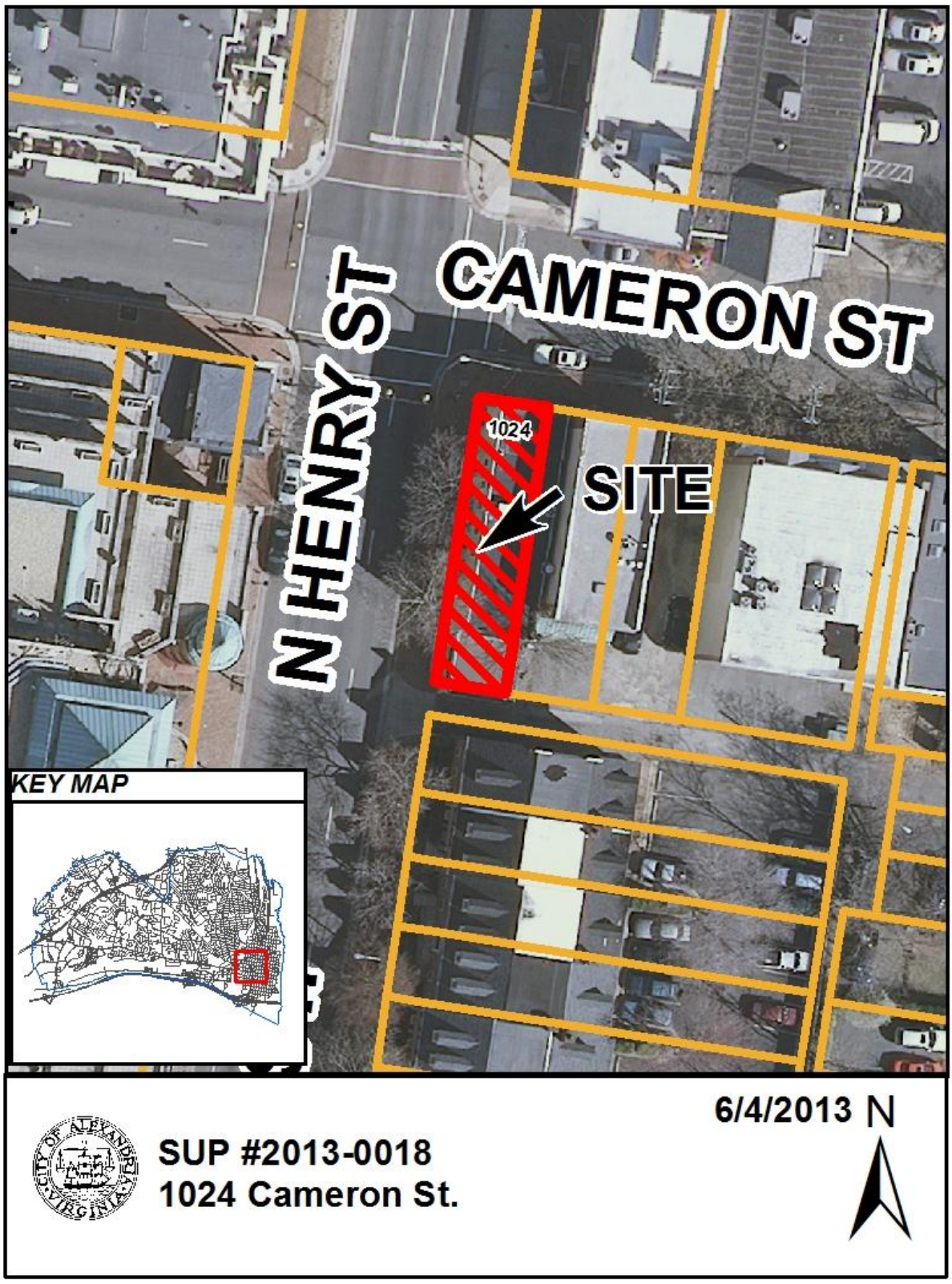
PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Ms. Lyman, seconded by Ms. Wasowski, the Planning Commission recommended approval of the request, with an amendment to Condition #2 regarding hours of operation, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 5 to 0, with Chairman Komoroske and Mr. Wagner absent.

Reason: The Planning Commission agreed with the staff analysis and with the applicant's offer to close at 12 midnight on weekends instead of the originally-proposed 1 a.m.

Speakers:

Arash Davachi, representing the applicant, spoke in favor of the request and offered to close the restaurant at 12 midnight on weekends in response to a neighbor's concern.

John Mercer, 115 Cameron Street, noted his general support for a restaurant use in this location and asked for an earlier weekend closing hour given the proximity of nearby residences.


N HENRY ST
CAMERON ST
1024
SITE
KEY MAP
6/4/2013
N
SUP #2013-0018
1024 Cameron St.

I. DISCUSSION

The applicant, Peyman Eskandari, requests Special Use Permit approval to operate a restaurant at 1024 Cameron Street.

SITE DESCRIPTION



The subject property is one lot of record with 20 feet of frontage along Cameron Street, 80 feet of frontage along North Henry Street, and a lot area of 1,600 square feet. The lot is developed with a two-story commercial building.

The property is surrounded by a mix of commercial and residential uses. A contractor's office and a fraternal organization are located to the north across Cameron Street. Office uses are located to the east and the south. To the west are a single-family dwelling and the office building at 1101 King Street, which includes ground-level retail/personal service uses. The Prescott residential condominium building is located to the northwest of the property, diagonally across the intersection of Cameron and North Henry Streets.

BACKGROUND

City Council first approved a delicatessen-style restaurant and market at this site in 1990. In 2002, City Council granted approval to enclose an existing outdoor seating area at the back of the restaurant property. The most recent tenant in the space was Sultan Kabob, which operated in this space from approximately 2005-2007. The space has been empty since 2007. Staff administratively approved a change of ownership in July 2009 (SUP#2009-0031), but the restaurant proposed at that time never opened and the SUP expired in 2011.

PROPOSAL

The applicant proposes to operate a 2,800 square-foot restaurant at this location serving Middle Eastern cuisine with an emphasis on kabobs. The first floor of the business will offer a typical restaurant setting, while the second floor, which was not used as part of the previous restaurants at this site, will feature a restaurant/lounge atmosphere. The smoking of hookah pipes will also occur on the second floor, which will be separately ventilated as required under state law. The applicant expects to offer 80 seats. On-premises alcohol is proposed. No live entertainment or DJs are planned. Additional elements of the applicant's proposal are as follows:

Hours of Operation:	10 a.m. – 10 p.m. Monday-Thursday 10 a.m. – 1 a.m. Friday and Saturday 11 a.m. – 8 p.m. Sunday
Number of Seats:	80 total seats
Type of Service:	Dine-in, carry-out, bar service
Customers:	Approximately 75-100 customers/day
Employees:	Approximately five each shift
Alcohol:	On-premises alcohol only
Entertainment:	No live entertainment is proposed
Delivery:	No delivery service is proposed
Noise:	No noise impacts are expected, although applicant may install sound-dampening panels if necessary
Odors:	No odors are expected from the use
Trash/Litter:	Trash will be collected from the site three times per week. Employees will closely monitor site to prevent litter.

ZONING/MASTER PLAN DESIGNATION

The property is located in the CD / Commercial Downtown zone. Section 4-503(W) of the Zoning Ordinance allows a restaurant in the CD zone only with Special Use Permit approval. Restaurants are not eligible for Administrative SUP approval in the CD zone.

The property is also located within the Braddock Road Small Area Plan, which designates the site for commercial uses.

PARKING

The subject property is located within the Central Business District (CBD). According to Section 8-300 (B) of the Zoning Ordinance, restaurants located within the CBD are exempt from parking requirements.

II. STAFF ANALYSIS

Staff does not object to the applicant's request to operate a restaurant in this location, which has been previously used as a restaurant for many years. The proposal represents an opportunity to fill long-vacant tenant space and will add to the variety of dining options in Old Town. It is also consistent with the Old Town Restaurant Policy, which requires a review of the restaurant's potential impact on the surrounding neighborhood regarding matters such as parking, alcohol and late-night hours, litter, and a diversity of uses.

Parking

Staff acknowledges that some potential exists for parking impacts from this restaurant as a cumulative matter. However, the proposal represents an expansion of only 12 additional seats compared to the maximum seating allowed at the previous restaurant at the site, and the overall restaurant will still be moderate in size at 80 seats. Public parking can be found at the North Alfred Street garage, about two blocks away. The applicant will encourage its staff to take public transportation, such as Metro or bus service, which are located nearby. Staff has also included condition language to require the applicant to post information in the restaurant and on its website about off-street parking and public transportation (Condition #13).

Alcohol/Late Night Hours

Staff acknowledges the possibility of impacts from the use regarding the combination of late-night hours and alcohol as anticipated in the Policy. The applicant proposes to offer a "hookah lounge" on the second floor and requests a closing hour of 1 a.m. on the weekends. However, this closing hour is consistent with many restaurants approved by SUP in Old Town, such as Fish Market, O'Connell's, and Virtue. The approved closing hour at Jackson 20 is 1:30 a.m., and several grandfathered restaurants in Old Town stay open until 2 a.m. Although a lounge atmosphere is planned for the second floor, the applicant has stated in its application that no live entertainment and no DJs will be offered anywhere at the restaurant. Only low-level background music is planned. Staff believes that the lack of live entertainment at this establishment helps to mitigate the potential for problems anticipated in the Policy. It has recommended two conditions to ensure that the establishment functions as represented in the application. Condition #5 prohibits live entertainment and specifically limits the playing of music at the restaurant to low-volume background music.

Litter

Although the applicant does plan to offer carry-out service, it is expected that the majority of its business will come from dine-in customers. Staff concludes that the potential litter impact from the restaurant is likely to be low. It has included standard condition language requiring the applicant to monitor the site and adjacent areas to control litter (Condition #17).

Diversity of Uses

Given that restaurants have been located at this site for many years until recently, staff does not believe that the proposal will negatively impact the balance of uses in the area. No other restaurants are located on this block or adjacent blocks of Cameron and North Henry Streets.

In conclusion, staff believes that the restaurant proposal is reasonable and consistent with the Old Town Restaurant Policy. Subject to the conditions contained in Section III of this report, staff recommends approval of the Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. **CONDITION AMENDED BY PLANNING COMMISSION:** The hours of operation of the restaurant shall be limited to between 10 a.m. and 10 p.m. Monday-Thursday, between 10 a.m. and ~~1 a.m.~~ 12 midnight Friday and Saturday, and between 11 a.m. and 8 p.m. Sunday. Meals ordered before 10 p.m. Monday-Thursday, before ~~1 a.m.~~ 12 midnight Friday and Saturday, or before 8 p.m. Sunday may be served, but no new patrons may be admitted and no new alcohol may be served and all patrons must leave by 11 p.m. Monday-Thursday, by ~~2 a.m.~~ 1 a.m. Friday and Saturday, and by 9 p.m. Sunday. (P&Z)(PC)

3. The maximum number of indoor seats at the restaurant shall be 80. Additional outdoor seating may be provided subject to approval by the Director of Planning and Zoning through the King Street Outdoor Dining Program. (P&Z)

4. The applicant shall post the hours of operation at the entrance of the business. (P&Z)

5. No live entertainment shall be permitted at the restaurant. Recorded music played inside the establishment shall be limited to low-volume background music only. (P&Z)

6. No delivery of food to customers may operate from the restaurant. (P&Z)

7. On-premises alcohol service shall be permitted at the restaurant but no off-premises alcohol sales shall be allowed. (P&Z)

8. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements and on how to prevent underage sales of alcohol to prevent the underage sale of alcohol. (P&Z)

9. No food, beverages, or other material shall be stored outside. (P&Z)

10. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those

containers. (P&Z)

11. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

12. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

13. The applicant shall direct patrons to the availability of parking at nearby public garages and shall provide information about off-street parking and alternative forms of transportation to access the location of the restaurant, via print and electronic promotional materials, posting on the restaurant website, and other similar methods. (P&Z)

14. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

15. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

16. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

17. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

18. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

19. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

STAFF: Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning; Nathan Randall, Urban Planner.

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 COMMENTS

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

Transportation & Environmental Services

R-1 Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

R-2 All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

R-3 The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

R-4 Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R-5 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line.(T&ES)

R-6 Litter on the site and on public right-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up by the applicant at least twice a day, and more often if necessary, to prevent an unsightly and unsanitary accumulation on such day that the business is open to the public. (T&ES)

R-7 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

C-1 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. (T&ES)

C-2 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99).

In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Code Enforcement

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Services Division Chief at ken.granata@alexandriava.gov or 703-746-4193.

C-1 Building and trades permits are required for this project. Five sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical and plumbing systems shall accompany the permit application(s). Provide complete code analysis, to include (as applicable): code editions, occupancy classification(s), construction type, mixed-occupancy, separated/non-separated building, building height, number of stories, occupant load, required fire-resistance-rated assemblies (horizontal & vertical), sprinklers, fire-alarm, area (per floor), area (tenant/space), means-of-egress (including exit access, exit & exit discharge) and accessibility (USBC, sec. 108.6)

C-2 A Certificate of occupancy shall be obtained prior to any building change of occupancy.

Health

Food Facilities

1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.

2. Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a $200.00 plan review fee payable to the City of Alexandria.

3. Plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

4. Facilities engaging in the following processes may be required to submit a HACCP plan: Smoking as a form of food preservation; curing food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; and sprouting seeds or beans.

5. A Certified Food Manager shall be on-duty during all operating hours.

6. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

7. Wood flooring in eating areas shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent. In many cases, original wooden flooring in historical structures may not be suitable for food service facilities.

Parks and Recreation

F-1 No comments received

Police Department

F-1 No comments received

June

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # SUP2013-00018

PROPERTY LOCATION: 1024 Cameron St Alexandria VA

TAX MAP REFERENCE: 064-03-07-03 **ZONE:** CD

APPLICANT:

Name: PEYMAN Eskandari

Address: 10038 Beacon Pond LN Burke VA 22015

PROPOSED USE: Restaurant & lounge

[✓]**THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[✓]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[✓]**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

PEYMAN Eskandari	Peyman	3-26-13
Print Name of Applicant or Agent	Signature	Date
PO Box 60101	202-7586776	
Mailing/Street Address	Telephone #	Fax #
Potomac MD 20854	Cameronstlounge@Hotmail.com	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION:	**DATE:**
ACTION-CITY COUNCIL:	**DATE:**

SUP # 2013-00018

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 1024 Cameron St, I hereby
(Property Address)
grant the applicant authorization to apply for the Restaurant & lounge use as
(use)
described in this application.

Name: Khosrow Davachi Phone 202-562-0400
Please Print
Address: 10801 Piney Meeting house rd. Email:
Potomac MD 20854
Signature: [redacted] **Date:** 3/19/13

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

   [✓] **Required floor plan and plot/site plan attached.**

   [ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:
   [ ] Owner
   [ ] Contract Purchaser
   [✓] Lessee or
   [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Arash Davachi
Mehran Azari-Versq
Paymon Eskandari

SUP2013-00018

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Arash Davachi	10501 Piney Meetinghouse Potomac MD 20854	% 33.33
2. Payman Eskandari	10038 Beacon Pond Ln. Burke VA 22014	% 33.33
3. Mehran Ataei-Nerseg	14033 Sump dr. Germantown MD 20874	% 33.33

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1024 Cameron St Alexandria (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Dr. Khosrow Davachi	10501 Piney Meetinghouse rd. Potomac MD 20854	50%
2.		
3. Dr Mehrdad Malek	14960 Kelly Farm dr. Darnestown MD 20874	50%

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. N/A		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

3-26-13 PEYMAN ESkandari

Date Printed Name Signature

SUP # 2013-00018

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[ ] **Yes.** Provide proof of current City business license

[✓] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

See next page

The previous operation is now ceased, but from all indications it was being operated as a dine-in and carry-out operation. It was difficult to discern the volume of patrons served, or the exact number of employees involved in the operation, due to the size of the location, and parking availability. It seems reasonable to conclude that patrons numbered 50-100 daily, and 5-10 employees at any given time.

The parking is limited to the adjacent street, as well as, a public parking facility, Liberty parking, located approximately half a block away.

The only significant change to the nature of the operation will be the menu or type of food served. Our operation will serve traditional middle-eastern Kabobs cuisine, along with beer, wine, mixed drinks, and hookah. We foresee a nominal increase in the number of patrons served and the number of employees involved, due to the opening of the second floor, which will be the location of the lounge. Most if not all of our employees will →

Narrative Description

Question 3

The previous operation is now closed, but from all indications it was being operated as a dine-in carry out restaurant. It was difficult to discern the volume of patrons served, or the exact number of employees involved in the operation, due to the size of the location, and parking availability. It seems reasonable to conclude that patrons numbered 50-100 daily, and 5-10 employees at any given time.

The parking is limited to the adjacent street, ~~as well as, a public parking facility, liberty parking, located approximately half a block away~~.

The only significant change to the nature of the operation will be the menus or type of food served. Our operation will serve traditional middle-eastern kabob cuisine, along with beer, wine, mixed drinks, and hookah. We foresee a nominal increase in the number of patrons served and the number of employees involved, due to the opening of the second floor, which will be the location of the lounge. The lounge will not play any live music or employ a deejay; the music will be no louder than ambient background music.

Most if not all of our employees would use public transportation to get to and from work, including: busses and metro. Those who do choose to drive will park ~~at liberty parking facility,~~ off-street and the cost of the ~~public~~ off-street parking will be split between the employee and employer.

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USE CHARACTERISTICS

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

[x] a new use requiring a special use permit,
[ ] an expansion or change to an existing use without a special use permit,
[ ] an expansion or change to an existing use with a special use permit,
[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

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

75-100 ppl 25 to 50 for lunch thats including carryout.
25 to 50 for Dinner. also including carryout.

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

a total of 10 employees. 5 per shift. at 2 shifts a day.

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

Day:	Hours:
Mon - Thurs.	10:00 am to 10:00 pm.
Friday & Saturday.	10:00 am to 1:00 am
Sunday	11:00 am to 8 pm.

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

We do not anticipate much noise level at all.
there will be NO live music No DJs!
Just ambiant music in the background. During Dinner.

B. How will the noise be controlled?

Sound damping panels.

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

None

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

paper, food wrapper & Containers.

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

4 bags per day

C. How often will trash be collected?

We have a dumpster behind the building and trash will be picke up 3time perweek.

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

We will have trash & Recycling Bins set up also the staff will walke the premesis to insure cleanlayess

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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

Their will be a ADT Alarm system in place along with Security Cameras around the building

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[✓] Yes [ ] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

currently their is No operating business at the location but we are perdicting 70% food sales and 30% Alcohol only on premises.

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PARKING AND ACCESS REQUIREMENTS

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

0 Standard spaces
0 Compact spaces
0 Handicapped accessible spaces.
0 Other.

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A_____
Does the application meet the requirement? [ ] Yes [ ] No

B. Where is required parking located? *(check one)*

[ ] on-site
[x] off-site

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

Liberty Parking ½ a block away on Cameron St.

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 0

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200_____
Does the application meet the requirement? [ ] Yes [ ] No

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B. Where are off-street loading facilities located? We have an alley. But most delivers will be done by us.

C. During what hours of the day do you expect loading/unloading operations to occur?
Between 10am - 11am

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
twic per week

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

N/A

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

2800 sq. ft. (existing) + 0 sq. ft. (addition if any) = 2300 sq. ft. (total)

19. The proposed use is located in: *(check one)*
[✓] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe: _____

End of Application

SUP # 2013-00018
Admin Use Permit # _____

SUPPLEMENTAL APPLICATION

RESTAURANT

All applicants requesting a Special Use Permit or an Administrative Use Permit for a restaurant shall complete the following section.

1. How many seats are proposed?
   Indoors: ~~150~~ 80 Outdoors: _____ Total number proposed: ~~150~~ 80

2. Will the restaurant offer any of the following?
   Alcoholic beverages (**SUP only**) ✓ Yes _____ No
   Beer and wine — on-premises ✓ Yes _____ No
   Beer and wine — off-premises _____ Yes ✓ No

3. Please describe the type of food that will be served:
   IRANIAN FOOD, KABOBS, SANDWICHES, SALADS

4. The restaurant will offer the following service (check items that apply):
   ✓ table service ✓ bar ✓ carry-out _____ delivery

5. If delivery service is proposed, how many vehicles do you anticipate? NONE
   Will delivery drivers use their own vehicles? _____ Yes ✓ No
   Where will delivery vehicles be parked when not in use?

6. Will the restaurant offer any entertainment (i.e. live entertainment, large screen television, video games)?
   _____ Yes ✓ No
   If yes, please describe:

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Parking impacts. Please answer the following:

1. What percent of patron parking can be accommodated off-street? (check one)
   - X 100%
   - _____ 75-99%
   - _____ 50-74%
   - _____ 1-49%
   - 1 No parking can be accommodated off-street

2. What percentage of employees who drive can be accommodated off the street at least in the evenings and on weekends? (check one)
   - X All
   - _____ 75-99%
   - _____ 50-74%
   - _____ 1-49%
   - _____ None

3. What is the estimated peak evening impact upon neighborhoods? (check one)
   - _____ No parking impact predicted
   - X Less than 20 additional cars in neighborhood
   - _____ 20-40 additional cars
   - _____ More than 40 additional cars

Litter plan. The applicant for a restaurant featuring carry-out service for immediate consumption must submit a plan which indicates those steps it will take to eliminate litter generated by sales in that restaurant.

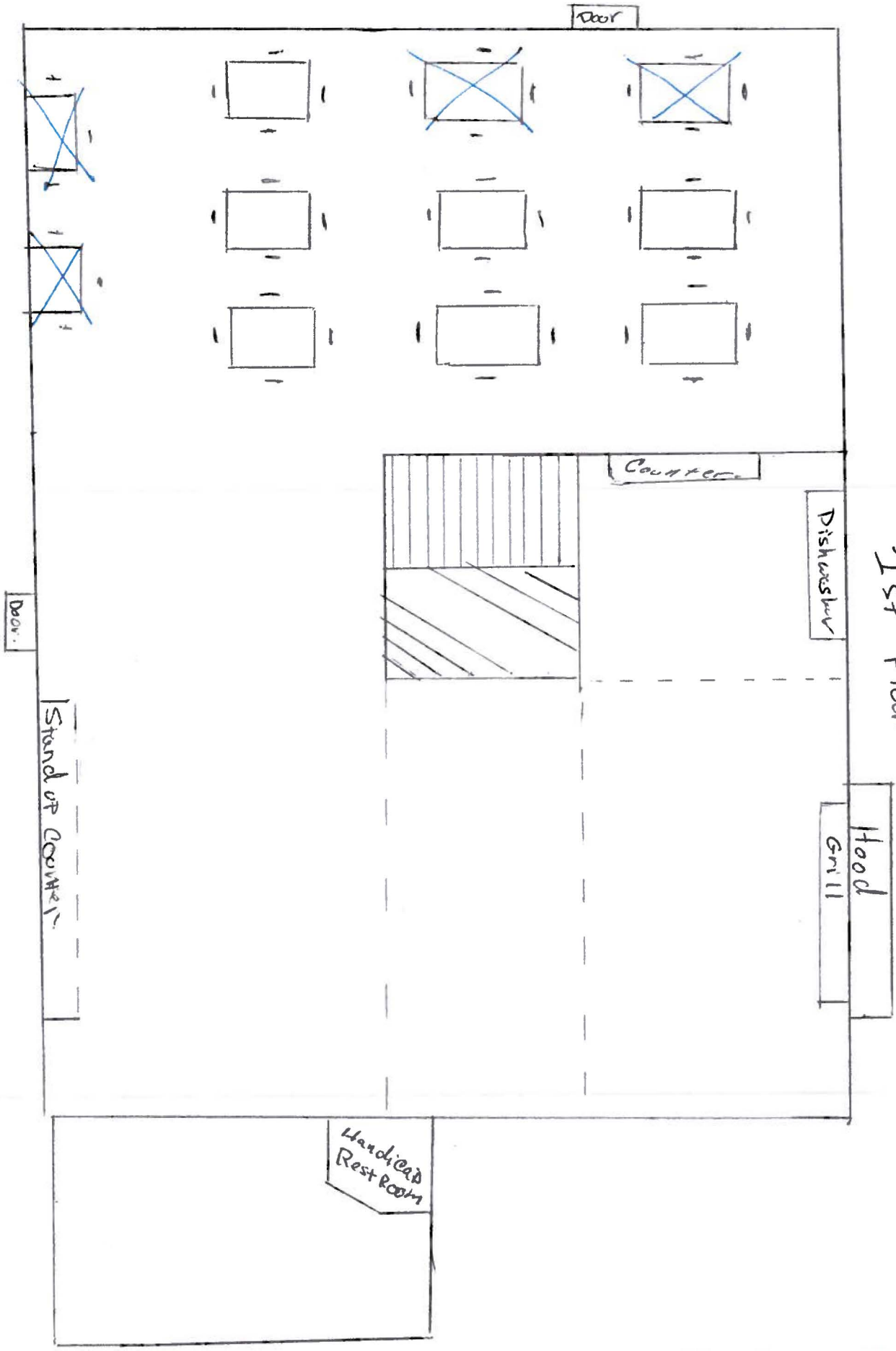
Alcohol Consumption and Late Night Hours. Please fill in the following information.

1. Maximum number of patrons shall be determined by adding the following:
   - 80 ~~100~~ Maximum number of patron dining seats
   - \+ _____ Maximum number of patron bar seats
   - \+ _____ Maximum number of standing patrons
   - = _____ Maximum number of patrons

2. 10 Maximum number of employees by hour at any one time

3. Hours of operation. Closing time means when the restaurant is empty of patrons.(check one)
   - Sunday Closing by 8:00 PM
   - M-W Closing after 8:00 PM but by 10:00 PM
   - Thurs Closing after 10:00 PM but by Midnight
   - Fri, Sat Closing after Midnight

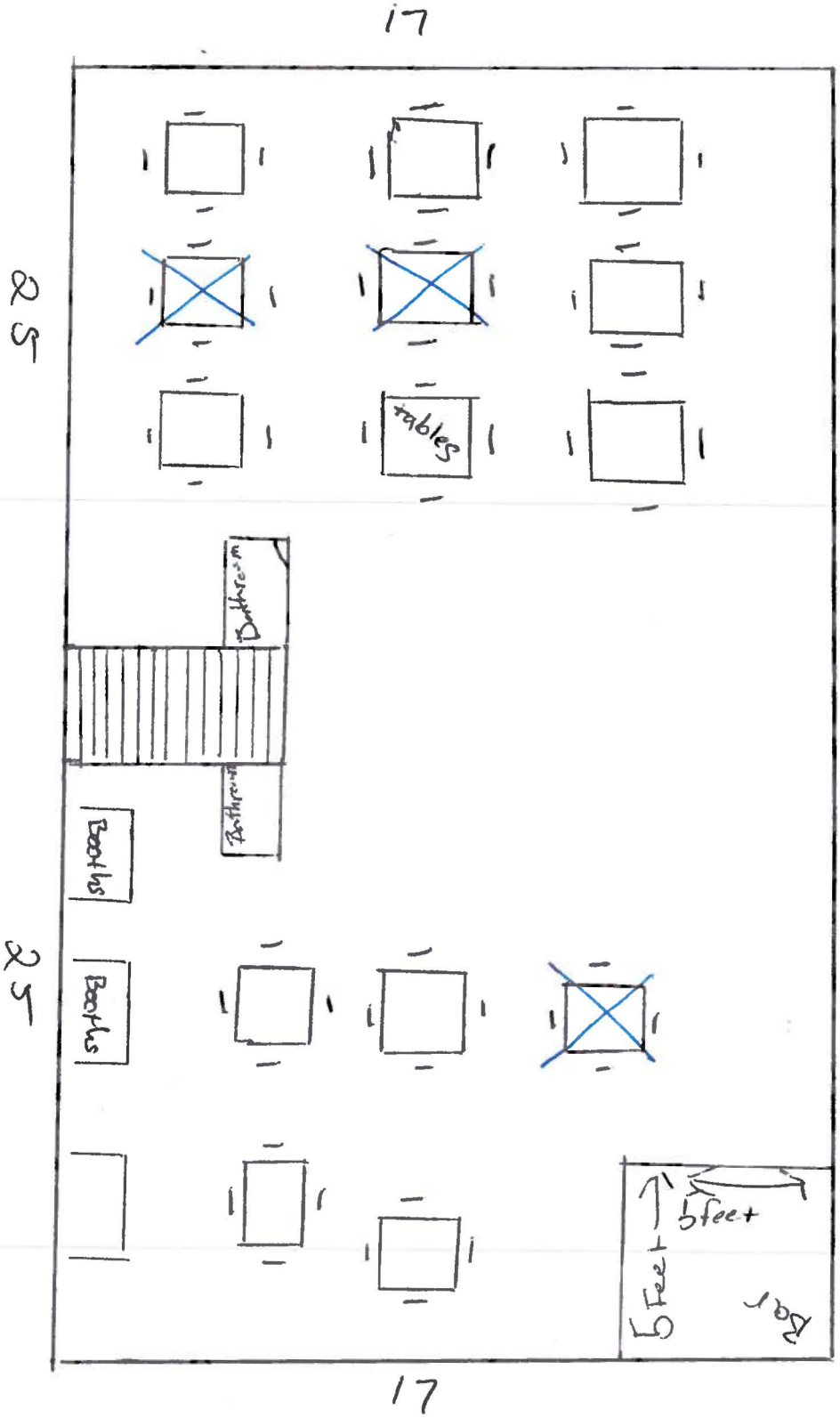
4. Alcohol Consumption (check one)
   - _____ High ratio of alcohol to food
   - X Balance between alcohol and food
   - _____ Low ratio of alcohol to food



1024 Cameron St. Alexandria VA

1st Floor

SUP2013-00018



2nd Floor - 50

1024 Cameron St. Alexandria

SUP2013-00018

SUP#2013-0018
1024 Cameron Street

- SUP request to operate restaurant with lounge
- 80 seats on two floors
- No live entertainment
- Consistent with Old Town Restaurant Policy
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	SUP13-020	**Name:**	Capital Hostels
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/22/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Special Use Permit #2013-0020 216 S. Peyton Street (Parcel Addresses: 210-216 S. Peyton Street and 335 Commerce Street) - Capital Hostel Public Hearing and Consideration of a request to operate a hostel (hotel) and a request for a parking reduction; zoned CD/Commercial Downtown. Applicant: Capital Hostels, LLC Planning Commission Action: Recommend Approval 4-0		
Sponsors:			
Indexes:	Special Use Permit		
Code sections:			
Attachments:	SUP13-020 216 Staff Report to CC SUP13-020 Presentation to CC		

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval with amendments	Pass

Title

Special Use Permit #2013-0020
216 S. Peyton Street (Parcel Addresses: 210-216 S. Peyton Street and 335 Commerce Street) – Capital Hostel
Public Hearing and Consideration of a request to operate a hostel (hotel) and a request for a parking reduction; zoned CD/Commercial Downtown. Applicant: Capital Hostels, LLC
Planning Commission Action: Recommend Approval 4-0

Docket Item #11

Special Use Permit #2013-0020
216 South Peyton Street - Hostel

Application	General Data	
Consideration of a Special Use Permit request to operate a hostel with a parking reduction.	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing:	June 15, 2013
Address: 216 South Peyton Street (Parcel Addresses: 210-216 South Peyton Street and 335 Commerce Street)	**Zone:**	CD / Commercial Downtown
Applicant: Capital Hostels, LLC by Paul Cianciolo	**Small Area Plan:**	King Street Metro/Eisenhower Avenue

Staff Recommendation: APPROVAL subject to compliance with all applicable codes and ordinances and the recommended permit conditions found in Section III of this report.

Staff Reviewers: Nathan Randall nathan.randall@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Mr. Macek, seconded by Ms. Lyman, the Planning Commission recommended approval of the request, with an amendment to Condition #17 to require a six-month staff review in place of the standard one-year review, and subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 4-0-1, with Vice Chairman Dunn abstaining and Chairman Komoroske and Mr. Wagner absent.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Paul Cianciolo, applicant, spoke in favor of the request, stating his belief that "hostel" is a misunderstood term. He discussed the details of his proposed facility, including his safety plans and intent to affiliate with Hosteling International. He also noted his interest in working with community institutions such as Saint Coletta's and the Girl Scouts.

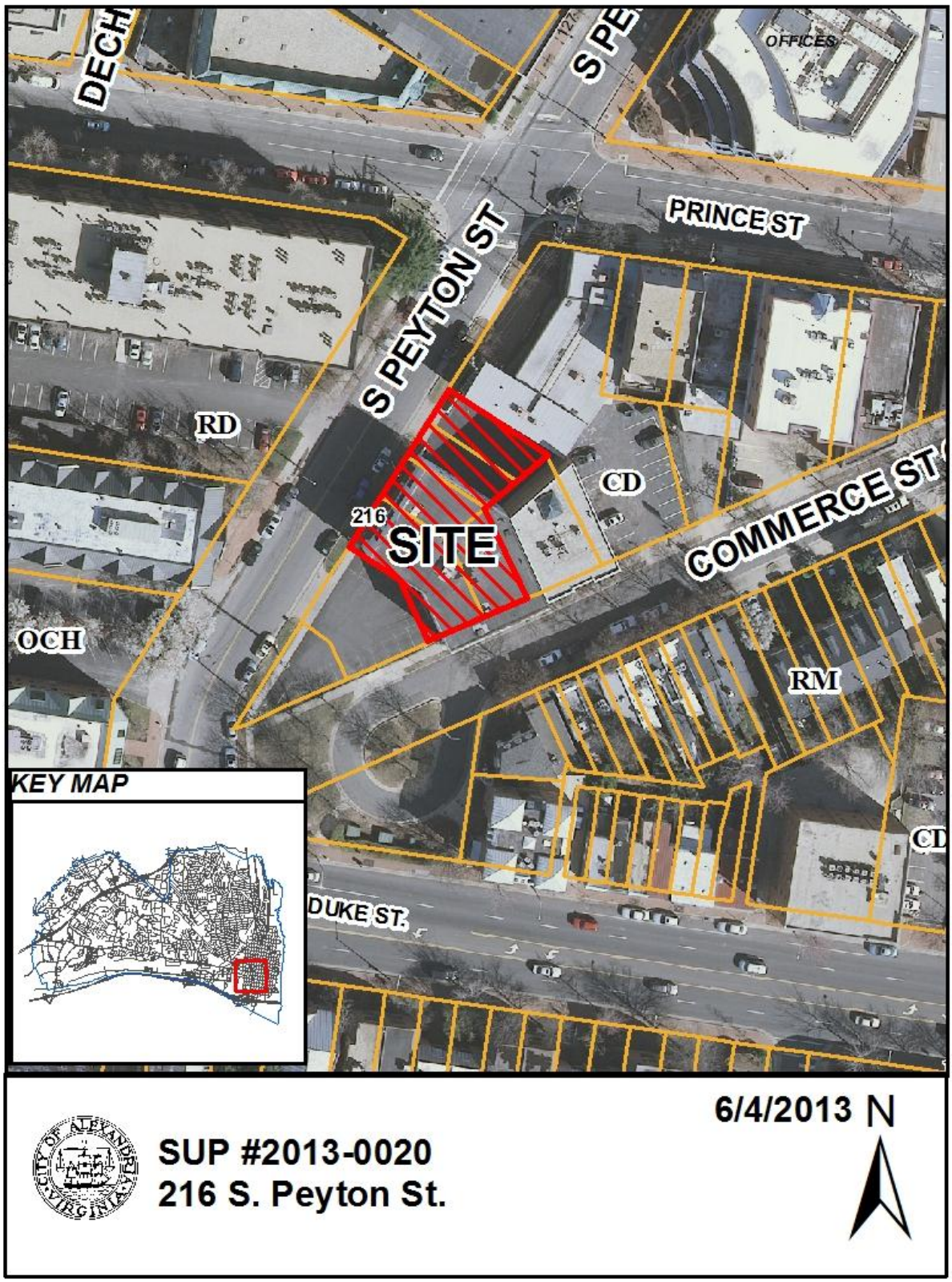
Rikkie George, 1600 Prince Street, spoke in support of the hostel proposal and noted that it would provide a unique tourist experience.

Sam Forcey, 344 Commerce Street, spoke in opposition to the proposal. He stated that the hostel would negatively impact property values, that serving alcohol to young people could be problematic, that parking is difficult in the area, and that transient visitors could create security issues for the neighborhood.

Stephanie Rahnama, representing property owner at 127 South Peyton Street, spoke against the proposal. She noted her opposition to the request to serve alcohol, and believed the hostel would not be conducive to a neighborly atmosphere.

Peter Crowley, business owner at 200 South Peyton Street, spoke in opposition to the proposal. He stated his belief that the applicant should have discussed the proposal with him much earlier. He also discussed his concerns about parking, safety, and the need for guests to have outdoor space.

Steven Able, 808 North Iverson Street, expressed his concern about the impact of the proposal on the safety of his children and other children attending the day care centers located nearby.


OFFICES
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6/4/2013 N
SUP #2013-0020
216 S. Peyton St.

I. DISCUSSION

The applicant, Capital Hostels, LLC, by Paul Cianciolo, requests Special Use Permit approval to operate a hostel (hotel) with a parking reduction at 216 South Peyton Street.

SITE DESCRIPTION



The subject site comprises five lots of record with a combined 107 feet of frontage along South Peyton Street, 62 feet of frontage along Commerce Street and a total lot area of 11,242 square feet. The site developed with a two-story, 10,000 square-foot building and 10-space surface parking lot.

The property is surrounded by a variety of commercial, residential and institutional uses. An office building and Saint Coletta's, a school for developmentally disabled adults, are located to the south and west across South Peyton Street. A surface parking lot (not associated with the subject property) is located to the south. Bluebird Day Care center and a mix of professional offices and residences are located to the south and east. An office building and the 1600 Prince residential condominium building are located to the north.

PROPOSAL

The applicant proposes to operate a 94-bed hostel in this location. The facility will offer budget-priced, dormitory-style overnight accommodations in 16 private and shared bedrooms, plus one overflow room. Like other hostel establishments, common bathroom, kitchen, laundry and lounge areas will be available. An accessory snack bar/café, serving sandwiches and other light fare and including on-premises alcohol, is also planned for hostel guests. The hostel may coordinate on or off-site activities for its guests, who are typically but not exclusively young adults. A limited number of special functions may also occur at the site such as a small art show or neighborhood civic meetings. No changes to the exterior of the building are expected. The applicant expects this location to become an affiliate of Hosteling International USA, a leading non-profit organization for hostels in the United States. Additional elements of the applicants' proposal are as follows:

Hours of Operation:	24 hours each day
Beds/Rooms:	94 beds in 16 rooms, plus overflow room
Employees:	Up to five daytime staff and one overnight staff

Noise:	Minimal noise from guests expected. Mandatory quiet hours for guests will be between 11 p.m. and 7 a.m. daily.
Odors:	No odors are expected from the use
Trash/Litter:	Typical hotel trash and recycling will be collected once each week

ZONING/MASTER PLAN DESIGNATION

The property is located in the CD / Commercial Downtown zone. Section 4-503(O) of the Zoning Ordinance allows hotels in the CD zone only with Special Use Permit approval. The property is located in the King Street Metro/Eisenhower Avenue Small Area Plan, which designates the property for uses consistent with the CD zone.

PARKING

The subject site is located within the King Street Transit Parking District. According to Section 8-400(B)(6) of the Zoning Ordinance, hotels in the District are required to provide 0.7 off-street parking spaces for each guest room. The proposal, with up to 17 rooms including an overflow room, is therefore required to provide a total of 12 off-street parking spaces. The applicant partially satisfies its requirement with the provision of 10 off-street parking spaces in the surface lot immediately to the north of the building. A two-space parking reduction, as well as a reduction to allow more than 75% of the spaces to be compact in size, has been requested to satisfy the balance of the requirement.

II. STAFF ANALYSIS

Staff supports the applicant's request to operate a hostel. The proposed location, which has not been occupied by a permanent tenant for many years, is appropriate for the use. Given its proximity to Metro, the hostel may be a convenient option for budget-conscious travelers that arrive in Alexandria via public transportation. The establishment, which would be the first hostel in Alexandria, will also support the City's tourism industry and will offer an alternative to higher-priced overnight accommodations available elsewhere in Old Town.

Although the hostel concept proposed here presents some potential for neighborhood impacts, including from the accessory café, staff expects these impacts to be low. Generally speaking, no unusual noises, odors, or trash are expected from the use. The applicant plans to require guests to adhere to quiet hours between 11 p.m. and 7 a.m. daily as well as a series of other internal rules and regulations designed to ensure the smooth and proper function of the hostel. Some of these rules and practices originate as standards from Hosteling International, an organization which has decades of experience coordinating hostel operations around the world. As an additional measure to help mitigate the potential for neighborhood impacts generally, staff has included standard condition language regarding matters such as noise, odors, litter and trash in this report.

The proposed café at the site is small in size and is not expected to offer heavy meals needing significant cooking equipment. No special restaurant seating is planned in connection with the café. The amenity will be oriented primarily toward guests already staying at the hostel and diners will use seating already planned for hostel common areas. Although on-premises alcohol service is planned at the café, staff believes this is reasonable and similarly available at other hotel accommodations in the City. The applicant does not plan to offer alcohol past 11 p.m., which is the start of the hostel's quiet hours. Included in this report are a few special conditions designed to limit the café operation to the scope presently contemplated in the application. Condition #2 will require the café function to remain accessory to the overall hostel use. Condition #3 has been included in this report to prohibit off-premises alcohol sales at the hostel, which is not proposed, and to limit the on-premises sale of alcohol at the accessory café to only before 11 p.m. daily.

Staff also supports the requested parking reduction, which includes two elements: a reduction of two spaces and a reduction to allow all spaces in the parking lot to be compact-sized. The applicant reports that the vast majority of his guests, potentially approaching 100%, will arrive at the site via public transportation, taxis, or the hostel's own van. It bases this likelihood on the subject site's proximity to Metro and that few other hostels in the Eastern United States provide any off-street parking for their guests, including hostels in Washington and Richmond. Staff believes it is reasonable to assume that the budget-conscious travelers targeted by the applicant for this facility are less likely drive to the hostel compared to typical hotel uses, particularly given the presence of Metro nearby and Alexandria's proximity to Reagan National Airport. It has also researched the parking requirements for hostels in select American cities and found that hostels typically require fewer parking spaces than hotels. It concludes that the applicant's provision of 10 off-street spaces instead of the required 12 is both reasonable and adequate.

The applicant has informed staff that it will require those few guests that drive to the facility to sign-up in advance for spaces in its parking lot. In the event that it receives an unusually-high number of requests for parking spaces exceeding its capacity, the applicant is prepared to arrange for off-street parking at area garages. Staff believes this plan represents a good approach toward the unlikely circumstance of guests needing parking that exceeds its on-site capacity, and has required the provision of off-site parking on an as-needed basis in Condition #8.

Regarding the second element of the parking request, the applicant initially believed that the surface parking lot to the north of the building could accommodate 11 off-street parking spaces. However, staff has determined that the parking lot was originally constructed in 1987 with all compact-sized spaces and that sufficient room exists today only for 10 parking spaces at this size. All of the spaces will measure at least eight feet wide by 16 feet long, which are the minimum required compact-size measurements, and two of the spaces will be slightly wider at nine feet to accommodate larger vehicles. Staff believes that this parking-size scheme is appropriate given that it maximizes the number of parking spaces available, will allow for at least two larger-than-compact size spaces, and will also provide a small area at the corner of the lot for the installation of bike racks. Condition #7 has been included in this report to require the applicant stripe the parking lot, which is currently not striped, consistent with its recommended April 25, 2013 plan.

The planned arrangements for guest pick-up/drop-off will also be sufficient. While many guests will arrive via public transportation, the parking lot also offers an good location for the quick pick-up or drop-off for those individuals arriving by taxi. The availability of the parking lot for this function is helpful given the loading and unloading activities occurring during certain times of the day on the other side of the street at Saint Coletta's School. Although the applicant reports that large buses will be used only very rarely, the existing loading zone directly in front of the building, which can also be used for taxi pick-up/drop-offs, should reasonably accommodate those few buses during the relatively short loading/unloading process.

In conclusion, staff believes that the proposal represents an opportunity to offer a unique service to the community and one that will support existing City businesses and the tourism industry in general. Subject to the conditions contained in Section III of this report, staff recommends approval of the Special Use Permit request.

III. RECOMMENDED CONDITIONS

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

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)

2. All snack bar/café operations at the site shall remain accessory to the hostel use. Any future expansion or intensification of the snack bar/café shall be reviewed by the Director of Planning & Zoning to determine whether an additional SUP for a restaurant use is required. (P&Z)

3. On-premises alcohol service shall be permitted at the snack bar/café but no off-premises alcohol sales shall be allowed. All on-premises alcohol service shall cease at 11 p.m. daily. (P&Z)

4. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)

5. No food, beverages, or other material shall be stored outside. (P&Z)

6. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements and on how to prevent underage sales of alcohol to prevent the underage sale of alcohol. (P&Z)

7. The applicant shall stripe the parking lot consistent with staff's recommended April 25, 2013 striping plan to the satisfaction of the Director of Planning & Zoning. (P&Z)(T&ES)

8. The applicant shall arrange for off-street overflow parking for hostel guests on an as-needed basis at an off-site location to the satisfaction of the Director of Planning & Zoning. (P&Z)

9. The applicant shall provide information about alternative forms of transportation to access the location of the use, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. (T&ES)

10. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

11. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

12. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

13. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

14. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

15. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

16. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

17. **CONDITION AMENDED BY PLANNING COMMISSION:** The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for ~~one year~~ six months, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)(PC)

STAFF: Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning; Nathan Randall, Urban Planner.

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 COMMENTS

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

Transportation & Environmental Services

F-1 T&ES supports the proposed two space parking reduction for the following reasons:

1. Parking demand rates at hostels are typically very low; the City of Alexandria zoning ordinance does not have a specific hostel parking ratio and the hotel parking ratio used to determine the number of required parking spaces is likely to over-estimate the number of parking spaces that would be required for a hostel use. The table below shows a comparison between hotel parking ratios and parking hostel ratios for other similar jurisdictions, where the hostel ratio is a lower required ratio:

City/Jurisdiction	Hotel Parking Ratio	Hostel Parking Ratio
City of Alexandria	1 space per room*	Same as hotel (1 space/room*)
Savannah, GA	1 space per room	1 space per 8 beds plus one space per 2 employees
Raleigh, NC	1 space per room	1 space per 10 beds, min. of 2 spaces
Houston, TX	1 space per room	0.3 spaces per room plus 1 space per employee on the largest shift

* - NOTE: The Alexandria Zoning Ordinance hotel parking ratio is 1 space per room. However, since the proposed hostel is located within the King Street Metro Parking District, per the Alexandria Zoning Ordinance the hotel (and therefore hostel) parking requirement is 0.7 spaces per room.

   a. The hostel is approximately a 10 minute walk (1/3 of a mile) to the King Street Metro station, which connects to Reagan National Airport as well as downtown Washington, D.C.
   b. There are ample dining and entertainment options 2 blocks away on King Street.
   c. There is a Capital Bikeshare station 2 blocks from the proposed hostel on Commerce Street.
   d. There is an existing loading zone just south of the proposed hostel that can accommodate taxi drop-offs and pick-ups.

2. The proposed parking area is between two buildings and was approved in 1987 to accommodate only compact cars. Currently the parking area is not striped. T&ES recommends the attached striping plan (Figure 1), which would result in ten parking spaces that meet the City's zoning ordinance requirements for compact spaces. Two of the 90 degree spaces would have an extra 1 foot of width, resulting in a 9' wide x 16' long "hybrid" parking space. These hybrid parking spaces will help accommodate larger vehicles that may need to park on site. The parking lot design also accommodates the potential for installation of two bicycle racks in the northeast corner of the parking lot. (T&ES)

R-1 All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line.(T&ES)

R-2 Litter on the site and on public right-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up by the applicant at least twice a day, and more often if necessary, to prevent an unsightly and unsanitary accumulation on such day that the business is open to the public. (T&ES)

R-3 The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

R-4 The applicant shall provide information about alternative forms of transportation to access the location of the use, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. (T&ES)

R-5 Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)

R-6 All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)

R-7 The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (P&Z)

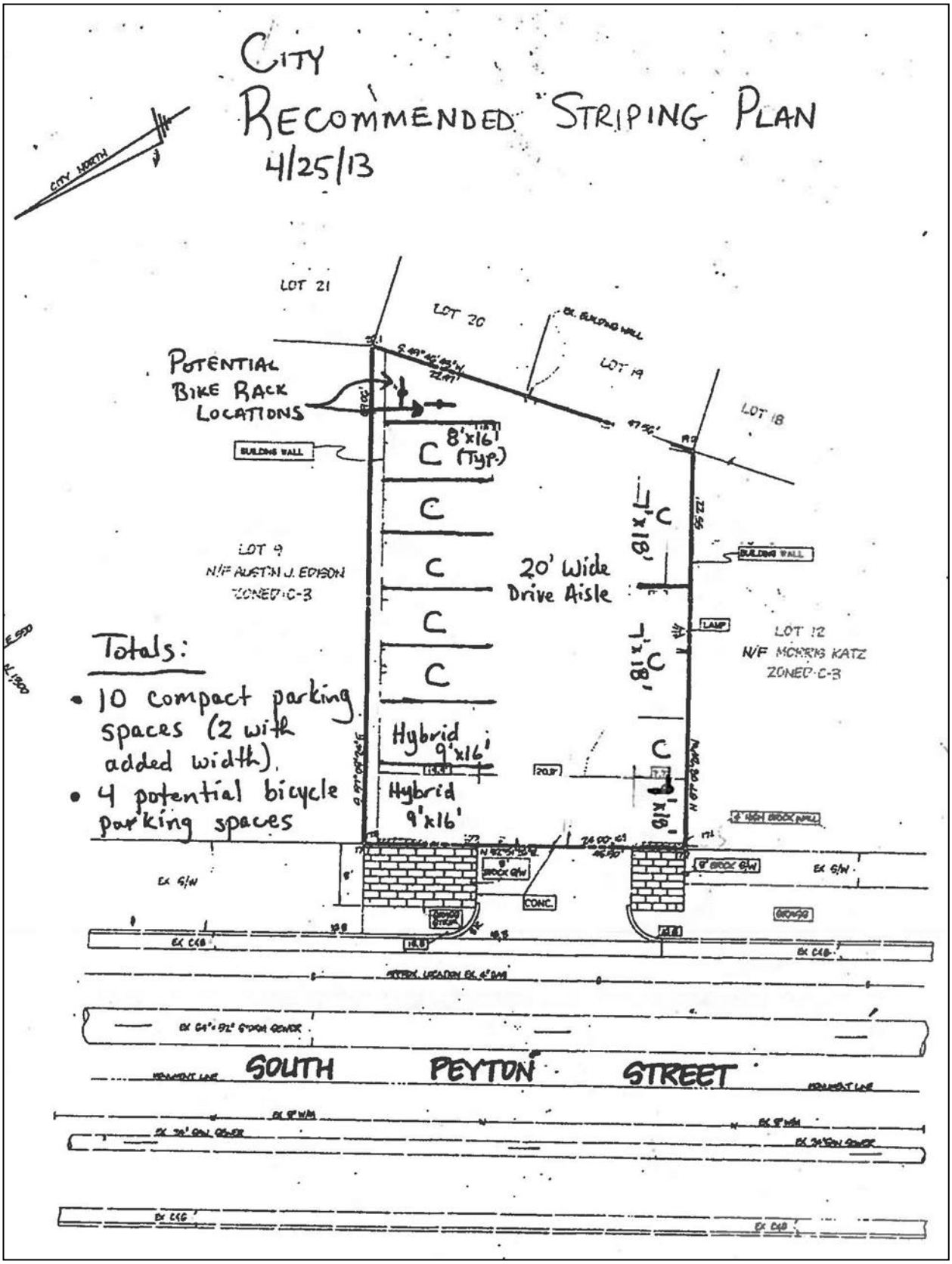
R-8 Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

C-1 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. (T&ES)

C-2 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99).

In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

Figure 1: Recommended Striping Plan dated April 25, 2013



Code Enforcement

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plan Review Services Division Chief at ken.granata@alexandriava.gov or 703-746-4193.

C-1 Building and trades permits where required must be obtained prior to applicable work commencement. Five sets of *construction documents* that fully detail the construction as well as layout and schematics of any alterations made to mechanical, electrical, and plumbing systems must be submitted to the Code office for review. If a design professional prepares drawings for the project the plans must bear the seal of the design professional in accordance with the Code of Virginia Section 54.1-410B.

C-2 Any proposed alterations to the existing structure must comply with the current edition of the Virginia Uniform Statewide Building Code (VUSBC).

Health

Hotel/Motel

1. An Alexandria Health Department Permit is required for all regulated facilities.

2. The facility must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.

3. Permits are non-transferable.

4. Permits must be obtained prior to operation.

5. There is a $40.00 Plan Review fee and a separate $40.00 Permit fee.

6. Six sets of plans are to be submitted through the Permit Center and approved by this department prior to construction of any facility.

Food Facilities

1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.

2. Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a $200.00 plan review fee payable to the City of Alexandria.

3. Plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code of the City of Alexandria. Plans shall include a menu of food items to be

offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

4. Facilities engaging in the following processes may be required to submit a HACCP plan: Smoking as a form of food preservation; curing food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; and sprouting seeds or beans.

5. A Certified Food Manager shall be on-duty during all operating hours.

6. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

7. Wood flooring in eating areas shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent. In many cases, original wooden flooring in historical structures may not be suitable for food service facilities.

Parks and Recreation

F-1 No comments received

Police Department

F-1 No comments received

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2013-00020

PROPERTY LOCATION: 216 S. Peyton St.

TAX MAP REFERENCE: 073.02-05-11 **ZONE:** CD

APPLICANT:

Name: Capital Hostels, LLC

Address: 2721 Jefferson Dr., Alexandria, VA 22303

PROPOSED USE: Hostel

☑ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☑ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

☑ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Paul Cianciolo	[signature]	26 Mar 13
Print Name of Applicant or Agent	Signature	Date
2721 Jefferson Dr.	301-751-2011	
Mailing/Street Address	Telephone #	Fax #
Alexandria VA 22303	paul@hostelhiker.com	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # 2013-00020

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 216 S. Peyton Street (Property Address), I hereby grant the applicant authorization to apply for the Hostel (use) use as described in this application.

Name: Michael Grams (Please Print) Phone 301-642-8027

Address: 5074 Twinbrook Run Dr Fairfax, VA 22032 Email: mwgrams@gmail.com

Signature: Michael Grams Date: 3/27/13

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

   [✓] **Required floor plan and plot/site plan attached.**

   [ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:
   [ ] Owner
   [ ] Contract Purchaser
   [✓] Lessee or
   [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Capital Hostels, LLC = Paul Cianciolo, 52%; Kathryn Cianciolo, 12%; James Brogan, 14%, Ashton Giese, 18%; Ashley Smith, 2%; and Jane Davies, 2%)

SUP2013-0020

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Paul Cianciolo	2721 Jefferson Dr, Alexandria VA 22303	52%
2. Kathryn Cianciolo	3612 Oak Valley Ln Waukesha WI 53188	12%
3. James Brogan	5337 Austra Pl Woodbridge VA 22193	14%
Ashton Giese	1625 15th NW Apt 4 Washington DC 20009	18%

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at ~~2721 Jefferson Dr., Alexandria, VA 22303~~ (address), 216 S Payton S unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Michael Grams	5074 Twinbrook Run Dr. Fairfax VA 22032	50%
2. Sasha Grams	5074 Twinbrook Run Dr. Fairfax VA 22032	50%
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, click here.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. N/A		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

26 Mar 13 — Date

Paul S. Cianciolo — Printed Name

Signature

SUP # 2013-00020

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[ ] **Yes.** Provide proof of current City business license

[✓] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

The "Alexandria Hostel" will become the first official hostel ever in Alexandria, Va., and will accommodate up to 94 guests per night. It will include a mix of shared dorm and private rooms on two floors with a guest kitchen, laundry room, library and TV room, large open common area, and a café/bar. The hostel will also have a large community room to be rented out and used for hostel activities and meeting space for local organizations.

Hostels are "social" and provide budget-oriented accommodation where guests rent a bed in a dormitory-style room and share a bathroom, common area and kitchen. They are designed to encourage interaction among guests as much as possible. Rooms can be mixed or single-sex. HostelManagement.com defines a hostel as budget-oriented dormitory accommodation that accepts individual travelers (typically backpackers) for short-term stays that provide common areas and communal facilities.

A hostel is more than just a place to sleep. It will provide a safe, fun and affordable place to stay in the D.C. metro area and bring international travelers to Old Town Alexandria. The hostel will allow young people, typically ages 18-30, to meet with peers by providing common areas to sleep, cook and socialize, and through HostelHiker group activities and tours.

The hostel will become an affiliate hostel with Hostelling International USA (hiusa.org), which sets minimum quality standards. HI-USA is a 501(c)(3) nonprofit membership organization that has been serving young travelers for 79 years. It was founded in 1934 to promote international understanding of the world and its people through hostelling. HI-USA currently operates a network of more than 50 quality hostel facilities (both owned and affiliated) across the U.S. While each hostel offers a unique and local stay experience, all provide inexpensive, safe, clean and fun accommodations. HI-USA is the American affiliate of Hostelling International (HI), which is overseen by the International Youth Hostel Federation (IYHF). The global HI network offers more than 4,000 hostels in more than 80 countries. You can expect a friendly face and warm welcome wherever you travel with HI!

SUP # 2013-00020

USE CHARACTERISTICS

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

[✓] a new use requiring a special use permit,
[ ] an expansion or change to an existing use without a special use permit,
[ ] an expansion or change to an existing use with a special use permit,
[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

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

94 Guests

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

5 Daytime Staff / 1 Overnight Staff

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

Day:	Hours:
All	24 Hours

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Minimal noise from people is expected. Noise level may increase during normal daytime check-out and evening check-in times.

B. How will the noise be controlled?

There is no outdoor space, so all noise is expected inside the building. Mandatory quiet hours will be enforced from 11pm to 7am.

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

None are expected.

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

whatever a typical hotel would generate

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

2-3 bags per day

C. How often will trash be collected?

once per week

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

trash and recycling bins will be provided throughout the facility

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

SUP # 2013-00020

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[ ] Yes. [✓] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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

The front desk overlooks the street and will be staffed 24/7. A security camera system will be installed in all public places. All rooms and guest-only areas will be secured behind locked doors. Staff will be trained in first aid, and an AED will be installed. A new fire alarm and sprinkler system will also be installed.

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[✓] Yes [ ] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

Beer and wine sales only, which will be on-premises.

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PARKING AND ACCESS REQUIREMENTS

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

_____ Standard spaces
11 Compact spaces
1 Handicapped accessible spaces.
_____ Other.

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A_____
Does the application meet the requirement? [ ] Yes [ ] No

B. Where is required parking located? *(check one)*
[✓] on-site
[ ] off-site

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

_____

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[✓] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 1

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200_____
Does the application meet the requirement? [ ] Yes [ ] No

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B. Where are off-street loading facilities located? Parking lots next to building on both sides.

There is also a current single space loading zone in front of the building main entrance.

C. During what hours of the day do you expect loading/unloading operations to occur?
Loading and unloading will be minimal. Majority of guests are expected to use mass transit.

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Any stocking of supplies will be during noon-time hours.

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

10,010 sq. ft. (existing) + _____ sq. ft. (addition if any) = 10,010 sq. ft. (total)

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

[✓] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe: _____

End of Application

REVISED

SUP # 2013-0020

APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

Reduction of 2 parking spaces (from the 12 required spaces per "hotel" requirements within the King Street Parking District) to 10 "compact" parking spaces, which are currently on the property.

2. Provide a statement of justification for the proposed parking reduction.

Proposed hostel is not a hotel nor operates like a typical hostel. Guests are not expected to arrive by car. The vast majority of guests are from overseas and use mass transit while touring the U.S. Nearly all city hostels in the U.S. do not have any parking spaces for guests. See attached letters from other hostels for more details.

3. Why is it not feasible to provide the required parking?

Finding and renting parking elsewhere will add an unnecessary cost that will most likely financially prohibit the hostel from opening. The current 10 parking spaces is not expected to be fully utilized.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. ___✓___ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a ***Parking Management Plan*** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.



FACILITY REQUIREMENTS:

TOILETS
REQ'D.: 1/12 BEDS= 5
PROVIDED: 7

SINKS
REQ'D.: 1/6 BEDS= 10
PROVIDED: 10

SHOWERS
REQ'D.: 1/15 BEDS= 4
PROVIDED: 4

SECOND FLOOR PLAN

SCALE: 1/8"=1'-0" AREA THIS FLOOR= 5001 S.F.

TOTAL FOR DWELLING UNIT THIS FLOOR
6 DORM ROOMS (44 GUESTS/ 22 BUNKS)
5 PRIVATE ROOMS (14 GUESTS/ 4 H-BEDS & 1 QUEEN)

TOTAL=58

FOXCRAFT DESIGN GROUP, INC.
▲ Design ▲ Build ▲

FOXCRAFT DESIGN GROUP, LLC
10 Great Falls Street Falls Church, VA 22046
phone: (703) 536-1888 fax: (703) 536-6098

NOTICE OF COPYRIGHT
These plans are copyrighted and are subject to copyright protection as an "architectural work" under Section 102 of the Copyright Act, 17 U.S.O. as amended December 1990 and known as Architectural Works Copyright Protection Act of 1990. The protection includes but is not limited to the overall form as well as the arrangement and composition of spaces and elements of the design. Under such protection, unauthorized use of these plans, work or home represented, can legally result in the cessation of construction or buildings being seized and/or monetary compensation to FOXCRAFT Design Group Inc.

ALEXANDRIA HOSTEL
216 SOUTH PEYTON ST., ALEXANDRIA, VA

CAPITAL HOSTELS, LLC

RENTABLE AREA= 10,010 S.F.

DATE : 3/27/2013

SUP2013-00020



FACILITY REQUIREMENTS:

COMMERCIAL (24 BEDS)
TOILETS
REQ'D.: 1/12 BEDS= 2
PROVIDED: 3

SINKS
REQ'D.: 1/6 BEDS= 4
PROVIDED: 4

SHOWERS
REQ'D.: 1/15 BEDS= 2
PROVIDED: 2

EN-SUITE BATHS (12 BEDS)
TOILETS
REQ'D.: 1/6 BEDS= 2
PROVIDED: 2

SINKS
REQ'D.: 1/6 BEDS= 2
PROVIDED: 2

SHOWERS
REQ'D.: 1/6 BEDS= 2
PROVIDED: 2

FIRST FLOOR PLAN

SCALE: 1/8"=1'-0" AREA THIS FLOOR= 5001 S.F.

TOTAL FOR DWELLING UNIT THIS FLOOR
3 DORM ROOMS (20 GUESTS/ 10 BUNKS)
2 PRIVATE ROOMS (6 GUESTS/ 2 H-BEDS)
10 OVERFLOW BEDS/ COTS

TOTAL= 36

FOXCRAFT DESIGN GROUP, INC.
▲ Design ▲ Build ▲

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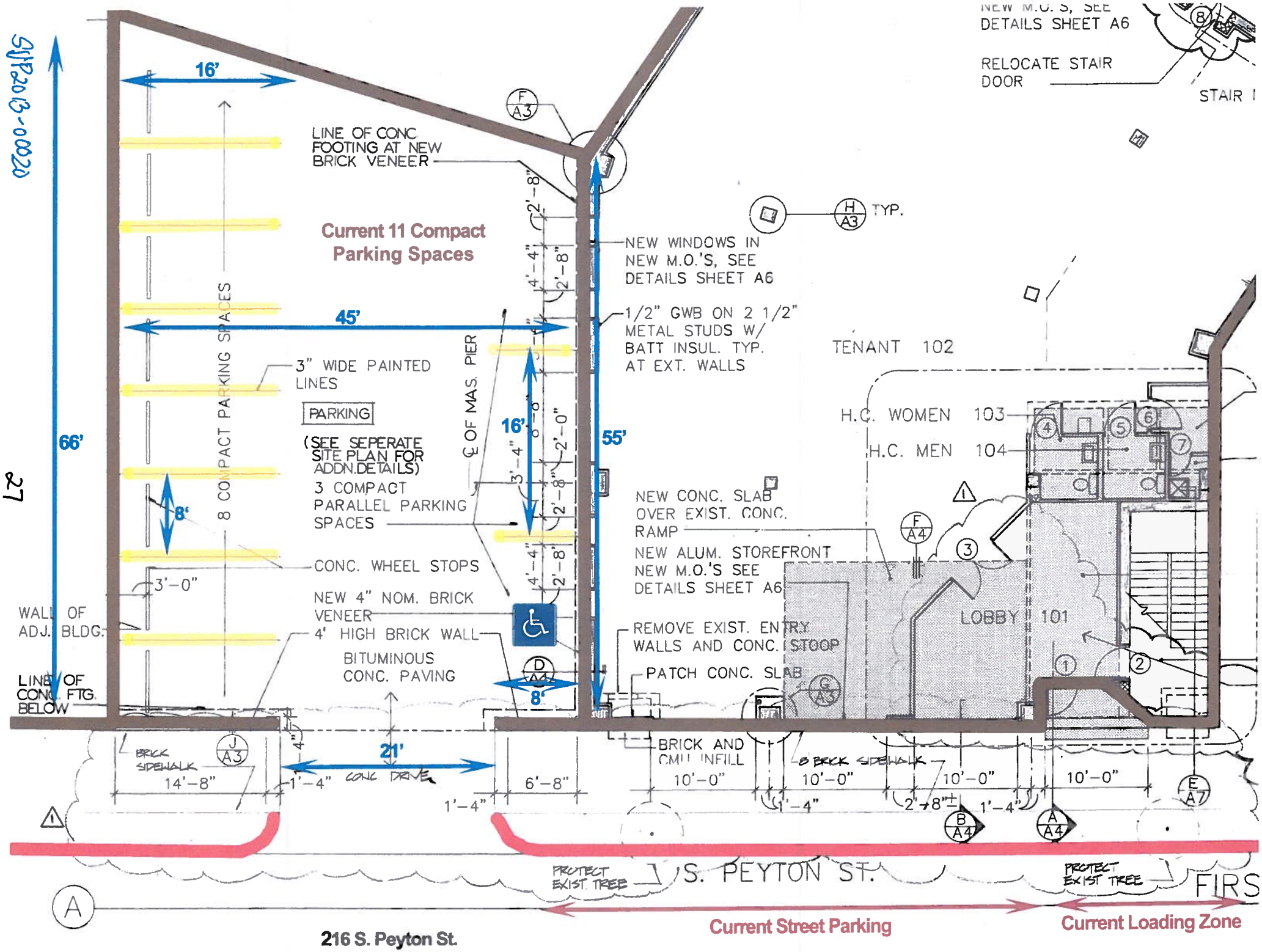
ALEXANDRIA HOSTEL
216 SOUTH PEYTON ST., ALEXANDRIA, VA

CAPITAL HOSTELS, LLC

RENTABLE AREA= 10,010 S.F.

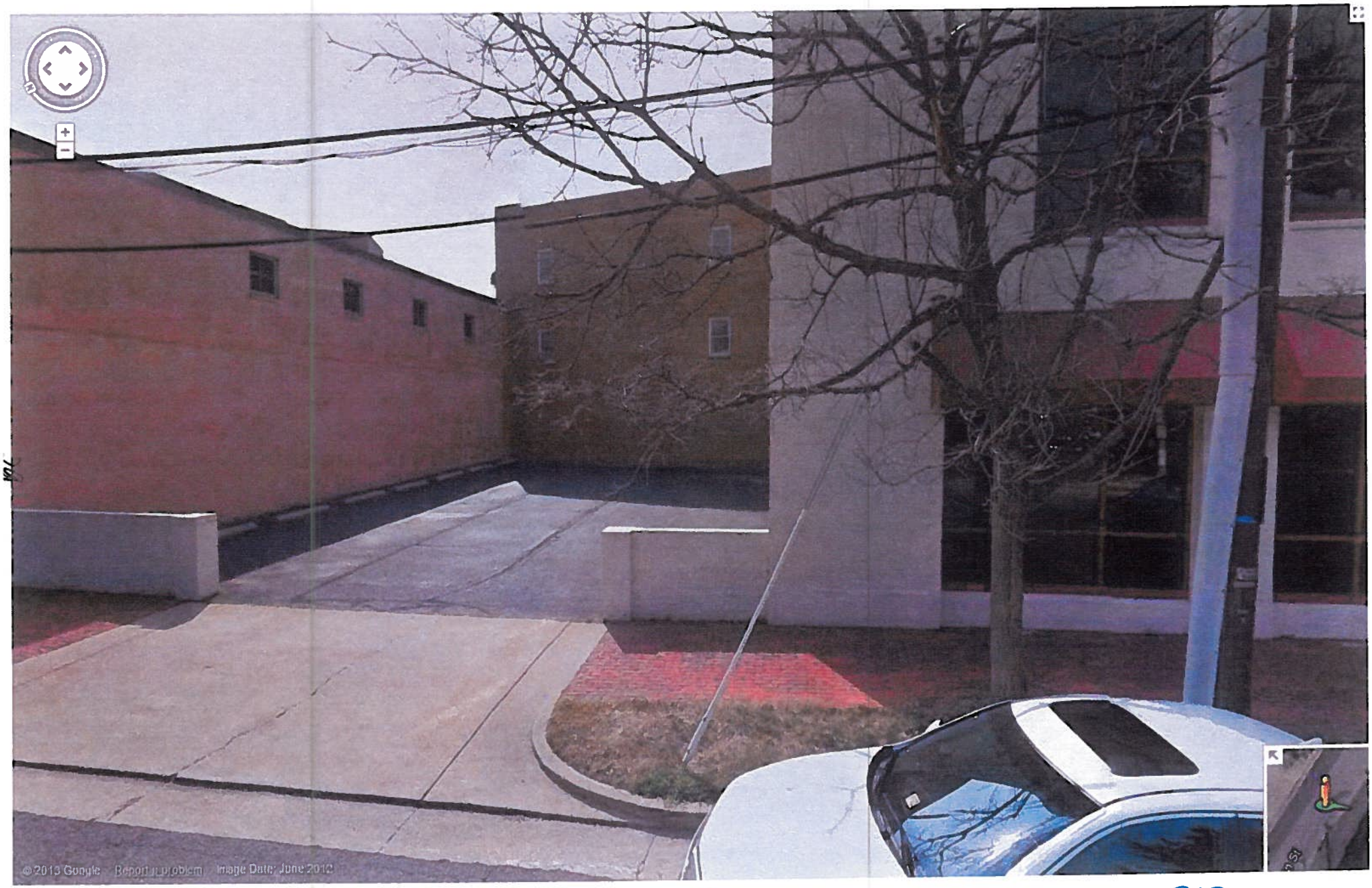
DATE : 3/27/2013

SUP2013-00020


SUP2013-00020
16'
66'
45'
16'
55'
8'
8'
21'
Current 11 Compact Parking Spaces
8 COMPACT PARKING SPACES
3" WIDE PAINTED LINES
PARKING
(SEE SEPERATE SITE PLAN FOR ADDN.DETAILS)
3 COMPACT PARALLEL PARKING SPACES
℄ OF MAS. PIER
CONC. WHEEL STOPS
3'-0"
NEW 4" NOM. BRICK VENEER
4' HIGH BRICK WALL
BITUMINOUS CONC. PAVING
WALL OF ADJ. BLDG.
LINE OF CONC. FTG. BELOW
LINE OF CONC. FOOTING AT NEW BRICK VENEER
NEW WINDOWS IN NEW M.O.'S, SEE DETAILS SHEET A6
TYP.
1/2" GWB ON 2 1/2" METAL STUDS W/ BATT INSUL. TYP. AT EXT. WALLS
TENANT 102
H.C. WOMEN 103
H.C. MEN 104
NEW CONC. SLAB OVER EXIST. CONC. RAMP
NEW ALUM. STOREFRONT NEW M.O.'S SEE DETAILS SHEET A6
LOBBY 101
REMOVE EXIST. ENTRY WALLS AND CONC. STOOP
PATCH CONC. SLAB
BRICK AND CMU INFILL
NEW M.O.'S, SEE DETAILS SHEET A6
RELOCATE STAIR DOOR
STAIR 1
BRICK SIDEWALK
14'-8"
1'-4"
CONC DRIVE
6'-8"
1'-4"
10'-0"
10'-0"
10'-0"
10'-0"
1'-4"
2'-8"±
1'-4"
6" BRICK SIDEWALK
PROTECT EXIST TREE
PROTECT EXIST TREE
S. PEYTON ST.
FIRS
Current Street Parking
Current Loading Zone
216 S. Peyton St.



SUP2013-00020



S. Peyton St, (Parking)

SUP2013-0002



S. Peyton St, (Main Door)

SUP2013-00020

SUP2013-00020



Commerce St, (Rear Doors w/ Bell for Handicap Access)

SUP2013-00020



Commerce St.

40Berkeley

hip, smart, affordable, and very Boston

March 26, 2013

From: Bria Schecker
Director of Events and Media, **40**Berkeley
40 Berkeley Street | Boston, MA 02116
bschecker@40berkeley.com | 617.375.2524

To: City of Alexandria

Dear City of Alexandria Representative,

My name is Bria Schecker, and I represent **40**Berkeley, a hip, smart, affordable, and very Boston hostel. Our hostel is very unique from others, in that it offers only private rooms to guests. All of our amenities, such as bathrooms and common spaces, are still shared however. This setup enables guests to receive the privacy and security that a hotel typically offers, while having access to the social atmosphere and events that make hostels the preferred choice over hotels for many visitors. Our rooms are very basic and hostel-like, thus providing us with a very unique and special niche in the travel industry.

With a hostel of our size (over 200 beds), one might wonder how everyone gets here. Boston is notorious for having a lack of public parking, though fortunately, most of our guests travel via public transportation when staying with us. We have looked into providing limited parking spots for our guests, but unfortunately the availability and regulations within the city would not make this sort of effort possible, and frankly, we don't find providing parking spots necessary given that the vast majority of our customer base travel via public transportation.

I hope this letter is helpful to you during your review process. I would be happy to answer any additional questions via phone or email. My contact information is above.

Sincerely,

Bria Schecker

PC Docket Item #: 11

Project: 216. S Peyton

Akida Rouzi

Subject: FW: Please DENY Hostel Application for 216 S. Peyton St.

To the Alexandria Planning Commission:
I urge you to deny the request for a hostel to be located at 216 S. Peyton Street, but am unable to attend the meeting due to a work obligation this evening. As a parent of a young child at Tiny Tots Playroom on S. Peyton Street, with a second child beginning there in August, I am very concerned with the potential impact that a hostel will have on the safey of the children at this daycare. Many families like ours choose to place our children in Old Town as a safe and quaint setting instead of having them at daycare in a large uban setting like DC. I feel safe with my child being pushed up and down S. Peyton Street in a stroller or holding onto a rope while watching the planes fly in to DCA and the trolley ding up and down King Street.

With the addition of a hostel right by Tiny Tots, I am very concerned with strangers not from the area being in such close proximity to the children while they are outside. It's no secret that people patronizing hostels are often not outstanding members of the communities where they travel from and if something were to happen, I fear they could never be traced. I can also image that this would lead to random people smoking and loitering on S. Peyton where our kids play and, quite simply, it would lead to families like ours reconsidering where our kids go to school every day.

I strongly believe that a hostel is not an appropriate addition to the safe and historic nature of Old Town and should be denied.

Thank you for your consideration,

Sincerely,
Julia Alsup
221 Gentry Ave.

PC Docket Item #: 11

Project: 216 S. Peyton

Akida Rouzi

Subject: FW: Concern Re: Hostel at 216 S. Peyton St.

Dear Mr. Randall,

As a resident of Alexandria, I would like to register a complaint for an application that the Commission is considering this evening for a youth hostel to open at 216 St. Peyton St. While I fully understand the purpose of the hostel and agree with its mission, I am extremely concerned about the fact that its location will be close to my children's daycare (Tiny Tots Playroom - 1500 King St.). I feel this poses a great risk to the well-being of all the children when outside the walls of the daycare, whether during pick-up or drop-off or as we frequent the local parks and playgrounds of Old Town. The individuals that stay in hostels are often people that have no ties to the community, and I would be in constant fear about my children's safety from these transient individuals.

Thank you for taking my complaint into serious consideration. Please do not hesitate to contact me (703-772-3473) should you have any further questions!
Best,
Kendall

--
Kendall Byrum Hussey

PC Docket Item #: 11

Project: 216. S. Peyton

Akida Rouzi

Subject: FW: Opposition to Hostel Proposal at 216 S. Peyton Street

Hi Mr. Randall and Ms. Jacobs
I'm writing to express my opposition to the proposal for a hostel at 216 S. Peyton Street being considered by the planning commission on 6/4/13 at 6:30 p.m. Both as a parent of children who attend Tiny Tots and Bluebird schools located within a half block of the proposed site, and as an employee of a business located on S. Peyton Street, I strongly oppose putting a hostel at this location. It does not complement the commercial nature of the rest of the street, and has the potential to create safety, noise and other issues to this quiet, safe area of the city. I chose to send my children to Tiny Tots and Bluebird in part because they can enjoy walking the surrounding streets with no concern for their safety. This would change if a residence that allows transient people with no ties to the community and no long-term interest in its well-being to have low cost housing on S. Peyton Street. I would hope that the planning commission would not favor the limited spending of tourists looking for a low cost hotel over the will of those who support Alexandria's local businesses and schools on a long-term basis.
I am happy to comment further if needed.
Thank you for your consideration.
Best,
Katie Butler

PC Docket Item #: 11

Project: 216 S. Peyton

Akida Rouzi

Subject: FW: Concern with Proposed Hostel at 216 S. Peyton Street

Dear Mr. Randall.
It has recently come to my attention that Paul Cianciolo has submitted an application to the Alexandria Planning and Zoning Office to open a hostel at 216 S. Peyton Street, Alexandria VA.

I am writing to express my objection to the proposed application. This proposed hostel, will bring a transient an accountable population in close and continuing contact with our day care center, the Tiny Tots Playroom and Blue Bird of Alexandria. While I am supportive of hostels in general, this particular location creates an unnecessary and unacceptable level of risk to myself, my child, and my property. Parents routinely leave their cars unlocked as we quickly walk in and out of the day care center in a rush and our children routinely take trips outside. While we trust our day care center behind locked doors with their 3:1 adult to child ratio, it becomes much more difficult to enable outdoor activities while monitoring the children.

There are at least 10 other hostels in the close DC Metro area and it is unclear that this particular facility is necessary--especially in such close proximity to the day care center.

It is the government's responsibility to protect our children. In this case, I request that the government of Alexandria help Mr. Cucciolo find an alternative location for the hostel.

V/R,
Geof

PC Docket Item #: 11

Project: 216 S. Peyton

Akida Rouzi

Subject: FW: Youth Hostel

It was brought to my attention that a youth hostel is applying for permission to open at 216 S. Peyton. As a parent of small children, I was alarmed to find out that such a facility would be so close to a daycare/preschool on Commerce Street. Just a quick look around and you will see that there are several other daycares and preschools within walking distance.

Hostels typically have a bad reputation for a reason. They are specifically designed to house transient individuals. Just a quick search online and you can easily see that while there are some good parts to a hostel, the bad outweighs the good in this situation because it will be adjacent to an already established preschool/daycare.

I did a bit of reading on hostels last night because, to be honest, I wasn't too familiar with them. After some research, I didn't feel any better about the possibility of having this hostel practically next door to the preschool/daycare and close to several other preschools and daycares. I've listed just a few reasons below why I believe it is a bad idea to open a hostel so close to a school(s) that cares for children aged 6 and under.

*Hostels typically have "kick out time", normally around 9 am, which may mean that the individuals could be milling about or hanging around the hostel and it's neighboring streets at prime time for drop offs times for several preschools and daycares.

*Transient individuals have no vested interest in our city. I believe that our city and neighborhoods thrive in part through a sense of community. This sense of detachment from the locals or the community could result in increased violence and vandalism in the area.

*As I mentioned earlier, hostels do tend to be inhabited by younger individuals. These individuals, some who are traveling for fun or the first time, may use this freedom to hang out and smoke, drink or have other "fun". Since they are unable to do so in the hostel, they may end up hanging out in the adjacent neighborhoods before returning to the hostel.

I could go on and on about why I don't think this is a good idea but will just end with this -- would a hostel be permitted to be this close to a city sponsored school? Doubtful.

Thank you for your time and consideration.

Christine M.
Tampio

815 N. Quaker Lane
Alexandria, VA 22302
703-402-3184

PC Docket Item #: 11

Project: 216 S. Peyton

Akida Rouzi

Subject: FW: Meeting about YOUTH HOSTEL IN ALEXANDRIA

Dear Kendra and Nathan,

I am one of the parents of Blue Bird Day School in Alexandra. Unfortunately I will not be able to attend the meeting tonight at the City Hall. But I am really concern about the subject that you guys are going to discuss it tonight.

Since there are couple daycare centers around the area. I personally **do not agree** that it is good idea that we allow a youth hostel to be opened near the daycare centers. I know it is for airmen and military personnel inexpensive accommodations. But you do not want lots different kind of people come in and out around the kids. Who knows what is gonna happen right!!! If something bad happen, who will be responsible for the incident???

I do really appreciate the airmen and military people to serve for the country. But I think there are better places to put up a young hostel for them.

Thank you for listening!

--

Best regards,

Joanne Rinehart
Administrative Divison
Taipei Economic and Cultural Representative Office in the United States
4201 Wisconsin Avenue N.W., Washington, DC 20016
Tel : 202-895-1875
Fax: 202-362-2388
Mobile: 573-823-0030

PC Docket Item #: 11

Project: 216 S. Peyton

Akida Rouzi

Subject: FW: Peyton Hostel Permit Concern

Ms. Jacobs and Mr. Randall,

I am a resident of Old Town Alexandria, and I am writing to express my concerns about the permit that is being sought to open a hostel at 216 S. Peyton Street.

As I'm sure you are aware, there are a number of daycares within close proximity of the 216 Peyton street address.

As the the Mother of a 6 month old son who attends the BlueBird Daycare of Alexandria, and the soon-to-be Mother of a second infant who will attend there, I do not think 216 S. Peyton Street is a suitable location for a hostel.

Please deny this permit.

Thank you,

Tiffany Wlazlowksi
202-365-9459

PC Docket Item #: 11

Project: 216 S. Peyton

Akida Rouzi

Subject: FW: Resident Concern Regarding Youth Hostel Hearing

Dear Mr. Randall:

Due to a work conflict I will be unable to attend tonight's Commission meeting to voice my concern live, so I want to at least send you a note in advance of the meeting so that you may have a chance to consider my position.

As a father of a 3 year-old who attends Blue Bird Day School (with a second child on the way), I want to express my reservations about the proposed youth hostel being considered for South Peyton Street. I understand the desire to provide affordable housing and vacation-type options for visitors to our city, but in this era of ever-increasing focus on school and child safety I believe that the proposed location is a poor one. With such a large collection of young children located on many sides of the proposed hostel location (with both Blue Bird on Commerce Street and Tiny Tots Playroom on King Street) I worry very much that a transient-type hostel opens the door for larger security concerns for our children.

I can say very frankly that if the hostel is approved to move forward, my wife and I will seriously consider moving our daughter to other daycare locations – unfortunately, this will likely mean moving to daycare closer to one of our offices, both of which are outside of Alexandria. This would be a difficult decision, we are very happy with our daughter's experience at Blue Bird and are hoping to enroll our second child once he or she is born later this fall. And, as residents of Alexandria, we like being able to support our local businesses as much as possible. Unfortunately, is seems clear from our many conversations with other affected parents that the decision to open a hostel, while arguably spurring the start of one local business, could have a devastating impact on another one.

I hope you will consider our concerns and please know that I wish I could attend in person this evening.

Best,

John Murphy
718 N Overlook Drive
Alexandria, VA
22305

JOHN A. MURPHY, III
SENIOR DIRECTOR, STATE AFFAIRS, HEALTH POLICY
BIOTECHNOLOGY INDUSTRY ORGANIZATION
P.202.962.9514|C. 202.286.2139|WWW.BIO.ORG

Bio Biotechnology Industry Organization

PC Docket Item #: 11
Project: 216 S Peyton St

Akida Rouzi

Subject: FW: Planning and Zoning - Hostel - 216 S. Peyton Street

Dear Kendra and Nathan,

I recently learned a hostel is being considered for 216 S. Peyton Street. I have been a City of Alexandria resident for almost twenty years and a client of Jerry and Susan Pnevmatikatos for twelve years. All three of my children have attended their schools in Alexandria, Mt. Vernon, and Arlington depending on my families schedule and my work locations. I am always thankful their sensible choice of locations was obviously chosen with the safety and security of their staff and the children that attend the schools in mind.

Unlike most of their clients I spent my early twenties traveling extensively (typically with a backpack) around the United States (Seattle, Portland, Atlanta, Los Angeles) and through Europe (Amsterdam, Barcelona, Prague) always staying at hostels (IYH) because I didn't have any money. While the various people I met were fascinating and interesting I wouldn't invite them to dinner today and would never want them around any of my three children.

Some of my experiences staying in hostels in this time period of my life I can laugh about today but were very frightful and I consider myself lucky to be able to tell the stories about the experiences and people I encountered on my adventures.

Please turn 'down' the permit allowing Paul Cianciolo to turn his residence into a hostel. The children and safety of the neighborhood are too important to risk allowing an establishment like this to be located at this location.

Best Regards,

- Ted O'Keefe

Director of Acquisitions
Internet Venture Holdings, Inc.
2850 South Quincy Street :: Suite 6093 :: Arlington, VA 22206 :: USA
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http://www.ivh.com :: ted@ivh.com

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PC Docket Item #: 11
Project: 216 S. Peyton St.

June 4, 2013

City Hall
Joanna Anderson, Acting Deputy Director, Department of Planning and Zoning
Nathan Randall, Urban Planner
301 King Street
City Council Chamber

Re: Special Use Permit #2013-0020, 216 S. Peyton Street (Parcel Addresses: 210-216 S. Peyton Street and 335 Commerce Street) - Capital Hostel

To Whom It May Concern:

I am a parent of two children attending Tiny Tots Playroom, located at 1500 King Street. My children will be attending Bluebird of Alexandria, located at 346 Commerce Street, this September. I am also resident of Old Town Alexandria.

As a parent of children attending these schools, a hostel is disconcerting. The children often walk around the neighborhood to local parks and playgrounds, which makes them vulnerable to unfamiliar, predatory people. Having these transient individuals with all-day access to alcohol served on premises, so close to Tiny Tots Playroom and Bluebird of Alexandria poses a risk to the children attending these schools. As a resident of Old Town Alexandria, I am uncomfortable knowing individuals having no ties to our community, and sometimes no ties to any community, are invited to this area.

Individuals travelling through or visiting have many affordable hotel accommodations at their disposal throughout Old Town Alexandria. Not to mention, there are 5 hostels a short distance away in Washington DC.

I recommend a denial of the request by Capital Hostels, LLC to operate a hostel at 216 S. Peyton Street. I further recommend a denial for a parking reduction; zoned CD/Commercial Downtown.

Thank you.

Old Town Alexandria Resident

PC Docket Item #: 11
Project: 216 S Peyton St.

Akida Rouzi

Subject: FW: URGENT: Opposition to the City of Alexandria's permission to open a youth hostel near Blue Bird Daycare

Patrick F. Mitchell
Katherine C. Mitchell
2909 Valley Drive
Alexandria, VA
22302

June 4, 2013

To Whom It May Concern:

By way of introduction my name is Patrick Mitchell. I am a resident of Alexandria, VA and the father of two young boys, ages 1, ½ and 2, ½. Both of my sons attend Blue Bird of Alexandria, located at 346 Commerce Street, Alexandria, VA 22314. The purpose of this email is to express my strong opposition to the City of Alexandria's licensing of a youth hostel at 214 S. Peyton Street – literally across the street from Blue Bird, a large daycare/pre-school caring for more than a hundred infants and toddlers. Please add my email to the pool of comments received today from parents of children at Bluebird, as I am unable to attend tonight's Planning & Zoning Office meeting at City Hall.

While I support the concept of youth hostels in general in the greater Washington area to accommodate international travelers and young people visiting or backpacking through town, to open one in the proximity of a daycare facility is extremely unwise. The existence of a facility catering to young people with limited resources within a few blocks of a daycare puts two groups that have no reason to interact (underemployed/traveling young adults and infants) on a collision course.

The distribution of a formal letter expressing concern about the hostel from Blue Bird administrators and the fact that Alexandria is reviewing this matter at all, is enough to warrant caution. If the hostel is granted permission to open near the daycare and something goes wrong, there will be a lot of on-the-record opposition available to hold the City accountable. It doesn't make any sense for the Alexandria to allow this hostel to proceed in the proposed location. The children are constantly outside at Bluebird and would be in plain view – direct line of sight – of the hostel entrance.

Regardless of any misconceptions that the hostel in question would be a flophouse, homeless shelter, or halfway house, the proposed location of the hostel should be denied by the city and reconsidered. I am sure the proponents of the hostel reflect the highest quality and level of professionalism. It shouldn't be too much trouble for proprietors to scout another location that isn't next door to a daycare facility.

Sincerely,

Patrick & Katherine Mitchell

the hastings group
Patrick Mitchell
Director, Financial/SRI Public Relations
1911 North Fort Myer Dr., Ste. 700
Arlington, VA 22209
(703) 276-3266 (p)
(703) 841-9327 (f)

x44

pmitchell@hastingsgroup.com

Please consider the environment before printing this email.

Katherine Mitchell
SENIOR ACCOUNT EXECUTIVE | GROUP TICKET SALES
Washington Nationals Baseball Club
Nationals Park
1500 South Capitol Street, SE
Washington, DC 20003
202.640.7649 direct
202.640.7659 fax
Katherine.Mitchell@nationals.com



PC Docket Item #: 11

Project: 216 S. Peyton St

Akida Rouzi

Subject: FW: Youth Hostel

Hello,

It has been brought to my attention that there is a proposal to open a youth hostel at 216 S Peyton St. near the entrance to my child's daycare. I am a resident of Old Town and I also live very near S Peyton Street. I am very much against allowing this hostel to be opened. We have three schools/daycares within walking distance to the proposed hostel. We already have the Christ House on Prince St. where patrons sit in the street and in the park next to the cemetery. We have to clean up beer cans after them. Just yesterday I was afraid to walk in the park. I feel that opening the hostel will attract more unwanted element to the area. Hostels tend to attract individuals who tend to party and lack respect for property and cleanliness. I am also afraid for my child's safety. If opened, I would expect more Police presence. I am sure a hostel could be open elsewhere, not in the heart of Old Town in the residential area. Lets keep Old Town a nice place to live.

Regards,

Klaudia Lewis

PC Docket Item #: 11

Project: 216 S. Payton St

Akida Rouzi

Subject: FW: Alexandria's potential new hostel

Marc Parsont
838 Fontaine Street
Alexandria, VA 22302

As a former store and office manager for the Potomac Area Council of the youth hostels, I would like to put in positive reasons for locating a hostel in Alexandria.

Tourism is good for the city. While many travelers might be young, they still have dispensable income. International understanding. How we interact now, can change the face of the future. While the DC Metro Area can boast of understanding and interest in the diverse nature of the planet, that can't be said of all of the United States or of other countries as well. Mutual understanding starts when we're young. Hosteling is fun. It's an adventure on the cheap. Church groups, scout troups, hiking and biking clubs use hostels to see and reach places they could not nor mally afford. Travel used to be a lot of fun or at least I fondly remember so, and traveling in hostels played a huge part in that for me. I wish I could write more, but I am in New York trying to catch a train back home. Hostels, like any business, require rules and regulations and strong management to make them succeed. Hostels make good business for the city, good citizens for the future and make affordable travel for everyone.

Sincerely,

Marc Parsont, Nationally Certified Massage Therapist
"When You Need Me, I Knead You." (SM)
Relaxation, Deep Tissue, Chronic Pain Treatment
Contact: mparsont@icloud.com

Book Online at: **http://massage-by-marc.genbook.com**
1240 North Pitt St.
Suite 100
Alexandria, VA 22314

PC Docket Item #: 11
Project: 216 S. Peyton St

Akida Rouzi

Subject: FW: Concerns Hostel Opening (216 S Peyton Street Alexandria)

Dear Kendra and Nathan,

My name is Nicole Kramer and on behalf of myself and my husband, we want to submit this letter to voice our concern and opposition toward a proposed hostel in our community. Our concern is for the safety and well-being of our two children who attend daycare in the immediate area of the proposed hostel. Opening a hostel near two daycare centers has great risk and risk we are not willing to take with our children. This hostel will bring travelers to our community with no ties to our community – possibly no ties to *any* community – and not add value to Old Town or the surrounding area. The occupants of this proposed establishment would impose great risk to our children when outside the confines of their daycare area and compromise their enjoyment of the local parks and playgrounds.

If this hostel is approved, we will strongly consider removing our children from their current local daycare facility and spend our money outside the Old Town and greater Alexandria area, all while financially compromising our daycare provider and local businesses. An approval of this hostel will be an affront to the safety of our children and an attack on local business.

We please ask that you consider strongly opposing the request for this hostel. The risk far outweighs the benefit.

Regards,
Nicole and Jason Kramer
703-472-3457

PC Docket Item #: 11
Project: SUP2013-0020 Capital Hostels

Kendra Jacobs

From: Brooke <brookeabraun@gmail.com>
Sent: Tuesday, June 04, 2013 4:48 PM
To: Kendra Jacobs; Nathan Randall
Subject: Cianciolo Youth Hostel proposal

dear Kendra and Nathan,

I am writing to express my sincerest concern about a potential youth hostel opening at 216 Peyton Street. I have two young boys under the age of three in the Tiny Tots daycare which has its entrance nearby.

I believe that the foot traffic to and from the hostel would pose a tremendous threat to the well-being of the children at Tiny Tots who are afforded the opportunity to go outside on nice days. The transient type of traveler that a hostel will attract has no business being that near to community children.

It is sad to say, but the risk of human trafficking of children under five in today's world far outweighs the business proposition to open a youth hostel. I do not want strangers to have access to my children. That said: If the hostel opens, I assure you I will deeply consider pulling my children out of one of Alexandria's fine small businesses. This puts my employment at one of Alexandria's associations in jeopardy as well because it will cause great household chaos.

Think hard on this one. The impact of this decision may cost us the life or lives of some of our children.

Brooke Braun
5007 9th Street South
Arlington, VA 22204
571-218-5605

PC Docket Item #: 11
Project: SUP 20130020 Capital Hostels

Kendra Jacobs

From: Drew Taylor <drewjtaylor@hotmail.com>
Sent: Tuesday, June 04, 2013 4:49 PM
To: Nathan Randall; Kendra Jacobs
Subject: Planning Commission Hearing - Docket Item #11 SUP #2013-0020 216 South Peyton St - Hostel

Importance: High

Mr. Randall and Ms. Jacobs:

I apologize for not being able to attend the Planning Commission Hearing tonight related to the planned hostel at 216 South Peyton Street. My children have attended the adjacent Blue Bird, have moved to Blue Bird II, and may wind up back at Blue Bird next year. Blue Bird is not just a day care but also a school, so please keep in mind that somewhat older, more impressionable children are at this location. I have two concerns that I think the Planning Commission should consider while discussion this development as it specifically relates to the proximity to two school uses, alcohol sales and smoking.

I would ask that the Commission consider whether alcohol sales adjacent to two schools is appropriate. I do not think that it is appropriate during school hours. There are plenty of bars and restaurants along King Street for this purpose. During the evening hours when the kids are not at school, I think the alcohol sales at the hostel are appropriate.

Looking at the plans, I see that the accessible entrance and emergency exit are located on Commerce Street very close to Blue Bird. My concern is that this entrance will be the smoking area since the site lacks an outdoor space. I am concerned that the children will be exposed to more than a reasonable amount of people smoking along that sidewalk or in the middle of the cul-de-sac. Of course, you cannot control legal activities that people do in public places, but perhaps this can be considered.

Thank you for your consideration,
Drew J. Taylor, RLA, ASLA
drewjtaylor@hotmail.com
703.399.6509

PC Docket Item #: 11
Project: SUP2013-0020 Capital Hostels

Kendra Jacobs

From: Suzanne Kellogg <suzannekellogg@gmail.com>
Sent: Tuesday, June 04, 2013 4:36 PM
To: Kendra Jacobs
Subject: Fwd: 216 S Peyton Street -proposed hostel concerns

Dear Kendra and Nathan,

I would like to express my concerns regarding the city's plan to open a youth hostel at 216 S. Peyton Street. I work in the 1701 Duke Street building and both of my daughters currently attend the Tiny Tots Playroom in the 1500 King Street Building just down the street. I have always felt a nurturing sense of community, and an overall sense of security in the immediate neighborhood surrounding my children's daycare, however, I feel that the introduction of a youth hostel could add an undesirable element of transience to the area. As a parent, I am concerned for the safety of my children as they take daily walks through the surrounding neighborhood and travel to their sister school, Bluebird, for summer program activities. While I don't believe youth hotels are necessarily bad things, there is the potential that they could draw an undesirable element into the backstreets of Old Town, right in the path of where our children walk and play. I feel that 216 S Peyton Street is not the proper location for such a venue, given its extremely close proximity to, and being right in between two "sister school" daycare facilities.

Thank you,
Suzanne Kellogg

PC Docket Item #: 11
Project: 216. S Peyton St

Akida Rouzi

From: Marc Parsont <mparsont@comcast.net>
Sent: Tuesday, June 04, 2013 6:46 PM
To: paul@hostelhiker.com
Cc: Kendra Jacobs; Akida Rouzi; nathan.randal@alexandriava.gov
Subject: Fear of Hostels is incredible

If you have an opportunity to add this to my letter to the commission...

I read with concern the letters mainly from Tiny Tots parents and thought I should add a little balance and information to their ironic, fearful comments. I worked across the street from Tiny Tots at the International Association of Amusement Parks & Attractions for 10 years. For people so afraid of children and young people from all over the world, the fact that their children get paraded up and down King and Duke Streets during the day in long red plastic targets is rather humorous. I'm sure it's much safer to be hit by a car then be surrounded by hostelers.

If you're worried about stuff being stolen from your car, then don't leave your car open. If you check out the local list serves for Beverley Hills and Del Ray, you read about people's cars being broken into and/or left open and broken into all the time. You're not guaranteed any safety from theft in any part of Alexandria, especially if you leave your car open. That's on you. And isn't there a Catholic mission not more than 3 or 4 blocks from you? Are you saying that poor, homeless, transients don't know where Tiny Tots is located?

You've got four hotels and a metro station close by. I'm sorry, but riders disembarking off Metro and guests of those hotels...are transients too. By your definition, we should never have placed the metro and the hotels there because they house transients. Typical bourgeois thinking to equate someone's honesty by how much money they have to spend.

I love knee-jerk reactions and chain letters sent from the folks from NIMBY. These are the same people who hire illegal nannies rather than investing in the training of an au pair. They think nothing of hiring day laborers to mold their green lawns and plant their gardens. I love the person who would never invite anyone they hosteled with to their table. He must have gone to some awful hostels or been an awful hosteler. I traveled Europe and the South Pacific and didn't have any issues. I tried not to do anything stupid either. I made friends all over the world and try to keep in touch with as many as possible.

As the store manager for the Potomac Area Council, I sold backpacks and guidebooks and money belts and rail passes to people coming and going from the US. You have to watch out for those people---who can read. I saw a lot more American kids looking forward to drinking and partying then their foreign counterparts coming here. Not to say it doesn't happen, but don't forget that we adults need to provide guidance and leadership for all children, not just our own.

The reason hostelers may not stay in the hostel all day is so that they sightsee and visit the city and sights around them. Hostels are not shelters. You have to pay a membership fee to join and pay to stay. Many hostels require their guests to do chores. When they get up and go out, they head for the metro or down King Street. They really could care less about your children.

What difference does it make how many hostels we have? The more the merrier. The better opportunity to see different places, meet new people and experience new adventures. Do you tell Marriott not to build more hotels? How many scouts groups do you see at a Marriott? They can't afford them. I also worked as a licensed Washington, DC Tour Guide and as a hotelier. If you want to be afraid of something, be afraid of school tours. There's a reason they lock the kids in their rooms and hire security to walk the halls.

I have a five year old girl and a six year old boy. I'm not going to leave them with hostelers I've met for five minutes. I will take them there to meet French and Spanish and German and Russian and more travelers from around the world. Don't hide your fear or hide behind your fear. Learn more about hostels and hosteling. Paranoia, jingoism and nationalism do more to defeat hosteling than any "transient," could ever do. If you have legitimate safety concerns, work with the hostel rather than condemning the whole thing. And if you're that fearful, for heaven's sake, move your child away from the hostel, move them away from all the violence on our streets and in our schools . Be sure and let all of us know when you stop traveling.

Sincerely,
Marc Parsont
Formerly known as the "PAC MAN"
Potomac Area Council, Store and Office Manager
Father of two
mparsont@comcast.net

PC Docket Item #: 11
Project: 216. S. Peyton St.

Akida Rouzi

Subject: FW: proposed hostel at 216 S. Peyton St.

Kendra & Nathan,

My name is Andrew Horne and we have two children, ages four and 10 months, who attend Blue Bird of Alexandria at 346 Commerce St. I recently learned that a local family has applied to open a youth hostel near Blue Bird of Alexandria, less than 500 yards away.
While I support inexpensive housing for people who travel, I do not support the opening of a hostel this close to our daycare. As you may know, Blue Bird spends a lot of time with our children outdoors and it worries me to think there may be people whom I don't know, who are not from our community, and youth (or elders) who may or may not have good intentions loitering in such close proximity a daycare facility that I entrust the well being of my children with.
Again, I support this type of housing, however, not within such close proximity to a place where many children are supervised by a relatively small staff. Unfortunately, if the city approves this, we will most likely move our children to a different daycare facility. I know I'm not alone in saying this and it will be most unfortunate for our children and for Blue Bird, as Blue Bird is a wonderful school with a long history in this part of Old Town.
However it may be noted, please express our disapproval for this appeal. I would have attended the hearing this evening to express my disapproval, however, with two children and a spouse who is out of town, it's just not possible.

Regards,

Andrew & Ashleigh Horne
6420 15th St.
Alexandria, VA
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Note: This signature can be verified at https://www.hushtools.com/verify
Version: Hush 3.0

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PC Docket Item #: 11
Project: 216 S. Peyton

Akida Rouzi

Subject: FW: Concern over proposed hostel

From: Jessica Kennedy [mailto:jkennedy181@gmail.com]
Sent: Monday, June 03, 2013 10:23 PM
To: Kendra Jacobs; Nathan Randall
Subject: Concern over proposed hostel

It came to my attention today that Alexandria's Planning Commission is set to discuss Paul Cianciolo's proposal to open a hostel at 216 S. Peyton Street; I am greatly concerned about his proposal as my daughter attends daycare at Blue Bird of Alexandria. My daughter is outside, near that location, several times per day, and exposing her to potentially dangerous travelers with no ties to Alexandria is upsetting as a parent. If accepted, this plan has the potential to put my child, and many others, at great, unnecessary, risk. If accepted, I would have no choice but to consider alternate daycare options at a safer location. I love Blue Bird of Alexandria, but I would be forced to make the decision with my family's best interest in mind. I ask that the Planning Commission not accept this proposal and consider the health and safety of the greater community and businesses.

Regards,

Jessica Kennedy

SUP#2013-0020
216 South Peyton Street

- SUP request to operate hostel
- 16 rooms with 94 beds plus overflow room
- Accessory café with on-premises alcohol
- Parking reduction
- Staff recommends APPROVAL



PLANNING & ZONING

Legislation Details (With Text)

File #:	DSUP13-004	**Name:**	Landmark Mall
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	4/22/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	

Title: Rezoning #2013-0002
Development Special Use Permit #2013-0004
Transportation Management Plan SUP #2013-0025
5801 and 5815 Duke Street - Landmark Mall
Public Hearing and Consideration of requests for: A) a zoning map amendment to change the zoning from CR/Commercial Regional to CRMU-M/Commercial Residential Mixed Use Medium; B) a development special use permit and site plan, with modifications, to construct a mixed-use town center including special use permits for retail over 20,000 sq. ft., increase in allowed floor area ratio, and an amusement enterprise; C) approval of a transportation management plan; zoned CR/Commercial Regional. Applicant: The Howard Hughes Corporation represented by Jonathan Rak, attorney.
Planning Commission Action: REZ #2013-0002 - Recommend Approval 5-0; DSUP #2013-0004 - Recommended Approval with Amendments 5-0; TMP SUP #2013-0025 - Recommended Approval with Amendments 5-0

Sponsors:

Indexes: Development SUP, Rezoning, Transportation Management Plan

Code sections:

Attachments: DSUP13-004 Staff Report to CC.pdf
DSUP13-004 Presentation to CC

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval with amendments	Fail

Title

Rezoning #2013-0002
Development Special Use Permit #2013-0004
Transportation Management Plan SUP #2013-0025
5801 and 5815 Duke Street – Landmark Mall
Public Hearing and Consideration of requests for: A) a zoning map amendment to change the zoning from CR/Commercial Regional to CRMU-M/Commercial Residential Mixed Use Medium; B) a development special use permit and site plan, with modifications, to construct a mixed-use town center including special use permits for retail over 20,000 sq. ft., increase in allowed floor area ratio, and an amusement enterprise; C) approval of a transportation management plan; zoned CR/Commercial Regional. Applicant: The Howard Hughes Corporation represented by Jonathan Rak, attorney.
Planning Commission Action: REZ #2013-0002 - Recommend Approval 5-0; DSUP #2013-0004 – Recommended Approval with Amendments 5-0; TMP SUP #2013-0025 – Recommended Approval with Amendments 5-0

Docket Item #14 A&B

Rezoning #2013-0002
Development Special Use Permit # 2013-0004
Transportation Management Plan SUP #2013-0025
5801 & 5815 Duke Street – Landmark Mall

Application	**General Data**	
Project Name: Landmark Mall	PC Hearing:	June 4, 2013
	CC Hearing:	June 15, 2013
	If approved, DSUP Expiration:	June 15, 2018
	The Entire Mall Acreage:	51.466 Acres
	The Redevelopment Site	11.20 Acres
Location: 5801 and 5815 Duke Street	Current Zone:	Regional Commercial (RC)
	Proposed Use/Zone:	Commercial Residential Mixed Use Medium (CRMU-M)
	Proposed Dwelling Units:	Approximately 370 - 400 units
	Gross Floor Area:	Approximately 713,000 sq. ft.
Applicant: Howards Hughes Corporation **Attorney:** Jonathan P. Rak, McGuire Woods, LLP **Owners:** Landmark Mall, LLC; Macy Department Stores; and Sears Roebuck and Company	Small Area Plan:	Landmark/Van Dorn Corridor Plan
	Historic District:	NA
	Green Building:	LEED Silver for Commercial LEED Certified for Residential

Purpose of Application:
A request to rezone an eleven (11) acre portion of the Landmark Mall Site to CRMU-M to allow for the first phase of redevelopment of the site with a mixed use development of commercial/retail and residential uses.
Special Use Permits and Modifications Requested:
1. An Amusement Enterprise; 2. Large format retailers larger than 20,000 sq. ft.; 3. Development Site Plan with Special Use Permit to allow for up to 2.0 FAR; 4. Special Use Permit for Transportation Management Plan; and 5. A Modification from Section 800-200 (B) (2) loading spaces; 6. A Modification from the CRMU-M 40% minimum open space requirement.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Gwen Wright**,** Division Chef, gwen.wright@alexandriava.gov
Patricia Escher, AICP, patricia.escher@alexandriava.gov
Colleen Willger, AICP, LEED AP BD&C, colleen.willger@alexandriava.gov

PLANNING COMMISSION ACTION JUNE 4, 2013:

Rezoning #2013-0002

On a motion by Commissioner Wasowski, seconded by Commissioner Lyman, the Planning Commission voted to **recommend approval** of Rezoning #2013-0002 to change the zoning designation from CR/Commercial Regional to CRMU-M/Commercial Residential Use - Medium subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 5 to 0. Chairman Komoroske and Commissioner Wagner was absent.

Reason: The Planning Commission agreed with the staff analysis and found that the mixed use development was in keeping with the ultimate vision of the Landmark/Van Dorn Corridor Plan.

Development Special Use Permit #2013-0004 and Transportation Management Plan SUP #2013-0025

On a motion by Commissioner Macek, seconded by Commissioner Lyman, the Planning Commission voted to **recommend approval** of DSUP#2013-0004 and TMP-SUP #2012-0025 for a mixed use development of 713,000 sq. ft. of mixed development containing up to 400 dwelling units and up to 317,000 sq. ft. of retail, a transportation management plan, and several other special use permits/modifications. The Planning Commission also agreed for the purpose of clarification to modify conditions #6, # 55 and #110.

Reason: The Planning Commission agreed with the staff's determination that the proposed development is in conformance with the Landmark/Van Dorn Corridor Plan and other City adopted plans and policies. Furthermore, the Commission agreed that the changes to the conditions were consistent with the intent of the original condition and were merely points of clarification.

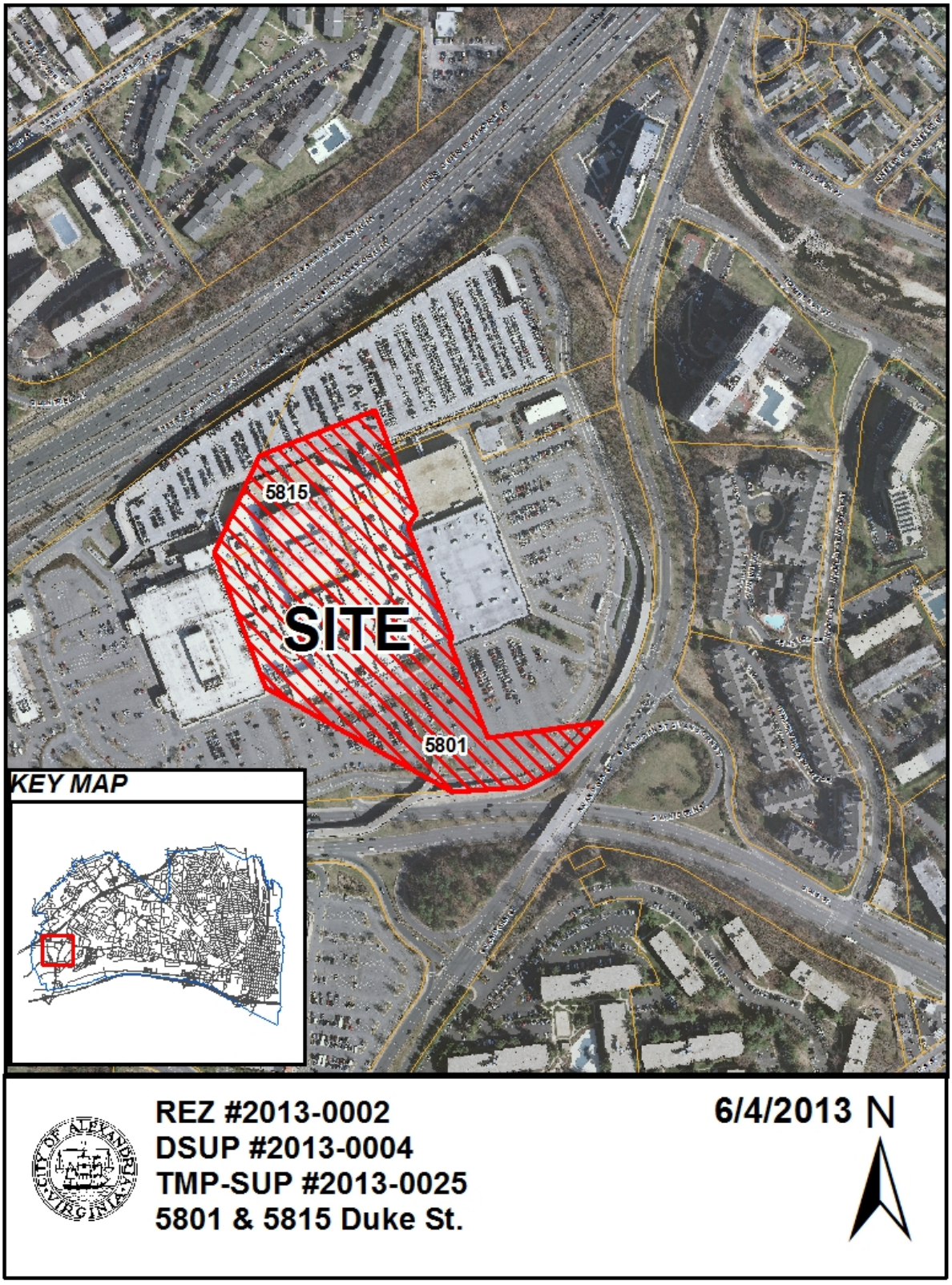
Speakers:

Jonathan Rak: Attorney representing the applicant.

Don Buch, 389 Livermore Lane, supports the project but raised concerns about the new development's impacts on the schools, the rapid transit getting slower, that some of the site furnishing may be considered public art, and that the developer contributions were not negotiated in consultation with the community.

Scott Anderson, 4523 Raleigh, #401, raised concerns about the vitality of retail, limited access to and from the site either for the pedestrian or the bicycle user and wanted to know what improvements are being proposed with this development.

Sharon Annear, 1118 N. Howard St., spoke about the history of the mall and wanted the City to make sure that it truly develops as a destination retail center and not just serving the immediate community.


5815
SITE
5801
KEY MAP
REZ #2013-0002
DSUP #2013-0004
TMP-SUP #2013-0025
5801 & 5815 Duke St.
6/4/2013
N

I. SUMMARY

A. Recommendation & Summary of Issues

Staff is recommending approval of DSUP #2013-0004, as well as a rezoning request for a portion of the Landmark Mall site from Commercial Regional (CR) to Commercial Residential Mixed Use – Medium (CRMU-M). Both of these approvals serve to allow for a mixed use development containing approximately 370 - 400 residential dwelling units and 317,000 square feet of commercial retail. In addition to the rezoning application, there are requests for Special Use Permits for:

- An Amusement Enterprise;
- Large format retailers larger than 20,000 sq. ft.;
- Development Site Plan with Special Use Permit to allow for up to 2.0 FAR;
- Special Use Permit for Transportation Management Plan; and
- A Modification from the Zoning Ordinance's requirement for loading spaces;
- A Modification from the 40% minimum open space requirement called for in the CRMU-M zone.

The major issues that have been analyzed as part of this review and that are discussed in greater detail in the report include:

- Phasing of development and consistency with the Landmark/Van Dorn Corridor Plan
- Rezoning and Special Use Permits
- Transit
- Pedestrian and bicycle improvements
- Urban design and creating the core of a new, walkable neighborhood
- Environmental sustainability
- Retail trends and development contributions.

B. General Project Description

The applicant, Howard Hughes Corporation (HHC), requests the consideration for a proposal for the first phase of the redevelopment and revitalization of the Landmark Mall site. Consideration has been given to the overall layout and site design to ensure that this request does not preclude the ultimate build out envisioned in the Landmark/Van Dorn Corridor Plan. The proposal includes a mixture of uses with some one and two story retail components in the front of the property. The development then transitions into a mixture of uses with four stories of residential dwellings positioned over the ground floor retail. It is intended that the retail uses will include restaurants, shops and an upscale dining cinema. The residential use will include roof top amenity space for the residents and their guests. The proposal will remove a portion of the existing parking structure and replace it with mixed-use liner units, screening a portion of the parking structure. The proposal creates a more inclusive redevelopment with a street grid, a variety of uses, an improved entry from Duke Street with a hardscaped open air plaza and a naturalized green space, creating a better sense of arrival for the mall patrons.

II. BACKGROUND

A. Site Context

The site located in the western portion of the City and is bounded by I-395, Van Dorn and Duke Streets, all major thoroughfares, isolating the mall properties from the adjoining neighborhoods. The surrounding uses are a mixture of commercial, retail, office and residential. The scale of the buildings ranges from townhouse style and garden apartments to high rise condominiums, most with large surface parking lots. A major focus of the project as proposed is creating transit, pedestrian and bicycles connections to reduce the isolation of the site.

B. Project History and Evolution

The Landmark Mall opened in 1965 and was the first mall in the Washington D.C. area to feature three anchor department stores; the Hecht Company (now Macy's), Sears and Roebuck, and Woodward & Lothrop (later J C Penney, then Lord & Taylor, now vacant).The mall's grand opening occurred on August 4, 1965 with a ribbon cutting ceremony by the then Lieutenant Governor Mills E. Godwin, Jr. The mall opened with 32 stores with the approximately 675,000-square-feet of retail space including Bond Clothes, Casual Corner, People's Drug Store, Raleigh Haberdasher, Thom McAn Shoes, Waldenbooks and was the second location of S&W Cafeteria in the Washington D.C. suburbs. Originally an outdoor mall, it was enclosed in 1990.

In 1999, General Growth Properties purchased the "mall" portion of the property that lies between Macy's and Sears, a portion of the parking structure and the two eastern outlying commercial buildings.

In 2004, General Growth Properties approached the City with an idea to redevelop the entire mall site. The City concurred that it would be good to redevelop the old and outdated retail use. In the fall of that year, the City requested that the Urban Land Institute (ULI) provide the City with additional analytical assistance. The ULI formed a Technical Assistance Panel to evaluate the redevelopment potential of the Landmark Mall. The panel spent one and half days touring the mall, listening to presentations by the City, General Growth Properties and the other stakeholders. The panel concluded that there was redevelopment potential at the Landmark Mall property, but challenged the City to expand the potential redevelopment boundaries and examine sites beyond the confines of the mall. Given the age of many of the existing commercial sites along Duke and Van Dorn Streets and their proximity to large residential populations, the panel recommended that the City take a more regional approach and evaluate potential redevelopment in the West End along these major arterial transit corridors.

In 2005, General Growth Properties created a schematic design for the entire mall site with mixture of uses, building types and a more urban street grid. However, the City agreed with ULI's recommendation to take a more holistic approach to evaluate the potential of redevelopment of a larger area, not just the mall site. In November of 2007, the City Council adopted a resolution establishing Landmark/Van Dorn Advisory Group and began the

Landmark/Van Dorn Corridor Plan process. The Corridor Plan went through the public process concluding with its adoption by City Council in June of 2009.

The Landmark/Van Dorn Corridor Plan made specific recommendations with respect to the Landmark Mall property. The Plan envisioned that the site would have tall buildings, a mixture of commercial and residential uses, a more pedestrian friendly circulation pattern, and a designated transit hub. This, the first phase the redevelopment for the mall, is achieving some of the Plan's initial parameters such as an urban street grid, a mixture of uses and a transit center.

While the Landmark/Van Dorn planning process was proceeding, General Growth Properties began experiencing financial hardship due to the downturn in market conditions and the subsequent recession, which ultimately resulted in their bankruptcy in April of 2009. General Growth Properties went through a restructuring of its assets, including the Landmark Mall property. One of the outcomes of this financial reorganization was the transferring of the Landmark Mall property to a spin-off company, the Howard Hughes Corporation (HHC), an independent company.

The applicant first approached the City with idea of a phased redevelopment the mall site in the fall of 2012. One of the largest challenges to the Landmark Mall site's redevelopment is the joint ownership of the overall site. The entire 51 acre mall site consists of five separate parcels of land individually owned by Sears, Macy's and the Howard Hughes Corporation (HHC). Another aspect of the joint ownership of the mall site is the existence of a mutually agreed upon and obligatory provision that any improvements or changes to the existing land use/site configuration have to be reviewed and approved by all three of the property owners. Whereas this real estate agreement is an understandable business provision, it has proven to be a challenge to get all of the necessary approvals from all parties to proceed with redevelopment. Fortunately, Howard Hughes Corporation (HHC) has restricted the majority of the redevelopment area to be contained on their property with some less substantive improvements off-site and has proposed a redevelopment plan that appears to be palatable to the both of the other property owners.

This redevelopment plan will demolish only the existing retail space located between Sears and Macy's and replace it with residential and retail uses in an open air design. All of the new development will be confined to the HHC property with the exception of some off-site vehicular circulation and transit improvements.

It should be noted that initially, HHC's plan was for a project "by right" development, which included only retail uses and would have required only a Preliminary Site Plan rather than a DSUP. Given the vision and goals of the Landmark/Van Dorn Corridor Plan and the desire for a fine-grain mix of uses at the core of this new neighborhood, staff worked with the applicant to expand the scope of the development to include a residential component. Including residential requires a rezoning of the property and a DSUP. In addition, the overall project requires several Special Use Permits to allow for an increase in floor area, larger than 20,000 sq. ft. retailers and an amusement enterprise - the cinema.

C. Detailed Project Description

The current proposal is the first phase of the redevelopment/revitalization of the Landmark Mall site with approximately 317,000 sq. ft. of retail and 370 - 400 residential dwelling units. It should be noted that the HHC portion of the mall between Sears and Macy's currently has approximately 640,000 sq. ft. of retail space today, so this proposal is actually reducing the amount of retail space currently on site by approximately 326,000 sq. ft., although residential square footage will be added. Sears, its vehicle service shop, Macy's and the other two outlying retail buildings will remain intact and operational during the demolition and reconstruction of the center portion of the mall property.

The project creates the beginning of a grid system of streets, which will initially be private streets but are being built to City street standards. It also creates a variety of open spaces including pedestrian arcades, plazas, and passive green areas. New buildings will be urban in character in the sense that they will create streetwalls that face onto generous sidewalks and a number of the new "blocks" will include residential units above the retail uses.

The proposed retail component will consist of one and two story construction. The ground level retail will comprise of a variety uses such as shops, restaurants and personal service establishments. The sidewalk widths will be designed to accommodate outdoor dining if desired by restaurant tenants and to afford a pleasant pedestrian environment. There will be a central open space or pedestrian arcade that will provide an essential gathering place with active retail uses on either side. The new retail spaces will be linked to the existing department stores on both existing store levels via one above grade promenade and revised entrance features at the ground level.

The redevelopment request includes 370 - 400 residential units with one, two and three bedroom configurations. The residential buildings will provide roof top amenity space such as decks and a pool. The buildings will be linked to reserved parking on the uppermost deck of the existing parking structure by above grade skywalks. A portion of the existing parking structure will be screened from view by commercial/residential liner units. These liners uses and the associated street that they front onto help to begin forming a street grid.

Vehicular access to the site will be consistent with the existing entrances to the mall, with the primary entrance utilizing the fly over ramp from Duke Street. Eventually the fly over ramp will be removed as recommended in the Landmark/Van Dorn Corridor Plan; however, the replacement of this fly over with the new High Street Bridge will happen during a later phase of redevelopment. The internal vehicular circulation will be comprised of a two lane, one way loop street into and out of the garage, with new internal ramps in the garage to allow for movement between garage levels.

The site design includes a circular plaza bounded by a two way street that will facilitate vehicular access into the proposed development and/or to either end of the mall. This circular plaza will be designed with the intent of that a portion of the street may be closed to facilitate pedestrian circulation during special events such as farmers market or other open air activities. In addition,

the site design includes another passive open green space directly to the south of the circular plaza. While the final design of these spaces will be concluded during the final site plan process, both of these amenity spaces will be designed to complement and enhance the entrance to the mall.

As recommended in the Landmark Van Dorn Corridor Plan, the proposal includes a transit center that will accommodate both bus rapid transit and local buses (WMATA and DASH). The station has been located within close proximity to the proposed redevelopment to enhance usage by both residents and retail patrons. Ultimately, the Landmark/Van Dorn Corridor Plan calls for a multi-level transit center associated with the High Street Bridge. This facility would be constructed with the High Street Bridge and would be undertaken during a future phase of redevelopment. Additional pedestrian improvements along Duke Street, pedestrian improvements to the Duke/Walker and Van Dorn entrances at either end of the redevelopment area, and a system of ped/bike pathways through the mall site will facilitate pedestrian movement to and from the mall.

D. Rezoning

The applicant is requesting to change the central portion of the Landmark Mall site from the existing CR Zone District to the CRMU-M Zone District. The properties outside this development proposal area will retain their CR zoning.

III. ZONING

Table #1

Property Address	5801 Duke Street		
Total Site Area	51.46 Acres		
Redevelopment Site	11.20 Acres		
Existing Zoning	Commercial Regional – CR		
Proposed Zone District	Commercial Residential Mixed Use – Medium CRMU-M		
Current Use	Commercial Retail		
Proposed Use	Mixed Use – Commercial Retail and Residential		
	Permitted/Required	w/SUP	Proposed
FAR			
Mixed Use	1.25	2.0	1.45
Setbacks			
Front	NA		
Side	NA		
Rear	NA		
Parking			

Retail Use	1781	1781
Residential Use	564	564
Visitor	NA*	
Total	2345	2345
Loading Spaces	16	6
Open Space	40%	
On Site		33%
Combined On and Off Site		41%

* Assumed that visitors can share parking spaces with retail spaces.

IV. STAFF ANALYSIS

A. Consistency with Landmark Van Dorn Corridor Plan

This project represents the first step in implementing the vision that was contained in the Landmark/Van Dorn Corridor Plan for the Landmark Mall site. It is not the full mall site redevelopment that the plan describes; however, it is the beginning of that effort and the proposed project does not preclude the full build-out that was contemplated in the plan.

The Plan sets out clear goals:

"Accordingly, the Landmark/Van Dorn Corridor Plan has three primary purposes:

1. *Develop a long-range vision and plan for the Landmark/Van Dorn Corridor, including planning and urban design principles to guide public and private sector investment.*

2. *Address the future role of the Landmark Mall site and similar older retail properties along Duke and Van Dorn streets in their potential to establish an urban mixed-use corridor that unifies and supports the surrounding established residential neighborhoods.*

3. *Ensure that public benefits and amenities for the overall community are incorporated into new development.*

The Plan has been designed to provide land use policy and guidance through the year 2030."

As indicated from these very broad based goals, the current proposal meets these principal goals of the Plan by beginning the redevelopment of the mall with this proposed first phase. The proposal establishes the general site layout and street network, and it creates eight pedestrian oriented City blocks with active retail uses throughout the ground level and residential units above on five of the eight blocks, creating a balanced mixture of uses.

It was envisioned in the Landmark/Van Dorn Corridor Plan that the redevelopment of the mall and the West End in general would be market driven and would occur over a period time. The Plan calls for approximately five million sq. ft. of development with the final build out of the entire mall site. This current development proposal is the first phase of that redevelopment and is fairly limited in scope with only a net increase of floor area of approximately 70,000 square feet over the existing 643,194 sq. ft. for a total of 712,340 sq. ft. new construction. However, it has the benefit of introducing residential uses into the core of the new neighborhood so that it can eventually grow into a viable mixed-use community.

The Landmark/Van Dorn Corridor Plan made specific recommendations with respect to the Landmark Mall property including the creation of a new bridge that crosses over Duke Street that touches down on the mall site – the High Street Bridge – with a new multi-level transit center associated with the bridge. This proposed overall site layout does not preclude the future bridge as no improvements are being proposed in the bridge "touch down" location. Additionally, a transit center will be created as part of the current proposal that will allow for integrated service to both BRT and local buses. The transit center is located proximate to the center of activity in this first phase of redevelopment. As additional redevelopment proceeds and the High Street Bridge is implemented, the transit center that was envisioned in the Plan can be built.

The Plan clearly states that early redevelopment projects, such as this proposal, would be considered a "catalyst" and the primary benefit of these property makeovers is the incentive they create to have the other older properties move forward with their own revitalization projects. The Plan provides certain development thresholds; when once attained projects will transition to the "choice location" phase, requiring additional public benefits and monetary contributions. The Plan's final phase will culminate with additional developer contributions, the creation of a dedicated transit way on Van Dorn and Duke Streets and potential reduced parking requirements as this area becomes more transit oriented.

The current HHC proposal falls into the "catalyst" phase of development under the Landmark/Van Dorn Corridor Plan and will include some improvements, but not all of the amenities that were anticipated in the Plan. The Development Contributions that are being provided are discussed in more detail later in this report; however, in summary, the public benefits provided by the current application include an $2 million voluntary affordable housing contribution, public art, transit center construction and transitway contributions, and significant pedestrian and bicycle improvements. In addition, the project will create well-defined green space/parks and better pedestrian circulation to and from and within the site.

B. Rezoning

The CR Zone District is unique to the mall site. The CR Zone District provides more flexibility for a regional shopping center in that it allows large format retail stores as a permitted use. All the other commercial zones within the City require a Special Use Permit for stores in an excess of 20,000 sq. ft. The CR Zone District has a moderate building height that would limit development to 77 feet in height as most department stores generally do not exceed three levels

of retail. However, unlike the other commercial zone districts within the City, the CR Zone District does not allow for any residential or office use, even with a Special Use Permit. Although the potential redevelopment of the property is viewed as a positive step forward with the eventual revitalization of the West End, the CR use limitations would prevent a more sustainable and fine-grain mixture of uses on the property, such as the introduction of residential units. Staff recommends approval of the rezoning as this first phase of redevelopment complies with the Landmark/Van Dorn Corridor Plan; it is replacing an outdated and under-utilized retail center and it will stimulate other redevelopment in the West End.

Eventually, the entire mall site should be rezoned to a Coordinated Development District (CDD) so that the whole 51 acres can be developed in a logical and integrated manner. This is recommended in the Landmark/Van Dorn Corridor Plan and is the appropriate way to proceed when Sears and/or Macy's are ready to redevelop. The current rezoning is an interim step in this direction and does not preclude the eventual coordinated redevelopment.

C. Special Use Permits

- *CRMU-M Additional FAR (to 2.0) Criteria*

(A) *The number, viability and compatibility of the individual uses proposed and their physical and functional integration.*

The proposed residential density is approximately 33 units to the acre. There will be a mixture of one, two and three bedroom units providing enough variety to attract different users groups to be within walking distance of the retail that will service their daily needs. The new residents along with the surrounding residential neighborhoods will provide sufficient activity levels to help support the proposed retail which will provide a variety services such as personal service establishments and commercial uses such as shops and restaurants. Another amenity that will contribute to the viability and bring some more regional users to the site is the potential cinema.

The residential units are located on the second through the fifth floors of the development, sitting on top of the retail space. Though the detailed architecture has not been finalized, both the retail and the residential architecture will be integrated and share some common elements to create a unified and cohesive community.

(B) *The ability of the design to promote the integration of uses within the project and to promote compatibility of the project with the neighborhood.*

The overall design has a well thought out site layout with smaller sized, pedestrian oriented City blocks, ranging from 250' to 80' in length, with residential uses located on the buildings in the center and rear of the property. The residential units above will be designed with complimentary architecture/building materials and have several access points leading down to the ground floor retail space. Some of the residential

units have balconies and there will be amenity spaces on the retail rooftops, and both of these features will help to enliven the space. The proposed retail and multi-family residential is similar in nature to the existing uses in this part of the City.

(C) The inclusion of site amenities, open space and features, supporting uses in a manner which encourages pedestrian use and promotes internal compatibility of uses.
The use of pedestrian plazas and promenades, and wide ground level sidewalks with street furniture will facilitate the internal circulation, as will the close proximity to such amenities as the new transit center, open/plaza space and outdoor dining. The sidewalks are wide with varying widths of 16 to 24 feet; they have bumps outs at the corners and will buffer pedestrians from vehicular traffic with on street parallel parking.

The intent of a mixed use development is to have a sustainable community where the residents can walk to neighborhood serving retail uses. The integration and variety of retail uses will be compatible to each other by providing a balanced mixture of personal services and commercial uses.

(D) The distribution of floor area ratio over the site so that the mass and scale of buildings do not overwhelm and are compatible with neighboring areas.
The buildings' design locates the two story retail in the front portion of the development and the residential uses are in the center and rear portion of the site, creating a building mass that steps up as it approaches the parking structure. The stepping up in height will provide some interest and is compatible with the existing two story department stores. While there is some variation in building height, the overall massing is fairly consistent throughout the site.

(E) Compliance of the proposed development with the master plan.
As discussed earlier in the report, the first phase of development for the Landmark Mall site is complying with the Corridor Plan and will not preclude the overall eventual build out of the site as envisioned by the plan.

- *Request for a Retail Use Larger than 20,000 sq. ft.*

The proposal includes a Special Use Permit (SUP) request for a retail use larger than 20,000 sq. ft. In 2002, the City adopted a text amendment to the Zoning Ordinance that requires big box retail uses to acquire special use permit approval. In this case, there are potentially several large format retailers that may exceed the 20,000 sq. ft. maximum allowed within the CRMU_M zone and therefore would require a SUP. The text amendment (TA#2002-0006) offers guidelines for staff to consider when reviewing SUP requests for large retail establishments. These guidelines are designed to ensure that large footprint stores are designed to be compatible with their urban surroundings in Alexandria, and include the following:

Guideline 1: Efficient and best use of land

This is a very efficient and sustainable use of land as the proposal is for a mixed use redevelopment of an existing commercial property. It is proposing to redevelop a failing retail use into a new community that will enable the new inhabitants to enjoy recreational and retail amenities within walking distance of their residence. The site has existing utilities, infrastructure, on-site transit and is within close proximity to major arterial thoroughfares.

Guideline 2: Traffic and access

The proposal is a redevelopment of an existing commercial property that has existing entrances which service the site. As indicated in the parking analysis section of the report, the traffic generated by the redevelopment will have minimal impact on the existing streets and the intersections will function at an acceptable level.

Guideline 3: Parking

The proposal is providing adequate parking for the new retail and residential uses. It is anticipated that as the transit center becomes operational, parking demands will lessen. Additionally, when more development comes on line and the West End becomes more transit oriented with the Duke and Van Dorn transitways becoming fully operational, the mall site may actually have a surplus of parking.

Guideline 4: Pedestrian access and circulation

The proposal is providing improved pedestrian circulation with wide, paved routes to and from Duke Street and Van Dorn Street into the site. There will be wide sidewalks internal to the redevelopment and direct access for the residents from the upper level of the parking structure to their home. The mall patrons may use the escalators or elevators to facilitate their access to the two levels of retail.

Guideline 5: Neighborhood compatibility

This portion of the West End has retail uses of varying sizes and as well as a variety of multi-family unit types – ranging from four story garden apartments to large high rise condominiums. Although the existing commercial and residential uses in the West End are segregated, the proposed uses in this project are similar in type and of a comparable.

Guideline 6: Consistency with adopted plans

The proposed redevelopment of a portion of the mall is consistent with the Landmark/Van Dorn Corridor plan in that this is the first phase of redevelopment. It is beginning to layout an urban street grid, providing a mixture of uses and will not preclude the ultimate vision for the final build-out as envisioned in the Corridor Plan.

- *Request for an Amusement Enterprise*

The City Zoning Ordinance classifies the cinema as an amusement enterprise and it requires a SUP within the CRMU-M zone district. This proposed use is an appropriate use at this location and will contribute to the variety the retail mix on the site.

- *Request for a Transportation Management Plan*

This project is participating in the City's Transportation Demand Management Program by creating and implementing a Transportation Management Plan (TMP). This TMP will seek to maximize transit usage by both residents and retail/commercial employees. The new on-site transit center and its location near the core of activity for this first phase of redevelopment will help to encourage transit use, as will a variety of other transit incentive programs.

D. Transit Improvements

The Landmark Van/Dorn Corridor Plan recognizes that the mall currently functions and will function in the future as a major transit destination and as a transit transfer point with numerous buses arriving and departing on a daily basis. With this application, a new transit center use will become more formalized with a designated transit area sheltered by the parking structure, accommodating both local buses and BRT vehicles. The transit center will serve as a destination for mall patrons and as a transfer station for the transit riders of the Van Dorn and Duke Street corridors.

There are a total of nine bus routes (four DASH and five WMATA) that serve Landmark Mall today. Currently all buses enter and exit the mall via North Van Dorn Street and travel through the existing parking garage to serve existing bus stops adjacent to the northeast entrance of the mall. With the redevelopment of the center portion of Landmark Mall, a new temporary transit center will be constructed toward the north end of the development within the first floor of the existing parking garage (which will remain with the redevelopment). This transit center location was selected after careful review of several potential transit locations. The selected location maximizes accessibility to the mall and the proposed residential units by minimizing the distance between the transit center and the redevelopment site. In addition, the new east-west road between the garage and development will also accommodate some local buses. The new transit center will include improved and accessible transit stops for all existing and future buses which will serve the mall. The transit center and stops on the east-west road will accommodate a total of six bus bays (four for local service, and two for Bus Rapid Transit vehicles). Bus layover spaces will also be provided within the development site. Transit will continue to access the site from the Van Dorn Street entrance, circulate along the perimeter road and travel south into the transit center, then exit back to the perimeter road to Van Dorn Street. Buses with stops on the east-west road will also enter and exit from/to Van Dorn Street, or may exit to Duke Street.

In the coming years, the City of Alexandria will also implement two transitways that will accommodate Bus Rapid Transit (BRT) and both transitways will provide service within the site. These include the Beauregard/Van Dorn transitway (Corridor C), and the Duke Street transitway (Corridor B). These transitways provide greater capacity and faster and more reliable transit service between major activity centers and transit hubs. The Beauregard/Van Dorn transitway will operate between the Van Dorn Metrorail Station and the Pentagon Metrorail station. The Duke Street transitway will operate between the Landmark Mall and King Street metrorail station. Both transitways will provide direct service to Landmark Mall via the temporary transit

center and include amenities such as real-time information and preboard payment machines. As the site further expands in future phases, and additional buildings are developed toward Duke Street, a new transit center will be constructed on Duke Street at a future grade separated roadway. The Landmark Corridor Plan recommends a future "High Street bridge" that would connect from within the site across Duke Street to Stevenson Avenue. The new bridge will accommodate transit service including Corridor C BRT. Other buses, such as Corridor B BRT would remain on Duke Street. The future transit center will include stairs, elevators and/or escalators to allow patrons to make connections to the two levels.

A. Traffic

The applicant submitted a detailed transportation study exploring the impacts of the development to the surrounding roadway network. In community meetings, several questions were raised about vehicular access to the site from Duke Street and Van Dorn Street, and if the Duke Street flyover were to be removed. The redevelopment does not change the primary access points to the site (the existing signalized exit onto Duke Street at the Duke Street/Walker Street intersection, the flyover from eastbound Duke Street into the site, and the signalized entrance/exit at Van Dorn Street will all remain). However, the internal site circulation does change significantly. An elongated roundabout will provide access between Duke Street and the internal site roadways. The central redevelopment area gains a north/south one-way roadway pair, and an east/west roadway is established within the redevelopment area on the north side of the site. These new streets are the genesis of a grid network of streets that are envisioned in the Landmark/Van Dorn Small Area Plan. When the adjoining properties come in for redevelopment, the emerging grid network will be further refined and established.

The redevelopment proposes a lower density of retail development than currently exists, with a reduction of approximately 326,000 sq. feet of retail development. This reduction in retail density is partially offset from a traffic perspective by the proposed addition of up to 400 residential units. Because the existing retail that is proposed to be redeveloped is currently underperforming (thereby generating less traffic than would be expected from a healthy retail center), the traffic study used the actual counts at each of the mall entrances and exits to calculate the number of exiting trips that will be removed when the existing retail is demolished. The trips generated by the new retail as well as the new residential development were estimated based on ITE trip generation numbers, with a 20% reduction in the overall vehicle trips to account for expected transit usage to and from the site. Compared to existing conditions, the site is expected to generate an additional 290 weekday AM peak hour trips and an additional 653 weekday PM peak hour trips. Because of the retail nature of the redevelopment, the Saturday peak hour is projected to generate the most number of vehicle trips, with 708 trips during the Saturday peak hour. The table below shows the existing level of service and delay at the signalized entrances and exits to the development, as well as the projected level of service and delay once redevelopment occurs.

Table #2: Intersection Level of Service and Delay (seconds per vehicle) at Key Intersections

Intersection	Existing	Proposed	Existing	Proposed	Existing	Proposed

	AM Peak	AM Peak	PM Peak	PM Peak	Sat Peak	Sat Peak
Duke Street and Mall Exit/S. Walker St	C 26.9	C 28.9	C 33.2	D 37.9	D 39.1	D 54.5
Van Dorn Street and Mall Entrance/Exit	A 8.4	A 9.3	B 14.8	C 30.1	B 19.7	C 25.6

The redevelopment of the mall will impact the surrounding intersections primarily during the weekday PM peak and Saturday peak hours. This corresponds to the retail traffic patterns expected at the site, which will have relatively few trips during the AM peak hours, with substantially more retail trips during the weekday afternoon and evening hours and on weekend afternoons and evenings. During these weekday PM peak and weekend peak periods, the retail portion of the redevelopment will account for approximately 75% of the trips, with the remaining 25% of trips generated by the residential portion of the redevelopment. As Table #2 indicates, there will be increases in delay associated with the new development; however, the intersections surrounding the development will operate at level of service D or better during all peak hour periods after redevelopment. This level of service D is typical of many areas in the City of Alexandria and is considered an appropriate and acceptable level of service for an active and vibrant community.

B. Parking

The applicant is proposing to park the new retail and residential uses to current zoning ordinance standards. Staff believes that using the zoning ordinance requirements is a conservative parking strategy that will likely result in an excess of parking spaces, especially in the future, but staff does acknowledge that the area is currently predominantly car-centric. As the Landmark-Van Dorn Corridor Plan is more fully realized, including the operation of the Beauregard/Van Dorn Transitway (Corridor C), and the future Duke Street (Corridor B) Transitway, as well as future mixed-use redevelopment at the adjoining Macy's and Sears sites, staff expects the overall demand for parking to decrease at the site. In anticipation of this decrease in demand, and in order to encourage an appropriate amount of parking in the future as the nature of the neighborhood changes, staff has included condition language allowing the applicant to administratively change the residential parking ratio to mirror the actual residential parking demand when the adjoining sites (Macy's and/or Sears) are redeveloped in the future. The condition requires any proposed changes to the residential parking ratio to be substantiated with a parking study. Staff has also included a condition allowing the applicant to make unused retail parking spaces available for lease at prevailing market rates if the retail center is fully occupied and a parking study demonstrates the actual retail parking demand is below the available parking supply.

The proposal includes a request for a modification for the zoning ordinance's required number of loading spaces. The strict interpretation would require 16 lading spaces for the proposal and applicant is providing 6 spaces. Given the shared nature of the mall's parking, staff believes that the strict interpretation of the ordinance would require an excessive number of loading spaces

and can be more efficiently manage through a parking management plan so therefore staff supports this modification.

C. Pedestrian and Bicycle Improvements

Pedestrian improvements are proposed along Duke Street, which will include a wider 10 foot sidewalk and new crosswalks at the unsignalized vehicular entrance and exit along the property frontage. The wider sidewalk is wide enough to also accommodate bicycles. While the current sidewalk along Duke Street is immediately adjacent to the travel lanes, the new sidewalk will be placed further from the travel way, with a 6 foot landscape strip providing a buffer between the travel lanes and the sidewalk. On Van Dorn Street at the signalized mall entrance, new pedestrian signals with countdown timers will be provided for all crosswalks, and all crosswalks will be restriped. At the signalized intersection of Duke Street and the mall exit, a City project will be installing a new crosswalk and associated ADA curb ramps and pedestrian signals on the north side of the intersection, and the project will also restripe all existing crosswalks, with an expected completion date of late Summer 2013. Finally, 10' wide multi-use paths for both pedestrians and bicycles from Duke Street and from Van Dorn Street to the site will be constructed, providing connectivity between the adjoining public rights-of-way and the redevelopment site. Pedestrian and bicycle wayfinding signage will also be installed to direct pedestrians and bicyclists to and from Duke Street, Van Dorn Street and the transit station. Bicycle parking will be located at key locations adjacent to and within the development.

Additionally, there are a number of City Complete Streets projects planned for implementation in the near future. The intersection of Edsall Road and Pickett Street is under design for pedestrian improvements to provide safer crossings and promote walking to Samuel Tucker Elementary School from the neighboring communities.

A comprehensive neighborhood enhancement project for the Holmes Run neighborhood is under design to promote walking and biking and provide better access to public facilities such as schools, parks and libraries. This project will include traffic calming on Paxton, Ripley and Pickett streets that will benefit pedestrians as well as cyclists. Safety upgrades will be made throughout the neighborhood at intersections and along streets and will improve accessibility for seniors, children and persons with disabilities.

Finally, several pedestrian and bicycle improvement projects are planned along the Duke Street corridor. The segment of Duke Street in the vicinity of I-395 will be designed this year for pedestrian and bicycle improvements to provide connectivity and accessibility between the City of Alexandria residential and commercial areas east of I-395 and the Fairfax County residential and commercial areas west of I-395, such as the Plaza at Landmark retail shopping center. Further to the east on Duke Street within the City limits, new crosswalks for pedestrians crossing Duke Street will be added to the intersections of Reynolds Street, Ripley Street, and Paxton Street. These new crosswalks will ease the crossing of Duke Street for pedestrians, particularly benefiting transit riders who often have to cross Duke Street to access bus stops.

D. Site Design and Architecture

The most critical considerations from an urban design point of view in this first phase of redevelopment are: the view, visibility and approach from Duke Street; the character and attractiveness of the retail environment, from both the vehicular and pedestrian points of view; and the degree to which the design can adapt to future build-out of the development contemplated in the Plan.

One of the biggest challenges for the current Landmark Mall site has been clarity of access and circulation, and this project has sought to address those issues, in a phased process. While the existing fly-over ramp is proposed to be retained, from the point where it lands on grade in front of Macy's, the new design will lead the customer down a two-block long retail street, past a substantial amount of retail, and into the existing parking structure, where two new ramps will be constructed to allow direct access to all of the parking levels. There is a companion street to the west, leading from the garage, through retail, and back out towards Duke Street. Originally seen as a one-way pair with angled parking, the applicant has agreed to modify both of these streets to full section, with two traffic lanes, parallel parking on both sides, full street tree and sidewalk sections wide enough for outdoor dining. This design allows for conversion to two-way traffic at a later date, if desirable. The proposed grid of new streets will begin to set up a rational, pedestrian-friendly shopping and entertainment experience, which can be expanded into the remainder of the site as redevelopment continues.

The central space, which will connect Sears and Macy's to the new retail development, has been designed as a pedestrian arcade to function for smaller-scale events, to take advantage of the viewing galleries on the floor above, and to activate this crossroads as an lively gathering place. Getting the form and size of this element right is extremely important. The applicant will be asked to study whether the vertical circulation shown in the space is enhancing or conflicting with this goal: it may make more sense to reduce this circulation element to a simple, sculptural stair, and pull escalators and/or elevators into the building mass.

The applicant has proposed two major public open spaces between the new development and the main approach from Duke Street. The first is the interior of the proposed traffic roundabout, and is a largely hardscaped plaza, which might also contain water elements. The plaza would be linked by design elements to the "restaurant row" and cinema that comprise the southernmost face of the new development, and be designed to accommodate larger special events, such as fairs, farmers' markets, craft, antique and auto shows. The second is a largely green, landscaped area currently occupied by surface parking lot, which would serve primarily as a green welcome gesture to Duke Street, but would also be designed to accommodate less active uses than the roundabout. There are geometric opportunities to interlock, engage and activate all three of these spaces so they function at many different levels and for different types of activities, ranging from concentrated in-line shopping and dining, to a restaurant row, to a largely hardscaped public piazza, to a more passive, green and water-activated space.

While the architectural development up to this point has been largely dependent on resolution of larger scale planning, as well as functional and urban design issues, the current submission

contains sufficient detail to warrant the following comments, with the understanding that applicant will continue to work with City staff during the final site plan and building permit process to refine the architectural design and materials of the entire project. In addition to schematic elevations and character sketches, the applicant has provided precedent photos intended to convey the general design character of the finished project, which generally show a lively and contemporary style of architecture, featuring strong forms, rich materials, and extensive use of glass. These images will be referenced during the ongoing design evolution following approval of this DSUP.

The facades facing Duke Street require additional detail and refinement. In particular, the large center building, proposed to include an "art house" cinema with dining opportunities, needs to function as a major destination, both during the day and evening hours. Given the importance of this use, the architecture should incorporate more active roof forms and wall geometry as well as surface/skin treatment that could involve features such as a layered or partially translucent skin and lighting. The small flanking buildings should also be made more prominent, with additional height, more active roof forms, all of which will offer a vertical counterpoint to the larger masses of the theater, Sears and Macy's.

The applicant has proposed strong gateway forms for the retail bridges at the center of the project, signaling arrival at the central space. These forms need additional development to become more directly related to the retail architecture, while remaining as expressive, graphic elements that brand the experience. In addition, the design, materials and detailing for all of the proposed pedestrian bridges need to be developed to be compatible with the adjacent architecture, enhance the retail experience, and be as transparent as possible.

The retail experience will be shaped by the form and materials of the first two stories – staff will work with applicant to develop additional ideas and strategies to make this experience both exciting and attractive for repeat visits and designed in coordination with the south façade of the proposed cinema building. It will require a variety of heights, plan geometries, and materials to create a dynamic experience.

There are a number of bridges proposed in the current design, including ones between the garage, retail center, and residential components. Applicant will need to study heights, transparency, function and number of bridges to ensure that the spaces they impact are pleasant and attractive for all users. The direction of more industrial-looking bridges between the existing parking structure and new development here may be appropriate, as this east/west street along the parking structure may be most effectively designed as a sort of "warehouse district". This would distinguish these bridges from the more playful retail bridges closer to Duke Street.

The applicant is encouraged to study enhancements to the façade of the garage facing Interstate 395, and both faces of the Duke Street flyover, to include graphics/branding/freshening opportunities, with the intent of signaling the new mall improvements and "brand" to be found at Landmark.

Staff understands that the residential portions of the blocks, as currently shown, are placeholders only at this point in time. These portions of the project will need to be designed and carefully coordinated with the broader design goals listed above for the retail portion to provide a coherent and compelling whole which enhances the retail and residential experience of the project. Final design, materials and detailing of the residential towers will have to complement and reinforce the design intent of the retail portions.

E. Green Building and Sustainability

- *Green Building*

The proposal will comply with the City's Green Building Policy. They will be using the LEED certification process for both the retail and residential portions of the property. The phase one mixed use development will be evaluated under LEED New Construction (NC) and Core and Shell criteria for the retail component. Although the buildings are using two different criteria, they will be grouped into one master site sustainability strategy and one master site agreement.

The retail component will achieve LEED Silver Certification, including the creation of construction guidelines for the tenant finish of the spaces. The residential buildings will attain LEED Certification. Additionally, the final design will incorporate Low Impact Design (LID) techniques that will detain and treat stormwater prior to reaching the proposed storm water detention. The actual methods will be reviewed with the final site plan.

- *Mixed Use Development*

The concept of a mixed use development is a very sustainable planning strategy placing commercial amenities and uses within walking distance of the local community. Whereas the proximity to the commercial uses provides the basis for a mixed use community, the design and over all site layout is equally important. In terms of general criteria for mixed use, the retail uses should have high ceilings, good visibility, an appropriate foot print, width and depth to accommodate their use. Wide sidewalks with street furniture and trees should be included to create an inviting atmosphere that encourages pedestrian use. A well designed and successful mixed use development should include multi-modal facilities to encourage members of the neighboring communities to be able to arrive via methods other than their car.

Although the redevelopment of the central portion of the mall is not without its own challenges, this first phase of the revitalization of the mall contains many of the criteria that would predicate a successful mixed use development. The ground floor retail has ceiling heights ranging between 17 to 24 feet in height, the exterior design of these spaces includes large spans of glass that will provide interest to the passerby, and the sidewalk widths vary from 16 to 20 feet with street trees and site furnishings. The proposal includes improved pedestrian/bicycle circulation route to the site with a 10 foot wide paved path leading from Duke Street and from Van Dorn Street to the redevelopment area. Improvements will also be made along Duke Street at the existing pedestrian crossings to facilitate access to the site from some of the surrounding communities. The proposal includes a transit center located in close proximity to the retail and residential development that will facilitate transit access to the site. The transit center will be for both local

buses and the bus rapid transit system, not only serving the mall but providing a transfer point for transit users of the Duke and Van Dorn Street corridors

- *BMP*

The current mall site has a vast amount of imperious surface with no stormwater quality or quantity controls. Since the entire property is not being developed with this proposal, the applicant is using the sub-basin approach to provide stormwater management. The applicant is providing water quality in the form of sandfilters and will construct an underground stormwater detention facility in the north east portion of the site. With the installation of the water quality facility, the proposal is meeting the Landmark Van Dorn Corridor's stormwater quality requirement which requires a 40% reduction of pollutants from its present day condition. The applicant has indicated other stormwater quality treatment methods may be incorporated into the design as it is further refined during final site plan.

- *Stormwater*

The Landmark Mall site is currently approximately 95% impervious with no water quantity facilities in place. As part of this re-development project a stormwater detention gallery will be installed. The proposed stormwater detention gallery will reduce the post development runoff from the site which will minimize erosion of the receiving stream, Holmes Run. This stormwater enrichment satisfies the enhanced performance standards for stormwater quantity as stated in the Landmark Van Dorn Plan.

F. Open Space

The proposed design is improving the entrance area to the mall by removing a number of surface parking spaces in the front of the mall. Upon entering the site there will be over three quarters of an acre of irregularly shaped green spaces that will create seasonal variety and provide sense of arrival. These green areas are directly adjacent to the central plaza and their combined square footages will create well over an acre of usable open space. There is another fairly large central pedestrian arcade internal to the site which will serve as a gathering area or outside seating for restaurants. When calculating the other open areas and the residential amenity spaces the overall percentage of open space will be approximately 33% of the redevelopment site. This percentage does not meet the CRMU-M Zone District's 40% required minimum and will require a modification. Staff supports the open space modification as the combined total of newly created open space on and off site is actually 41% and exceeds that 40% requirement.

G. Public Art

The applicant submitted their Concept Plan application prior to the City adopting the new Public Art Policy. Thus, they are not technically bound by the policy's requirements. However, through negotiation, the applicant has voluntarily offered a $200,000 dollar contribution for public art. This contribution may be satisfied by public art elements that will be installed on-site. Staff believes that there are public art opportunities with some of the design elements in the proposed redevelopment and their treatment may be considered a form of art. Some of these elements could be the arched supports for the promenade, the skywalks or the ground floor enclosures at

the department stores. Staff and the applicant will work through these design elements at the final site plan to provide a higher level design that will create interest and variety to the plan.

H. Signage

During the continuing dialogue with the applicant, the topic of signage and way finding was discussed. The existing signage directing patrons to the mall should be updated and become part of the mall's new branding/image. As part of this review the applicant will be submitting a comprehensive signage plan. The new signage will better facilitate access to and around the mall. Given the close proximity to the interstate, it is anticipated that there is potential for some larger signage along that frontage, either on the garage or the residential screening wall. This signage should be aesthetically pleasing and may be placed higher than the Zoning Ordinance's 35 foot height limitation.

I. Affordable Housing

The Landmark/Van Dorn Corridor Plan recommended a phased approach to contributions from developers for affordable and workforce housing. During the catalyst phase, the plan recommends the current voluntary affordable housing formula be used to calculate potential contributions. This project remains within the catalyst phase and the applicant has offered to make a contribution to the City's Housing Trust Fund in the amount of $2,007,355 which is consistent with the City's voluntary formula that was accepted by City Council in June 2005.

J. Alexandria City Public Schools

The applicant proposes to construct 370 - 400 mid-rise apartments. The student generation rate for new mid-rise apartments is 0.02 students per unit, or 8 students. This project is located in the Patrick Henry elementary school attendance area. The proposed development project has been accounted for in school enrollment forecasts.

K. Retail Trends

As indicated earlier in the report, the Landmark Mall has involved over time, initially being one of the first malls in the region, then later enclosing the outdoor portion of the mall as was the national trend at the time and now it is reinventing itself into a mixed used development. The redevelopment of older regional malls is not a new trend and has been occurring on the national level for over a decade. This trend is spurred on by for a desire to have more sustainable development, with less dependency on cars, easier access to everyday needs and transit. Malls have been successfully converted into town centers, schools, parks, data centers, and lifestyle centers.

The conversion of malls into alternate uses has been hastened with onset of the most recent recession with loss/downsizing of national retail department stores, the rise of the large format discount retailers such as Target, Kohl's and Wal-Mart and the increase in internet usage/sales.

The combination of these events has severely slowed the construction of new malls and accelerated the rate of conversion of these properties. Here in the Washington area alone there are numerous malls either converting or considering it, such as;

- Springfield Mall – The mall currently closed all its stores with only the three anchors remaining open (Macy's, Target, and JC Penney.) The first phase of redevelopment will include a cinema, restaurants, and retail with the later phases including office, hotel and residential. The first phase is anticipated to open mid-2014.

- Tyson's Corner Center – Tyson's Corner is working to become more transit-oriented with the opening of the new Silver Line. New density will be oriented to these new transit locations. There will be some expansion of existing mall retail uses. The mall site will be adding office and residential uses, some of which are currently under construction, with an anticipated opening date in 2014 following the opening of the new Silver Line metro stations in 2013.

- Ballston Common – There will be a reconfiguration and enlargement of the existing retail use and an addition of new residential units.

- Fashion Center at Pentagon City – The mall maybe considering some upgrades to remain competitive.

- Shops at Georgetown Park – The mall is currently closed for a complete interior remodel and may be seeking a large format discount retail operator.

- White Flint Mall – The mall has been the focus of a major planning study in Montgomery County and will be ultimately be replaced with a new town center.

L. Development Contributions

Pursuant to the Corridor Plan, development contributions at the early stages of redevelopment in the Plan area (the catalyst phase) should be somewhat limited in an effort to incentivize revitalization of the West End. Even with this guidance, staff has negotiated with HHC to provide a package of development contributions that are commensurate with the size and scope of the proposed rezoning and DSUP. To that end, the applicant has agreed to contribute $4.4 million dollars in either monetary contributions or on-site improvements. Some of the improvements/contributions are:

- The construction of a transit center at an approximate cost of $500,000.00;
- The construction of improved on- and off-site pedestrian/bicycle paths at an approximate cost of $500,000.00;
- The aesthetic improvements to the existing fly over at an approximate cost of $150.000.00;
- A voluntary $200,000.00 dollar contribution for public art, which may be satisfied by public art to be located on-site;

- A voluntary $2,007,35500.00 dollar contribution to the affordable housing fund; and
- A voluntary $1,000.000.00 dollar contribution for transitway and off-site pedestrian improvements.

These contributions are in addition to and above/beyond some of the other project amenities such as nearly an acre of usable open space, green building and sustainable site features, provision of a Transportation Management Plan, and revitalization of the retail uses on site.

V. COMMUNITY

A community meeting was held on April 8th at the Landmark Mall in the West End Redevelopment Community Room. There were over 200 people in attendance. There was a sign in sheet and several comment boards so that the attendees could provide their ideas/concerns about the redevelopment of the mall. Concerns were raised by community included:

- Increased traffic and congestion;
- The location of the transit station;
- Providing on and off site pedestrian improvements;
- The future of the T.C. Williams satellite campus;
- The external appearance of the existing department stores; and
- Construction schedule.

The second community meeting was held at the Landmark Mall in the former New York & Company Store on May 1st. The format was an open house forum for the first hour. Topic tables were placed around the room and the public could go to the tables and speak one on one with City staff regarding a particular topic of interest. The second hour was a brief presentation by the applicant followed by a period of questions/comments. This meeting was also well attended with over 100 persons present.

Also, the City has developed a webpage on the Planning and Zoning website that is specifically devoted to this Landmark Mall redevelopment proposal. In addition to providing information about the project, there is a comment board so that any interested citizen can provide input on the project.

Staff has prepared a comment/response matrix to address all comments received from the public at both community meetings and on the website comment board - see Attachment #3.

VI. CONCLUSION

Staff is recommending ***approval*** of DSUP #2013-0004 and all the associated applications subject to compliance with all applicable codes, ordinances, and the following staff recommendations.

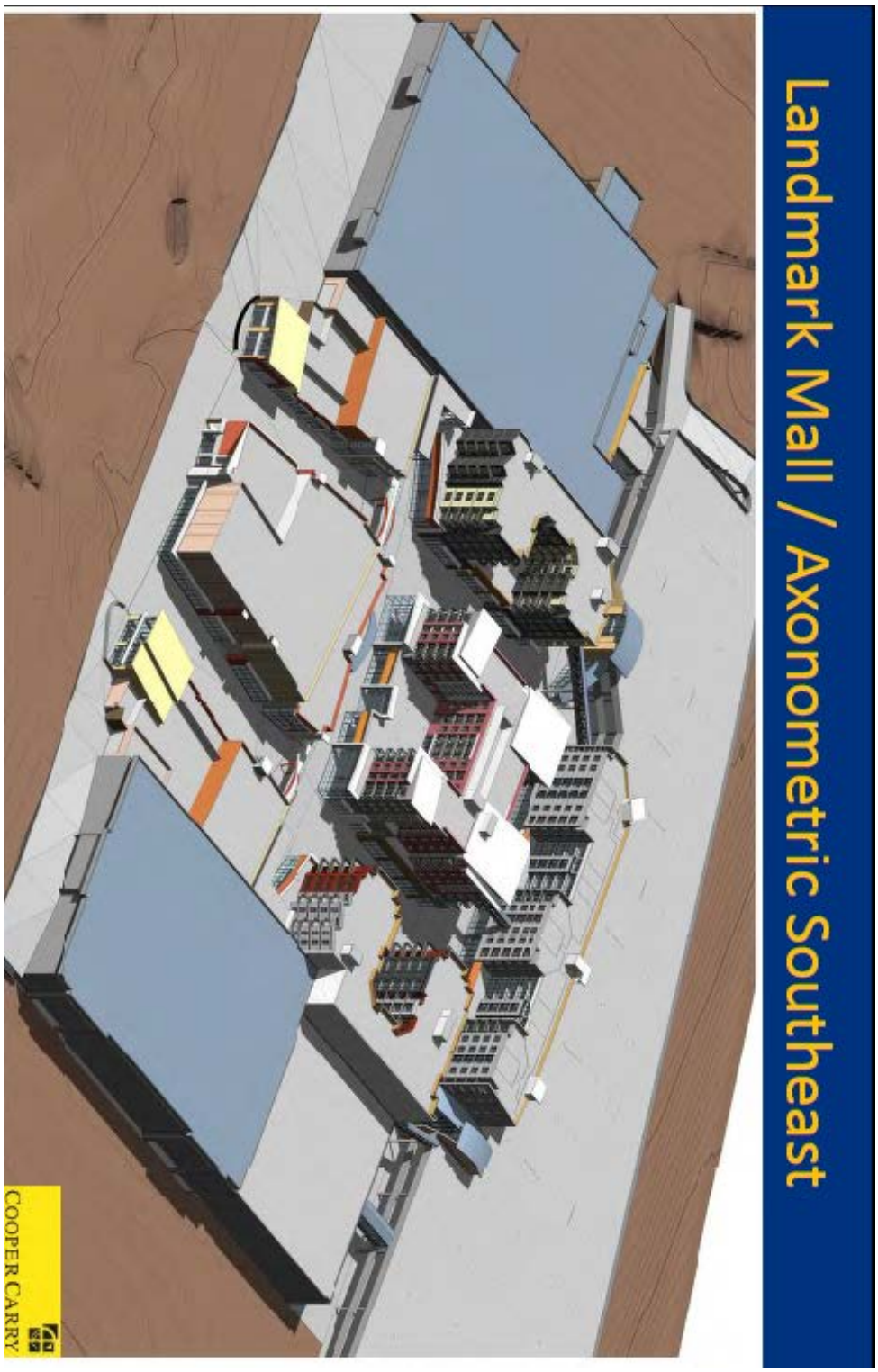
Staff: City Manager's Office
Mark Jinks, Deputy City Manager

Planning and Zoning
Faroll Hamer, Director of Planning and Zoning
Tom Canfield, City Architect
Gwen Wright, Chief, Development Division
Patricia Escher, AICP, Principal Planner
Colleen Willger, AICP, LEED AP BD+C, Urban Planner

Transportation and Environmental Services
Richard Baier, Director
James Maslanka, Capital Projects Manager
Marti Reinfeld, Chief, Transit
Steve Sindiong, Principal Transportation Planner
Daphne Kott, Civil Engineer III
Matt Melkerson, Plan Review Engineer
Lee Farmer, Principal Transportation Planner
Megan Cummings, TMP Coordinator
Claudia Hamblin-Katnik, Office of Environmental Quality
Shanna Austin, Site Plan Coordinator

VII. GRAPHICS




Landmark Mall / Axonometric Southeast
COOPER CARRY



VIII. STAFF RECOMMENDATIONS

The Final Site shall be in substantial conformance with the preliminary plan sealed April 12, 2013 and comply with the following conditions of approval. Plans and elevations to be submitted with the final site plan shall include more detailed information. Certain conditions provide standards for administrative review and approval of detailed designs. In determining compliance with design conditions, the Directors will be subject to a standard of reasonableness.

A. PEDESTRIAN/STREETSCAPE:

1. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, and T&ES:
   a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit pursuant to phasing plan submitted at final site plan.
   b. Install ADA accessible pedestrian crossings serving the site. ADA accessible ramps shall be installed at all locations where a designated pedestrian path traverses over a section of curbing. Any existing curb ramps serving the site to remain shall also be upgraded to current ADA standards.
   c. Construct all concrete sidewalks to City standards. The minimum width of newly constructed sidewalks shall be:
      i. Duke Street: sidewalks shall have a minimum unobstructed width of 10 feet
      ii. Interior of the site: sidewalks shall have a minimum unobstructed width of 6 feet.
      iii. Lead sidewalks (multi-use facilities) from Duke Street and Van Dorn Street shall have a minimum unobstructed width of 10 feet
      iv. Transit area: sidewalks within the transit area shall be a minimum of 14 feet.
   d. The sidewalk improvements along Duke Street shall be extended further to the east to cross over the vehicle exit and vehicle entrance to the mall. Crosswalks shall be provided across both the vehicle exit and the vehicle entrance.
   e. Provide pedestrian and bicycle wayfinding within the mall site and at the periphery to direct pedestrians/bicyclists to and from Duke Street and Van Dorn Street.
   f. At the vehicle entrance to the mall on Duke Street, provide pedestrian signage that includes integrated rectangular rapid flash beacons per MUTCD standards.
   g. Sidewalks shall be flush across all loading areas.
   h. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
   i. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
   j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.

k. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.

l. Install pedestrian countdown signals and pedestrian-activated push-buttons in accordance with City Standards at the intersection of Van Dorn Street and the Mall Entrance/ eastbound Duke Street Ramp. Improvements shall be made to the crossings on the north and west sides of the intersection. All pedestrian-activated push-buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).

m. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure and the adjacent paving materials as to minimize any potential visible impacts.

n. The pedestrian/bike path from Duke Street along the western portion of the site shall be 10' unobstructed in width with as many street trees planted that can accommodated with the current utilities.

o. The pedestrian/bike connection from Duke Street at the eastern portion of the site will have a minimum width of 10' unobstructed and will have landscaping provided where the path divides.

p. For the purpose of these conditions the new street that is adjacent to Buildings E and D shall be referred to as Street A. The new street adjacent to Building C2 shall be referred to as Street C. The new street adjacent to Buildings A and B shall be referred to as Street B.*** (P&Z) (T&ES)

2. Provide aesthetic improvements to superstructure portion of the flyover including but not limited to a concrete stain finish to the satisfaction of the Directors of T&ES and P&Z prior Performance Bond release. The cost of the aesthetic improvements shall be included in the Performance Bond and consistent with Attachment #1.*** (T&ES)

B. PUBLIC ART:

3. Work with City staff to determine ways to incorporate public art within the site. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, grates, landscaping or other design elements such as the gateway features and pedestrian bridges, if designed by an artist as a unique and prominent feature of the project. A broad range of art types should be considered. The total expenditure for public art need not exceed $200,000. The public art proposal shall be reviewed by the P&Z and RP&CA staff prior to release of the final site plan and the applicant shall consider staff's comments before making the final selection of the public art components. On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed prior to the issuance of the first certificate of occupancy, to the reasonable satisfaction of the Directors of P&Z and/or RP&CA. The Directors' approval shall be as to location of the

art and not the content. City staff and the Public Art Committee are available as a resource throughout the process. * ***(P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

4. The applicant shall continue to work with staff to refine the overall landscape, hardscape, and amenity space design. (P&Z)

5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
   a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
   b. Ensure positive drainage in all planted areas.
   c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
   d. Provide detail sections showing above and below grade conditions for plantings above a structure.
   e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
   f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
   g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
   h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, meets the requirements of the City's *Landscape Guidelines* for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)

6. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration. If a landscape irrigation system is not provided, applicant shall:
   a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.

b. ~~If no site irrigation system is installed,~~ ~~p~~Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external, water hose bib on all building sides at a maximum spacing of 90 feet apart.
c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
d. Install all lines beneath paved surfaces as sleeved connections.
e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)

7. Develop a palette of site furnishings in consultation with staff.
   a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
   b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (P&Z) (T&ES)

8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors P&Z and T&ES. (P&Z) (T&ES)

D. TREE PROTECTION AND PRESERVATION:

9. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)

10. A fine shall be paid by the applicant in an amount not to exceed $10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)

11. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan sealed April 12, 2013 and reduced if possible to retain existing trees and grades. (P&Z)

E. BUILDING:

12. The floor area of the two and three story “open to below” spaces for the purposes of FAR calculations shall be counted only once. Any future building additions or creation of new floors in this “open to below” area shall require an amendment to the Final Site Plan to increase FAR. (P&Z)

13. Continue to work with staff during the final site plan and building permit review stages to refine and address the following points to the satisfaction of the Director of P&Z:
    a. The facades facing Duke Street (Buildings A, F and E south elevations) require additional detail and refinement. Specifically, Building F (theater) shall function as a major destination, both during the day and evening hours. Given the importance of this use, the architecture shall incorporate more active roof and wall geometry as well as surface/skin treatment that could involve a layered, or partially translucent skin and lighting. The small flanking elevations of A and F shall be more prominent and shall incorporate additional height with a more active roof form and offer a vertical counterpoint to its large mass and those of Sears and Macy's.
    b. The two existing south-facing loading docks shall be partially screened – consider using a second building skin, which could align with the south facades of Buildings A and E and provide shade at these locations. Additionally, study incorporating an overhead trellis, to make the loading docks become less prominent and recede visually.
    c. The gateway forms proposed for the retail bridges at the center of the project shall be made stronger design statements with expressive, graphic elements that brand the experience.
    d. Design materials and detailing for all of the proposed pedestrian bridges shall be developed to be compatible with the adjacent architecture, enhance the retail experience, and be as transparent as possible.
    e. The central space shall be adequate to function for smaller events, to take advantage of the viewing gallery on the floor above, and activate the space as an open air activity space. Study whether the vertical circulation element as shown is enhancing or conflicting with this goal: it may make more sense to reduce this circulation element to a simple, sculptural stair, and pull escalators or elevators into the building mass.
    f. The retail experience will be shaped by the form and materials of the first two stories – develop additional ideas and strategies to make this experience both exciting and attractive for repeat visits and designed in coordination with the south façade of Building C1. Provide a variety of heights, plan geometries, and materials to create a dynamic experience.
    g. Study heights, transparency, or strategies to reduce the number of bridges between the garage, retail center, and residential components to ensure that this space is pleasant and attractive for all users. The direction of more industrial-looking bridges here may be appropriate, as this street will have a sort of "warehouse district" appearance. Distinguish these bridges from the playful retail bridges.
    h. Develop a stronger relationship between the shopping streets, the traffic roundabout and the adjacent green space fronting on Duke Street. In particular, there are geometric opportunities to interlock, engage and activate all three of these spaces so they function at many different levels and for different types of activities, ranging from concentrated in-line shopping and dining, to restaurant

row, to a largely hardscaped public piazza, to a more passive, green and water-activated space.

i. The façade of the garage facing Interstate 395 and both faces of the flyover may be enhanced to include graphics/branding/freshening opportunities with the intent of signaling the new mall improvements and "brand" to be found at Landmark.

j. Staff understands that the residential portions of the blocks are placeholders only at this point in time. These portions of the project shall be designed and carefully coordinated with the design goals stated above for the retail portion to provide a coherent and compelling whole which enhances the overall experience of the project. The residential towers shall complement and reinforce the design intent of the retail portions. (P&Z)

14. Residential window styles and proportions shall be in keeping with good contemporary design and reflect the progressive direction proposed for the retail portions of the project. (P&Z)

15. No vinyl windows shall be permitted at retail or pedestrian levels. In other areas, high-quality, colored or simulated aluminum vinyl windows may be used, if approved by the City Architect, on the third story and higher. A physical window sample shall be provided for approval prior to the issuance of the final site plan. Similarly, the window sample shall be part of the mock-up panel. (P&Z)

16. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director of Planning and Zoning. Any intake and exhaust grills required shall be integrated with the building design and store front to be as inconspicuous as possible and fully integrated with the overall building design. (P&Z)

17. Provide detailed drawings to evaluate all special building elements, including entrance canopies, stoops, bridges, signage bands, marquees, ramps, and any exposed vertical circulation elements such as escalators, elevators and stairs. The final detailing, finish and color of these elements shall be defined during the final site plan review. (P&Z)

18. During final site plan review, colored, vertical, strip elevations shall be produced, including partial plan and section drawings at the same scale (typically ¼" = 1') of each significantly different building bay or typology and shall extend from grade to top of building. These drawings shall clearly indicate color, dimension, projections, setbacks, shadows, and materials for all major building elements. These drawings shall be updated if necessary during the building permit phase of review when final products are selected. (P&Z)

19. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:

a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *

b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)

20. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent for the retail portion of the project and LEED Certified or Equivalent for the residential portion of the project to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
    a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan.*
    b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
    c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
    d. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification.
    e. Provide documentation of LEED Silver Certification from USGBC (or equivalent) for the retail portion of the project and LEED Certification (or equivalent) for the residential portion within two years of obtaining a final certificate of occupancy.
    f. Failure to achieve LEED Certification (or equivalent) for the residential portion of the project and /or LEED Silver (or equivalent) for the commercial portion of the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z) (T&ES)

21. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)

22. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)

23. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at Http://www.epa.gov/WaterSense/pp/index.htm. (T&ES)

F. SIGNAGE:

24. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and T&ES.*
    a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
    b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
    c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
    d. Signage on the parking garage facade facing I-395 shall be permitted to be above 35 feet in height. (P&Z) (T&ES)

25. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
    a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
    b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)

26. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

27. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate 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)(T&ES)

G. HOUSING:

28. A voluntary contribution of $2,007,355 shall be consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council on June 14, 2005. This contribution will be paid proportionately as each building obtains its Certificate of Occupancy. (Housing)

H. PARKING:

29. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
    a. All parked vehicles shall be prohibited from encroaching on the travel lanes of proposed streets, pedestrian walkways, or emergency vehicle easements. (P&Z)(T&ES)(Code Administration)

30. Locate a minimum of Zoning Ordinance required parking spaces in the structured garage for residents and residential visitors. Residential parking spaces shall be separated from office / retail spaces. All remaining unassigned spaces in the structured garage shall be made generally available to residents and residential visitors. (See Attachment #4) (P&Z)(T&ES)

31. Provide 208 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

32. The applicant shall work with City staff to locate an area onsite for a future Capital Bikeshare station that would be placed by the City when the program expands to this location. (T&ES)

33. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
    a. Provide controlled access into the residential portion of the garage for vehicles. The controlled access shall be designed to allow convenient access to the parking for residents and residential visitors.
    b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
    c. Provide proposed loading spaces.* (P&Z)(T&ES)

34. In the event that the on-site parking serving the retail portion of the development is underutilized after 95% occupancy of the retail portion of the project, the applicant may submit a parking study to demonstrate the overall parking utilization for the retail portion of the development to the Directors of P&Z and T&ES. Upon review and acceptance of the parking study by the City, the applicant may then make underutilized spaces available to the public at prevailing market rates. (P&Z)(T&ES)

35. If one or both of the adjoining properties redevelop, the parking ratios for this site, including both the retail and residential parking ratios, may be modified administratively concurrently with the adjoining redevelopment. Any modifications to the approved residential parking ratios shall require a parking study submitted to the City demonstrating the parking utilization for the residential portion of the site. Any modifications to the approved retail parking ratios shall require a parking study or a shared parking analysis. All changes to the parking ratios shall be to the satisfaction of the Directors of T&ES and P&Z. (P&Z)(T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

36. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #2 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

37. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)

38. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

39. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. Participation in the program will not initially increase the base contribution established in this SUP,

however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)

40. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)

41. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *** (T&ES)

42. An annual TMP fund shall be created based on the TMP reduction goal of 30% of residents/employees not using single occupant vehicles, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be $80.00 per residential unit, $0.25 per commercial square foot and $0.20 per square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.

43. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

44. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the attachment. (T&ES)

45. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

J. BUS STOPS AND BUS SHELTERS:

46. Show all existing and proposed bus stops on and adjacent to the site with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan (the existing Metrobus 25B stop on S Van Dorn adjacent to Landmark Mall is currently not shown). (T&ES)

47. Install a new City standard bus shelter for the bus stop located on Duke Street. The shelter shall be ADA compliant. The shelter shall be illuminated via electric conduit and include an approved real-time transit information LED screen. Public access easements shall be provided for the areas inside and around the shelter. The applicant shall maintain the bus shelter. (T&ES)

48. For the relocated existing bus stop on Duke Street, which is a high ridership bus stop, install an unobstructed thirty-five (35) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. In addition, make the relocated bus stop ADA compliant. ADA compliance includes:
    a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross-slope shall be less than 2%. The existing width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.

49. With the first final site plan submission, make the following corrections to the transit center design. Final design of the transit center shall be to the satisfaction of the Director of T&ES in consultation with the Director of P&Z.
    a. Design a transit center that is located within the existing parking garage and/or the immediately adjacent street frontages, which shall accommodate a total of two bus-rapid-transit stops and four local/regional bus stops, and their associated elements (i.e. benches, off-board fare systems, signage, bus shelters or pedestrian awnings, etc.) including:
        i. 12 inch thick reinforced concrete shall be installed in the transit center drive aisles to support bus loads.
        ii. Correct the bus width to show a 10.5' wide bus (mirror to mirror). The plan currently shows an 8' foot bus as depicted on sheet 15 and other sheets that follow, which is inaccurate.
        iii. As shown on sheet 15, the drive aisle widths adjacent to the center loading platform and the width of the center loading platform are insufficient for transit operations. There must be sufficient space to allow buses to turn onto roadways adjacent to the loading transit platform(s) without hitting another bus, a parked vehicle, and parking deck columns. There must be sufficient space to meet ADA requirements if benches are installed on the

loading platform(s). The roadways adjacent to the transit platform need to accommodate buses within the transit center. The current design provides very poor circulation of buses in and out of the transit center.

iv. Autoturn projections for 40’ and 60’ buses show illegal movements. Buses may not “J-hook” to the left prior to making a right hand turn, as per CDL handbook.

v. Display autoturn projections for buses entering and exiting each bus bay, with the constraint that all other bus bays are occupied.

vi. Display autoturn projections for circulation of buses within the transit center. Provide autoturn projections to show bus maneuverability from each loading platform within the transit center, to the layover location, then back to the same location, as a number of routes start and end at Landmark Mall, with layovers on site prior to starting the return route.

vii. Clarify the 60’ articulated bus template used for autoturn calculations. Bus model specification shows a 30/30 split articulated bus, but the visual model used in autoturn projections shows a 40/20 split articulated bus. Please confirm that 60’ articulated bus template matches the specifications of one of the following bus models: a New Flyer Xcelsior 60’ BRT or a North American Bus Industries (NABI) 60’ BRT, whichever has poorer maneuverability.

viii. Provide a sawtooth bus bay design for the transit center bays within the garage. All loading platform(s) for the transit center, including access to and from the platform(s) must be ADA compliant.

ix. Provide sufficient space for two 8.5’ wide bus layover lanes in a location proximate to the transit center. If a center loading transit platform is provided, include information to demonstrate that buses may maneuver from the drive aisles and layover lanes from one side of the transit center to the other side, assuming all bus bay positions are filled with buses.

x. Demonstrate that buses may maneuver in and out of each bus bay, assuming that all other bus bays and layover lanes are fully occupied.

xi. Label roadways utilizing the bus circulation, for example a, b, c.

xii. On sheet 31, existing conditions allow for vehicles to turn left onto the roadway immediately south of the parking garage. Clarify if medians are shown or will be included in the site plan which would prevent buses from utilizing this circulation. If not, buses traveling to the transit area should be able to utilize the left turn onto the roadway immediately south of the parking garage. The proposed circulation as shown on sheet 31 adds additional time for bus operations.

xiii. On sheet 31, a one way circulation is shown in the plan. Revise to show buses traveling northbound and southbound into and out of the transit center and out of the mall area. (T&ES)

50. The applicant shall pay for and construct the temporary and proposed transit center facility on site. For the bus stop improvements adjacent to the site on Duke Street, the

applicant shall pay for and construct the new bus shelter and bus stop passenger loading area. (T&ES)

51. Within 90 days of request by the City, the applicant shall enter into an agreement to determine responsibility for maintenance of the transit facility. (T&ES)

K. SITE PLAN:

52. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)

53. Submit all applicable license agreements prior to the final site plan submission. The license agreements shall be signed prior to the release of the final site plan.* (P&Z)(T&ES)

54. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas and tree wells.
    d. If applicable, all proposed utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES)

55. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide additional information on the design of the roadways with the first final site plan submission, including horizontal curve data, design speeds, and plan and profiles of each proposed road. All new roads shall be designed generally in conformance with the DSUP plan, and to the extent reasonably feasible, shall conform to City public street standards to the satisfaction of the Director of T&ES. *(T&ES)

56. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
    a. Lighting shall be an incorporated element that supports the retail destination function while being sensitive to future residents and environmental recommendations.

    b. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
k. The ceilings in the garage must be painted white to increase reflectivity and improve lighting levels at night.
l. The lighting for the structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
p. Provide lighting for the center loading sawtooth platform bus bay area. Show illumination features in the site plan. (P&Z)(T&ES)(RP&CA)(Police)

57. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

58. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

L. CONSTRUCTION:

59. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)

60. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
    a. Include a plan for temporary pedestrian and vehicular circulation;
    b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
    c. Include the overall schedule for construction and the hauling route;
    d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
    e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)

61. Provide off-street parking for all construction workers without charge to the construction workers. 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 a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
    a. Establish 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.
    b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
    c. 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 five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

62. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

63. No major construction staging shall be allowed within the public right-of-way on Duke Street and Van Dorn Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

64. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

65. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

66. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

67. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)

68. Implement a waste and refuse control program during the construction phase of this development. 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 T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

69. Temporary construction and/or on-site 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 final certificate of occupancy permit. *** (P&Z)

70. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

71. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)

72. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

73. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

M. STORMWATER:

74. Provide detailed computations to demonstrate that this project is in compliance with the detention requirements of the Landmark / Van Dorn Corridor Plan. (T&ES)

N. WASTEWATER / SANITARY SEWERS:

75. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. Participation in the funding shall be consistent with the plan adopted by the City. (T&ES)

76. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

77. Based on the adequate sanitary sewer outfall analysis which is to be performed at the time of the final site plan improvements to the existing off-site sanitary sewer system

may be required. If required, these improvements will be equitable to the proposed site re-development. (T&ES)

O. STREETS / TRAFFIC:

78. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

79. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

80. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)

81. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

82. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

83. Show turning movements of standard vehicles in the modified portions of the parking structure. Show turning movements of the largest delivery vehicle projected to use each loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

84. Demonstrate that the largest delivery vehicle projected to use each loading dock does not project into the sidewalk and or travel lane during any unloading or loading activities. (T&ES)

85. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES:

86. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

Q. SOILS:

87. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

R. WATERSHED, WETLANDS, & RPAs:

88. The storm water collection system is located within the Holmes Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

S. BMP FACILITIES:

89. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. The applicant shall demonstrate that the plan meets the stormwater quality standards outlined in the Landmark Van Dorn Corridor Plan, which specifies that the first half inch of runoff from any impervious surface receive treatment and the total phosphorus loading for the Site be reduced by a minimum of 40%. (T&ES)

90. Provide BMP narrative and 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 B (amended) and Worksheet C, as applicable. (T&ES)

91. 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:

a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

92. 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)

93. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

94. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of an owner's association. Prior to transferring maintenance responsibility for the BMPs to an owner's association, 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 owner's association. 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)

95. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)

96. 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. 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)

T. CONTAMINATED LAND:

97. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. 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, Office of Environmental Quality. (T&ES)

98. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

99. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
    d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
    e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
    f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

U. NOISE:

100. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

101. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)

102. All exterior, building-mounted, loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

103. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

104. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

105. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post a minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

V. AIR POLLUTION:

106. 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)

107. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

108. No material may be disposed of by venting into the atmosphere. (T&ES)

109. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

W. CONTRIBUTIONS:

~~110.~~ **CONDITION AMENDED BY PLANNING COMMISSION:** ~~Contributions shall be made per attached exhibit prior to the release of the final site plan. Attachment #1.~~ Applicant shall contribute $1,000,000.00 to the City for implementation of the Transitway, including purchase of transit vehicles, and/or for pedestrian/bicycle improvements off-site in Holmes Run Neighborhood (at the discretion of T&ES). This contribution shall be made at the time of issuance of the first certificate of occupancy for the first new retail or residential building. (A list describing the value of in-kind and monetary contributions to be made by the applicant is attached as Attachment #1.)

X. DISCLOSURE REQUIREMENTS:

111. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney :
   a. That Duke Street is a major four-lane arterial and that future traffic is expected to increase significantly as development along Duke Street continues;
   b. That the residential units are located above commercial/retail and that some noise associated with day to day operations is common and is expected to continue indefinitely. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

R-1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

C -1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Technical Corrections for Final Site Plan #1

1. On all appropriate sheets revise the ramp location to its existing location as it is not being relocated as part of this application.

2. The internal property line running through the site will have to be vacated prior to the release of the final site plan.

3. Sheet 3;
    a. Move the garage FAR calculation into the tables for the proposal and show the area graphically on your FAR calculations sheet.

4. Sheet 6;
    a. Remove the numeric labels for the building identification with the exception of Building C1 and C2 to be consistent with the plan set.
    b. Repeat comment: Correct section B, the building doesn't cross over the street closest to the parking structure and provide dimensions to all sections.

5. Sheet 14;
    a. Clarify the grading in the front area of Building A – the bottom of wall appears to be lower than the finished grade and the top of wall appears to be at finished grade.

   b. Buildings A and F have a FF of 198 in the front of the building and the bottom of wall near the seating area is two foot higher. Provide additional information.
   c. It appears that both Buildings A and F do not have direct access to the outdoor dining area – please clarify.
   d. As discussed earlier, staff has some concerns with these sitting areas and it will warrant more discussion.

6. Sheet 47; Provide street trees along Duke Street.

7. Sheet 59; Plant schedule and legend are illegible.

8. Sheet 51;
   a. Remove the numbering for tree removal/preservation.
   b. Correct type overs and the type that is too small to read.

9. Sheet 53; Correct type overs and misspelled words.

10. Sheet A1.01;
    a. Detail call out 1/A4.24 is not correct.
    b. Detail call out 3/A4.25 – that sheet is not in the plan set.

11. Sheet A1.02; provide similar nomenclature for bedroom types either 1 bedroom or studio throughout the architectural plan set.

12. Sheet A1.09; Show the FAR within the garage.

13. Sheet A1.10; Show the FAR within the garage and within the residential units.

14. Sheet A4.12 & A4.23; Coordinate the retaining wall heights with the civil drawings.

15. The applicant is proposing a mix-use development, including residential and first floor retail. Can you please request upon the next submission, a Unit Numbering Plan for residential building. The units within should apply the principal of first floor units receiving "100" series numbering, second floor units receiving "200" series numbering, etc., but not to include alphas. The first number of the unit to indicate the story level. This will help GIS in determining the appropriate unit numbering scheme for the project, as well as satisfy police and fire concerns.

16. The 'Dimension Plan' as per the Planning and Zoning Development Checklist, is incomplete. The plan contains erroneous information, and is missing building heights and coordinate pairs.

17. Please refer to Planning and Zoning, GIS Division for all street level addressing. Moe Abu-Rabi, 703-746-3823.

Transportation and Environmental Services

F - 1. Sheet 27; building C2; the SU delivery truck is still shown blocking the sidewalk while at the loading dock. Revise plan to demonstrate that the sidewalk will not be blocked at any time during unloading operations. (T&ES- Engineering)

F - 2. Sheet 32; modify shading denoting sanitary sewer to be abandoned or removed north of Manhole S to indicate this section of existing sanitary sewer is to remain. (T&ES- Engineering)

F - 3. Sheet 33; revise sanitary sewer design computations to reflect a pipe coefficient of 0.010 for PVC pipes. (T&ES- Engineering)

F - 4. Sheet 35; correct notation regarding which subareas are being analyzed for this phase of development within the Site Characteristics narrative. (T&ES- Engineering)

F - 5. Sheet 36: As per previous comment: Use worksheet B to determine the initial load in the predeveloped (existing) condition. Worksheet B would stop at the determination of the predevelopment load. Phosphorous removal shall be 40% of the predevelopment (existing) load. Then the applicant will (outside of worksheet B) determine the phosphorous load removal by taking 40% of that predevelopment load. Worksheet C can then be used to determine if the BMPs provided generated that required load. (T&ES- OEQ)

F - 6. Sheet 36: As per previous comment: Project description block shows 26.03 acres of imperviousness yet on-site treated is only 23.44 acres. Clarify the discrepancy of this information with the circling of "yes" in the miscellaneous block under Total WQV treated. It would be helpful to clarify what impervious areas are not being treated. (T&ES- OEQ)

F - 7. Include City Standard environmental notes. (T&ES- OEQ)

F - 8. Sheet 15 – In the northwest corner of the site at the bottom of the downward ramp, the island shows a 31' Radius. Confirm this radius dimension. (T&ES- Transportation)

F - 9. On sheet 19, the proposed loading space will cause interference with trucks using the space and with buses turning into and out of the roadways adjacent to the center loading platform. (T&ES- Transit)

F - 10. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the

source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 11. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

F - 12. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 13. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 14. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 15. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe material will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternately, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES) (T&ES)

F - 16. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum

velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 17. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F - 18. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

F - 19. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 20. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 21. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 22. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 23. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 24. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

C - 1. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3. Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 4. Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 5. (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 6. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 7. In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)

http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20 (02-07).pdf

C - 8. In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 9. Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 10. The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

C - 11. The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. 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)

C - 12. The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.

C - 13. All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 14. Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C - 15. The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 16. All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 17. 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.* (T&ES)

C - 18. Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 19. Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C - 20. The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C - 21. All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 22. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C - 23. All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 24. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 25. 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. (T&ES)

C - 26. The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)

C - 27. The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 28. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall 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. * (T&ES)

AlexRenew:

1. Drawings shall include sanitary flow computations and complete layout of proposed sanitary mains. Please provide computations and proposed sanitary layout.

2. Provided the potential for significant increase in sanitary flow as a result of the redevelopment, the developer shall be aware that further detailed evaluation of sewer capacity as it relates to the ARenew Interceptor System is ongoing and may necessitate discussion between the developer and ARenew in support of this project.

3. Ensure all discharges are in accordance with City of Alexandria Code 4035.

4. The Applicant shall coordinate with City of Alexandria T&ES to insure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity of 21.6.

5. The Applicant shall coordinate with City of Alexandria T&ES to ensure to AlexRenew in writing that proposed additional flow does not exceed capacity in AlexRenew Interceptors & Trunk Sewers (specifically PYTS) during wet & average flow conditions. Written notice shall be provided from City that flow capacities to AlexRenew Interceptors & Trunk Sewers from proposed development will not exceed City's wet & average allocated flow conditions.

VAWC:

1. Proposed water pipe shall not run under a large building overhead (Building C2). Reroute it at rear parking lot.

2. Do not propose a manhole or inlet (e.g. MH-J) within a water line easement. Keep enough horizontal clearance (10' typical) between a sewer line (e.g. MH J-K) and a water line.

3. Use two tees, instead of a cross.

4. Some existing water lines (e.g. at Suntrust Bank) are still out of the easement. Please rectify these easements too.

Fire Department:

SITE PLANS

F-1. The following comments are for preliminary site plan review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.

Acknowledged by applicant.

F-2. Plans should show location of all fire hydrants in and around site and fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply during construction.

Applicant has revised hydrant layout and six hydrants are now near fire department connections.

C- 1. The applicant shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to each building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of twenty-two (22) feet; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.

a) Applicant has provided emergency ingress / egress routes
b) Applicant has provided fire department connections for all buildings except C2 (Two buildings labeled C-2). Fire lines are shown but no fire department connections are shown for these buildings.
c) Preliminary plan now shows six fire hydrants located throughout the property and possibly two others near Macy's and Building E. It appears the applicant relocated the proposed five hydrants and added one hydrant. In addition, are those hydrants near Macy's and Building E? Please confirm.
d) All proposed hydrants are appropriately spaced. However, the two hydrants located in the circle near buildings A and F need to be relocated to the building side of the street otherwise, the road will be blocked by apparatus and hose.
e) Applicant has shown proposed emergency vehicle easements around the structures.
f) Applicant has provided requested information.

C –2. The applicant 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. This information will determine if item C-3 requirements apply.

Applicant has provided requested information.

C- 3. If the proposed buildings are over 50 feet in height, the buildings are required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

It appears this requirement has been met but applicant indicates that a fire protection consultant will be consulted to review this comment.

C-4. The applicant shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.

Applicant indicates a copy of the fire flow has been included on the submittal CD. This reviewer does not have access to the CD. Applicant shall provide hard copies before final 1 submittal.

C-5. Fire prevention code permits are likely to be required for some of the proposed use and occupancy conditions.

Applicant has acknowledged.

C-6. A Knox Boxes building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

Applicant has acknowledged.

C-7. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.

b) The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.

c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.

d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

Applicant has acknowledged.

C-8. The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

Emergency Vehicle Easements

Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a ⅜-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100

feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.





Fire Lane Sign Left Arrow	Fire Lane Sign Right Arrow

Applicant has acknowledged.

C-9. Show fire apparatus vehicle turning radius based on the following specifications:

Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D # - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 5") from front steer axle to drive axle.
Trailer - 306" (25' 5") from drive axle to rear steer axle.
GVW: 64,500#
Angle of Approach[1]: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure[2]: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover[3]: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius[4]: Within 45' wall to wall.

2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# Truck 204
Overall Length - 496" (41' 4")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
From Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 69,500#
Angle of Approach[1]. 11 degrees
Angle of Departure[2] 10 degrees
Ramp Breakover[3]: 6 degrees
Turning radius[4]: Within 43' wall to wall.

3 **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 206
Overall Length - 390" (32' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach[1]. 11 degrees
Ramp Breakover[3]. 8 degrees
Turning Radius[4]: Within 42' wall to wall

4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

Tower 203 Turning Specifications

- **Turning Radius – Wall to Wall = 54.98 feet + / – 2 feet**
  Curb to Curb = 51.33 feet + / - 2 feet
  Inside turning radius = 37.73 feet + / - 2 feet
- **Overall Length – 47' – 4 ½"**
- **Overall Width – 98"**
- **Wheel Bases from front axle to both rear axles – 240"**
- **Tandem axle spacing – 56" CL of axle to CL of axle**

- **Gross Weight – As built with no equipment or water gross weight = 66,000#**
- **Angle of Approach – 13 Degrees**
- **Angle of Departure – 11 degrees**
- **Ramp Break Over – Break over angle is 9°**

Applicant has provided.

C-10. Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



Example Stairway Identification Sign

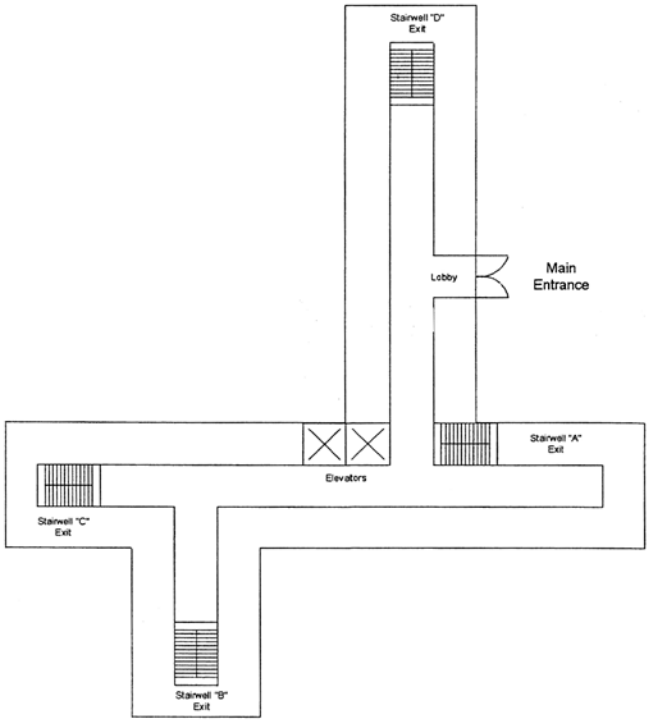


Figure 1020.1.6.2 Example Building Footprint Sign

Note: If there are graphic annunciation panels, then footprint is not required.

Applicant has acknowledged.

C-11. The applicant shall insure EVE remains open during construction.

Applicant indicates EVE's will remain open during construction.

C-12. Fire Hydrants shall remain in-service and unobstructed during construction.

Applicant indicates hydrants will remain.

Code Administration (Building Code):

Plan Review

F-1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Ken Granata, Plans Review Services Division Chief at ken.granata@alexandriava.gov or 703.746.4193.

C-1. Demolition, building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical and plumbing systems shall accompany the permit application(s)

C-2. Where automatic sprinklers are required a separate tap shall be provided for the building fire service connection.

C-3. 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.

C-4. A soils report must be submitted with the building permit application.

C-5. A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof.

Police

Parking Garage Recommendations

R - 1. It is recommended that the section of the garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.

R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the parking garage. This makes the stairwells safer for residents.

R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

R - 6. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

R - 9. It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology Findings

F-1. According to an 1865 map, a small farmstead was located in the center of the property, probably belonging to C. Ashby. By 1878 the Edwin Fitzhugh family occupied the farm and continued to live on the property until at least 1894. However, due to the level of development of the subject property, the likelihood that intact archaeological remains are present is low.

F-2. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

Archaeology Recommendations

R-1. There is low potential for significant archaeological resources to be disturbed by this project. No archaeological action is required.

C - 1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

The applicant has acknowledged the above findings and recommendations and at this time Alexandria Archaeology is satisfied that the applicant has fulfilled its archaeological responsibilities.

Asterisks denote the following:

*	Condition must be fulfilled prior to release of the final site plan
**	Condition must be fulfilled prior to release of the building permit
***	Condition must be fulfilled prior to release of the certificate of occupancy
****	Condition must be fulfilled prior to release of the bond

ATTACHMENT #1

Landmark Mall Development Contributions:

- The construction of a transit center at an approximate cost of $500,000.00;
- The construction of improved on- and off-site pedestrian/bicycle paths at an approximate cost of $500,000.00;
- The aesthetic improvements to the existing fly over at an approximate cost of $150,000.00;
- A voluntary $200,000.00 dollar contribution for public art, which may be satisfied by public art to be located on-site;
- A voluntary $2,007,355.00 dollar contribution to the affordable housing fund; and
- A voluntary $1,000,000.00 dollar contribution for transitway and off-site pedestrian improvements.

ATTACHMENT #2 — Transportation Management Plan
Landmark Mall Redevelopment SUP2013-00025

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Landmark Mall Redevelopment project consists of six parts:

1) Goal and Evaluation of the TMP
2) Organization, Funding and Reporting
3) Transportation Management Plan Directives
4) Evaluation of the Effectiveness of the TMP
5) District Transit Management Program
6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

a. The Landmark Mall Redevelopment project site currently is served by four DASH routes and nine Metrobus routes, serving Landmark Mall directly, with connections to Fairfax Connector, CUE, ART, VRE and Amtrak. The Landmark Mall Redevelopment project has a goal of 40% non-SOV trips during peak hour.

b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.

b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.

d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

a. The Special Use Permit application has been made for the following uses:

	Land Use*	
	Dwelling Units	**Commercial Sf**
Landmark Mall Mixed-use Redevelopment	373	283,754

**As of April 12, 2013. Subject to change.*

b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:

i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.

iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and at transit stops on-site and a website with this information and appropriate links to transit providers should be maintained.

iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.

v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the project. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, patrons and employees, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees, patrons and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the

Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20% for residents and employees.

c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 40% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and residents. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual contribution rate for this fund shall be $.25 per occupied square foot of commercial space, $.20 per occupied square foot of retail space, and $80 per occupied dwelling unit. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

i. Discounting the cost of bus and transit fare media for on-site employees and residents.
ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
iii. Marketing activities, including advertising, promotional events, etc.
iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
v. Operating costs for adjacent bikeshare station.
vi. Membership and application fees for carshare vehicles.
vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.

b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.

c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the "right" solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

The Landmark Mall Redevelopment project should integrate with a larger district level TMP program when it is organized. All TMP holders in the established area will be part of this District. No increase in TMP contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.

b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.

c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.

d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.

e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

ATTACHMENT #3

Staff responses to public comments and questions.

April 8th Comments/Questions	**Response**
1. Use local contractors to keep money in Alexandria.	The contractors are yet to be determined at this stage of review.
2. Open "mall" shopping? Remember the humidity & heat of the local summertime.	There will be ways to connect retail spaces, including sidewalks with street trees to provide shade for pedestrians and shaded pedestrian arcades on the second story retail areas.
3. Make sure the housing is truly affordable!	The applicant is providing a voluntary monetary contribution to the City's Affordable Housing Trust Fund. The residential units proposed will be market-rate.
4. New housing means children. No one has met with the school board.	ACPS staff is involved in the review of the proposal. The staff report identifies that only a limited number of new students are expected to be generated by this project and they are accounted for in school enrollment projections.
5. Free Parking?	Yes, for retail.
6. We need a community room.	A community room will not be part of this first phase of development but may be included in a future phase.
7. Pedestrian friendly	Proposal includes a number of pedestrian and bicycle improvements including10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing $1 million for transitway and off-site ped/bike improvements.
8. Easier access	Proposal includes a number of pedestrian and bicycle improvements including10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing $1 million for transitway and off-site ped/bike improvements.
9. Make it local – local restaurants – local vendors – room for small business owners – room for farmers market!	Tenants are yet to be determined at this stage of the project. The open space planned for the front of the site will be an

	area for a farmers market and other small events.
10. West End desires more attention from the City – particularly since our condo fees are such a huge offset to public expenses.	The West End is very important to the City. There are a number of projects focused on the West End, including implementation of the Corridor C Transitway and redevelopments resulting from the Landmark/Van Dorn Corridor Plan and the Beauregard Plan
11. Handicapped bathrooms at public transit entrance – not one that is so far away that accidents occur before reaching bathroom.	There are no public bathrooms proposed at the transit center, but the transit center is located very near the retail uses which will have bathroom facilities.
12. Sit down restaurants – ask Ruby Tuesday to come back, or solicit an Applebee's.	Applicant is pursuing restaurant operators for this location.
13. Movie Theatre	Applicant is pursuing cinemas with dining amenities.
14. Possible continue to expand TC satellite campus, eventually turning the campus into a high school	ACPS will be vacating the site when redevelopment begins as it will take two years for the demolition and reconstruction. Other locations for the TC Williams program are being considered.
15. What is the City's role and involvement in the redevelopment?	The redevelopment is occurring on private property and thus the proposal is a private investment. However the City has a regulatory role in reviewing the project and is advocating for public improvements such as a transit center and improved accessibility to the site.
16. How much public money is being allocated for this redevelopment?	None.
17. Will this project address the affordable housing shortfall Alexandria is currently experiencing?	Applicant will be making a voluntary monetary contribution to the City Affordable Housing Fund.
18. This is great. The City we moved from (Milwaukee) did the same. Five years later it has totally revived that area; concerts in the summer; coffee shops; restaurants and many shops.	The intent of the proposal is to serve as a catalyst for future development as it's the first phase of redevelopment.
19. Please integrate it with the many condos and apartments on Stevenson and Yoakum – pedestrian/bikeways and not the concrete intensive entry on Duke as there is now. Otherwise, very in favor of this idea.	The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. In addition, the City will

	be making other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S. Walker Street and Oasis Street in 2014.
20. Consider urban park setting for parking lot areas between the actual mall footprint and Duke Street. Consider public transit.	Proposal includes two park/amenity spaces in front of the mall. There will be a transit center on the site.
21. Pedestrian accessible from surrounding neighborhoods.	The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. The City will also implement other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S. Walker Street and Oasis Street in 2014. In addition, the City will be completing a number of pedestrian/bicycle improvements in the Holmes Run neighborhood over the next one to two years.
22. Sidewalks on Duke Street.	Sidewalks will be widened to 10' along a portion of Duke Street as part of the development. The City will be making additional improvements to other portions of Duke Street as part of a VDOT grant.
23. Public transit.	Applicant will provide a transit center within the site to serve existing local transit service and future Bus Rapid Transit (BRT) service.
24. Include housing and affordable housing.	Applicant will be making a voluntary contribution to the City Affordable Housing Fund.
25. Movie theatres.	Applicant is pursuing cinemas with dining amenities.
26. Do a better job planning the development than you did this meeting.	The large number of attendees, over 200 people, was a surprise to the City and the applicant, and one of the best attended community meetings to date. We are all grateful for the interest in the redevelopment of the mall and hope it continues with future phases of redevelopment.
27. Rent out parking to Mark Center – have shuttle bus to transport workers from the	The City's Transportation Master Plan and the Beauregard Small Area Plan include a

mall to Mark Center and back – give them restaurants and shopping here again.	Bus Rapid Transit (BRT) route (Corridor C) from the Pentagon and Mark Center to the Mall. In addition, another BRT route (Corridor B) is proposed from King street station to the Mall.
28. Gear it to adults and families – do not want to create a teen age hangout or place for drug trafficking!	The intent of the redevelopment is to include all types of people of all ages. The safety and security of the area will be monitored and enforced.
29. Get chairs!	Chairs were set up for over 100 people, however more than double that amount participated in the meeting. Additional chairs were found and set up to accommodate those community members standing. We are all grateful for the interest in the redevelopment of the mall and hope it continues with future phases of redevelopment.
30. Interested in bike/pedestrian design, amenities.	Proposal includes 10' wide multi-use paths into the site from Duke Street and Van Dorn Street, as well as wide sidewalks throughout the redevelopment area. The site will also include bike parking, pedestrian and bicycle wayfinding (signage) and a potential location for a future bikeshare.
31. Was this room large enough for turn out?	Based on previous community meetings, the room selected was thought to be sufficient. However, the turnout for the event exceeded expectations. Future meetings will be held in a larger room.
32. Don't make it like every other mall/shopping area. Commit to something different – green - local. Make this a unique destination in the Washington area	The new buildings will be LEED certified and LEED Silver certified. The proposal includes an integrated 'green' infrastructure for managing stormwater on-site.

May 1st Meeting	**Response**
The flyover from Duke Street must remain to facilitate traffic along Duke Street. If it is removed, the traffic light at the Mini dealer on Duke Street will have a longer cycle to accommodate cars driving west from Old Town and heading home on	The applicant is planning to keep the existing flyover, but with a modification at the entry to the Mall, as well as some aesthetic improvements to the flyover.

Yoakum Parkway. Cars coming from Fairfax County and going to the mall will back up on Duke Street if they lose the flyover and must make a left turn.	
Transit center must be adjacent to Duke Street; provide connection to nearby residential buildings.	A transit center at the Duke entry of the mall was explored but is not feasible due to split the ownership of the site and geometric conditions. The planned station will provide the best access to the planned near-term retail and residential uses. A longer term transit center is planned at Duke Street as future phases of development expand toward Duke Street.
Ensure the development maximize urban feel.	The proposal includes several urban design concepts such as buildings fronting directly on streets; creating a street wall along streets; wide sidewalks with tree wells, storefronts, and outdoor dining opportunities; enhancing the pedestrian environment; and encouraging multi-modal opportunities.
At what phase will affordable housing be considered? At what AMI levels? Transparency on negotiations with developers must be considered before this plan is approved.	Applicant will be making a voluntary contribution to the City Affordable Housing Fund.
What is the transition/accommodation for the small businesses currently in Landmark? When redevelopment complete – its assumed they won't be able to afford leases here…yes? no?	The future tenants of the new spaces are yet to be determined. The applicant is currently under negotiations with existing tenants.
How will the complete holistic plan be communicated to the City, beyond a document that is 100 pages? Need to understand the entire plan, not just each individual segment.	The entire site is reviewed with each redevelopment phase to ensure comprehensive designs and compatible developments are implemented.
Bike and Pedestrian trail (sidewalk) needs to be paved with permeable material.	Many of the existing sidewalks and bicycle areas are remaining. The use of permeable paving for sidewalks which are being constructed with this project may be

	explored during the final design phase of the project.
Provide bike lanes on streets and connecting to ped/bike through sidewalks.	Proposal includes a number of pedestrian and bicycle improvements including10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing $1 million for transitway and off-site ped/bike improvements.
The developer needs more connectivity to the surrounding residential areas. It is too car-dependent as it stands.	Proposal includes a number of pedestrian and bicycle improvements including10 foot wide multi-use paths into the site from Duke Street and Van Dorn Street and wide sidewalks throughout the redeveloped area of the site. In addition, the project is providing $1 million for transitway and off-site ped/bike improvements. The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. The City will also implement other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S. Walker Street and Oasis Street in 2014. In addition, the City will be completing a number of pedestrian/bicycle improvements in the Holmes Run neighborhood over the next one to two years.
End the Duke and Van Dorn Street confusion. Prevents easy driving access to the center. It isolates the site. The problem is the same for the new center or old. It has not been addressed.	The Landmark Small Area Plan includes recommendations to improve the intersection of Duke Street at Van Dorn Street. These improvements would be done as part of a later phase of development of the site.
Safe pedestrian access for communities West & South.	The City will be improving the crosswalk and pedestrian signals across Duke Street at S. Walker Street in Summer 2013, as well as crossings at S. Paxton Street, and N. Ripley Street. The City will also implement other pedestrian improvements (upgrades and filling in missing gaps) along both sides of Duke Street between S.

	Walker Street and Oasis Street in 2014. In addition, the City will be completing a number of pedestrian/bicycle improvements in the Holmes Run neighborhood over the next one to two years.
Pedestrian and bike trail along Duke Street and connecting to Van Dorn Street - needs to be 20' wide for 2 way traffic safety. Developer/property owner needs to provide circulator bus to connect to all residential buildings in a 1 mile radius. Will feed transit center and provide transportation to these residential customers! Without changes to 395 entrance and exit location there will be no change in experience in visiting Landmark. Very far from an Old Town visit.	The multi-use path along Duke Street and other paths connecting from Duke Street and Van Dorn Street into the site will meet AASHTO (American Association of State Highway Transportation Officials) standards. As the City implements the Beauregard/Van Dorn transitway (Corridor C), local transit service and connectivity will be further analyzed, which may include circulator services to connect other neighborhoods to transit hubs such as at Landmark Mall.
Tables were too close together, created clogged traffic pattern. The room had the space – use the space to draw people into space, not inhibit circulation by entrance/exit.	The open house concept for the meeting was intended to promote as many one-on-one opportunities as possible to facilitate conversations about the proposal among peers and staff. The proximity of the tables to one another aided in achieving that goal.

Web Page Comments	**Response**
1. City provide pedestrian improvements at S. Walker St. to enable crossing Duke Street safely. 2. City resurrect plans and coordinate Pedestrian Bridge across I-395, similar to Shirlington. 3. Developer provide bike lanes on the new streets. 4. Developer provide multi-use paths that meet design best -practices widths	1. The City will be improving / repainting the crosswalk across Duke Street at S. Walker Street, and pedestrian signal improvements beginning in Summer 2013. 2. The City and Applicant are not planning to construct a pedestrian bridge across I-395 as part of this development. 3. The proposal includes a 10' wide multi-use path into the site from both Duke Street and Van Dorn Street. 4. The proposal includes a 10' wide multi-use path into the site from Duke Street and Van Dorn, and meets AASHTO (American Association of State Highway

5. Provide adequate Bicycle and Pedestrian access to Transit Hub from Van Dorn and Duke. 6. Provide covered bike parking at the Transit Hub. Bottom line: Success of the retail and transit hub components of the plan depend on making both readily accessible to pedestrians and bicyclists. James Durham (361) | User | May 2, 2013 - 2:49 PM	Transportation Officials) standards. 5. The site plan includes adequate pedestrian walkways to access the transit center. In addition, multi-use paths and other bicycle facilities, including parking, will provide access from Van Dorn Street and Duke Street to the transit center. 6. It is anticipated that there will be bicycle parking within close proximity to the transit center.
For those of us who do not drive, this plan is a disaster. I will stay completely away from Landmark if the development is done as it currently appears to be planned. This was designed for motorists and nobody but motorists. Scott Anderson (360) | User | May 2, 2013 - 1:27 PM	The long term goals for the area include improvements in pedestrian, bus, and bicycle accessibility and circulation. This initial phase of development is proposing some improvements towards achieving these goals. A transit center, bicycle parking, pedestrian paths, crosswalks, and the ability for bus service expansion are all part of this proposal.
1.) I'm with the others on the need for expanded mass transit - the goal should be to get people out of their cars in Alexandria. Towards that end (and maybe this is much larger bigger picture), we should have dedicated bus lanes on Duke, Van Dorn, and Beauregard streets so that we can provided connections between this new Landmark site - and the Beauregard small area plan. And we need this transit to be something similar to the Washington, DC Circulator (e.g. it should run every ten minutes basically all day from 6 AM to 10 PM - if you do that, you will get people out of their cars and people will use mass transit to access these new places). I'm	1. The City's Transportation Master Plan and the Beauregard Small Area Plan include a Bus Rapid Transit (BRT) route (Corridor C) from the Pentagon and Mark Center to the Mall. In addition, another BRT route (Corridor B) is proposed from King Street Metro Station to the Mall. The BRT will operate in dedicated lanes along most of their length, and operate at high frequencies (approximately every 8 minutes during the peak periods). 2. A large government tenant is not part of this current proposal. Also, there are currently no plans for the

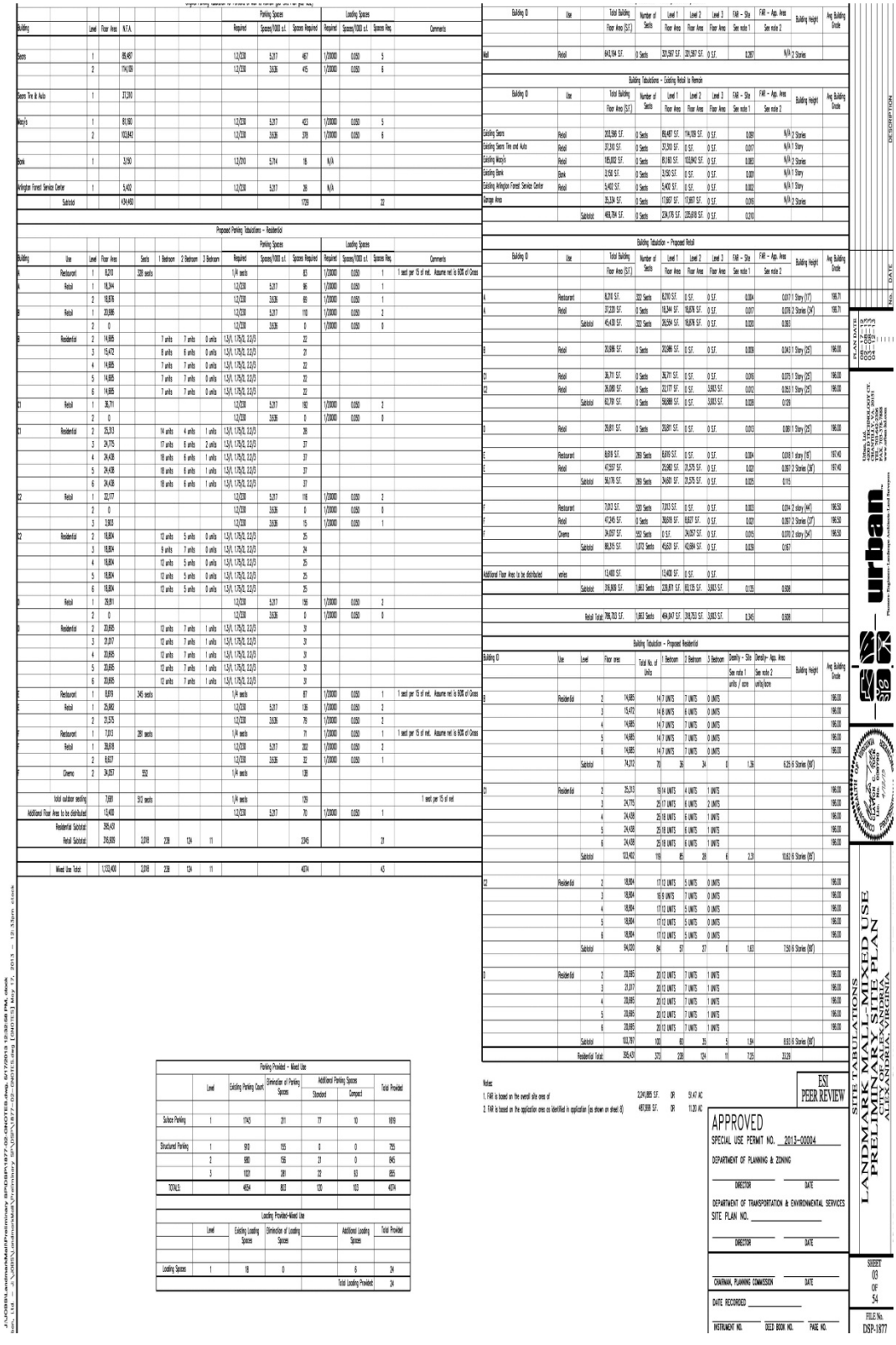
convinced that people will use mass transit if the options are convenient enough - you know? 2.) Has any thought been given to having like an "anchor style" government tenant for this new space? For example, maybe I'm thinking way out of the box here - but I think the City of Alexandria, VA should move it's government offices to this area - sort of a gateway to the city type of thing. Or, having a large federal government office move here - like the Patent and Trademark Office or National Credit Union Administration - occupy this space? This would help spur sales in this new development, sell/rent some of the housing, etc. Matthew Worner (359) | User | May 1, 2013 - 10:19 AM	City to move its government offices to the mall. However office uses are planned for the full-build out of the mall site.
- Create a sense of place with civic nodes, public art and architecture - Opportunities for cultural activities, street fairs and a farmer's market - Architecture to be expressive of West End vernacular and reflect the time period when the site was built in 1965. Maybe a modern take on mid-century design? - Interconnected open spaces that create 'green' pathways throughout the site and connect to adjacent neighborhoods - Multi-modal transportation	Open space, public art, and interesting architecture are proposed in the application. Open space and a central plaza area are opportunity sites and intended to host such activities. The architecture is intended to be playful, artistic, and contemporary. This proposal does not preclude future open space connectivity into adjacent neighborhoods. The proposal introduces two open spaces: near the front of the site, visible from Duke Street; and internal to the site between retail spaces. A transit center is proposed, along with pedestrian and bicycle improvements.

- Priority given to network of pathways for pedestrians and bicycles	The proposal includes a 10' wide multi-use path into the site from both Duke Street and Van Dorn Street.
- Celebrate nodes where pedestrian/bicycle pathways intersect with mass transit.	The areas where pedestrians and cyclists meet mass transit will be clearly designated.
- Mass transit finishes and accommodations to be first-class - i.e. climate controlled waiting areas, Wi-fi, etc..	Any improved bus shelter accommodations will be consistent with the current City standards, which do not include climate controlled areas or Wi-Fi.
- Clear and intuitive circulation and parking areas for automobiles with a well integrated connection to the pedestrian/bicycle pathways to provide an pleasurable walk to/from the retail center.	The proposal includes improved pedestrian and bicycle circulation within and along the site.
- Environmental Action Plan vision and guiding principles to be used as a framework for redevelopment plan - Integrated 'green' infrastructure for managing stormwater on-site - Capture stormwater in green spaces and infiltrate on-site	The proposal is consistent with the Environmental Action Plan in that it is increasing the amount of permeable surface, complying with the Green Building Policy by meeting LEED Silver and LEED certified goals, improving the stormwater management practices, increasing the tree canopy, reducing the heat island index, improving mass transit and general circulation of the site, and many other environmentally responsible elements.
- Capture stormwater in cisterns and use stormwater for irrigation to reduce reliance on potable water Use Casey Trees' "Tree Space Design" guidelines for planting trees - Trees can be a vibrant part of the urban environment, providing numerous environmental, economic and social	This re-development project will provide storm water management practices, which include treatment of the project's impervious area and a detention system which will reduce the rate in which storm water is released from the site. There are currently no storm water management facilities on the site. These improvements will enhance the quality of the runoff leaving the site which discharge into Holmes Run.

benefits. Yet the ability of trees to grow and thrive in developed areas is limited by the availability and condition of rooting space. The widespread application of the soil volume recommendations and root-friendly design methods in this report will yield healthier, longer-lived urban trees. - Use of native/non-invasive plant material. Limited use of annual plants. - Use of solar panels to generate on-site power - Demonstrable opportunities to provide 'teaching' moments in the landscape about sustainable design - Use of permeable paving for sidewalks and parking lots Kristen Gedeon (358) | User | May 1, 2013 - 9:10 AM	The City has adopted landscape guidelines and landscape requirements in the Zoning Ordinance that guide and address planting methods. The proposal will be consistent with these documents. Use of native/non-invasive plant material, solar panels, on-site energy generation, and teach moments in the landscape, are also part of the LEED rating systems. The applicant is pursuing this certification program, however specific credits are yet to be determined. The existing parking lots will be maintained with this development. The use of permeable paving for sidewalk which are being constructed with this project may be explored during the final design phase of the project.
It all looks good BUT please try to have some upscale restaurants in it. West Alexandria has very few sit-down quality "name" restaurants. This would also add to the "destination" concept. We have sufficient burger & pizza places! Diane LeDonne (357) | User | April 30, 2013 - 9:33 AM	Agreed.
The development needs to include Pedestrian and bicycle facilities, e.g. protected bike lanes and bike parking.	The proposal includes a 10' wide multi-use path into the site from both Duke Street and Van Dorn Street, and in improved sidewalk along portions of Duke Street.

James Durham (356) | User | April 30, 2013 - 12:10 AM	Pedestrian and bicycle wayfinding will also be required as part of the development. Bicycle parking will be required per the City code.
1.Space/land should be given to the City for new firehouse, police sub station. 2. How will the new residents effect the City Schools? will we need a new elem school? SFL (354) | User | April 27, 2013 - 1:50 PM	1. This proposal does not include any land donations from the developer, as it is an initial phase of redevelopment. Additionally, neither a fire station nor a police station are planned for this area at this time. 2. Staff anticipates the new development would create approximately 9 new students.

ATTACHMENT #4



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # DSUP 2013-0004 **Project Name:** Landmark Mall

PROPERTY LOCATION: 5801, 5815 Duke Street, Alexandria, Virginia

TAX MAP REFERENCE: 047.02-03-05, 047.02-03-09 **ZONE:** CR

APPLICANT:

Name: The Howard Hughes Corporation

Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240

PROPERTY OWNER:

Name: Landmark Mall, LLC (Tax Map 047.02-03-05, 047.02-03-07, 047.02-03-09)

Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240 (Landmark Mall, LLC); 0798 TAX B2 122A 3333 BEVERLY RD HOFFMAN ESTATES IL 60179 (Sears Roebuck and Company)

SUMMARY OF PROPOSAL Applicant is redeveloping the current Landmark Mall into a mixed-use town center. Applicant intends to raze the buildings on tax map parcel 047.02-03-05 and the existing Sears and Macy's buildings will remain. Applicant will construct a new parking structure and and other traffic improvements to serve the new development. Applicant is seeking a rezoning from CR to CRMU-H as a part of this process.

MODIFICATIONS REQUESTED Zoning Ordinance 8-200(B)(2) Loading and Unloading Areas Required

SUPs REQUESTED DSUP for Amusement Enterprise and SUP for Floor Area Ratio, Transportation Management Plan, and Large Format Retailers.

Administrative SUPs sought for a restaurant, outdoor dining, and outdoor food and crafts market.

[ ] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

[ ] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[ ] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Jonathan P. Rak, Esq.
Print Name of Applicant or Agent

Signature

1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

703-712-5411 Telephone # 703-712-5231 Fax #

Tysons Corner, Virginia 22102
City and State Zip Code

jrak@mcguirewoods.com
Email address

03/12/13
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Received Plans for Completeness: _____

Fee Paid and Date: _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # 2013-0004

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. ***The applicant is: (check one)***
   [✓] the Owner [ ] Contract Purchaser [ ] Lessee or [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

Howard Research and Development Corporation owns 100% of Landmark Mall, LLC
The Howard Hughes Corporation (a publicly traded corporation) owns 100% of Howard Research and Development Corporation.

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[✓] ***Yes.*** Provide proof of current City business license.
[ ] ***No.*** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. N/A		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 5801 and 5815 Duke Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. N/A		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. N/A		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

03/12/13 Date — Jonathan P. Rak, Esq. Printed Name — Jonathan P. Rak Signature

~~11~~ 93

Development SUP # 2013-0004

2. ***Narrative description.*** The applicant shall describe below the nature of the request ***in detail*** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. *(Attach additional sheets if necessary.)*

The site consists of five separate lots: Lot 500 (Tax Map Parcel: 047.02-03-05), Lot 501 (Tax Map Parcel: 047.02-03-06), Lot 501 (Tax Map Parcel: 047.02-03-07), Parcel A-2 (Tax Map Parcel: 047.02-03-08) and (Tax Map Parcel: 047.02-03-09).

Applicant proposes to raze the existing mall between Sears and Macy's. Applicant is applying to rezone the Lot 500 and a portion of Parcel B-2 from CR/Commercial Regional to CRMU-M/Commercial Residential Mixed Use Medium in connection with this DSUP.in order to construct a mixed-use development in place of the current mall interior.

The mixed use redevelopment will result in 283,754 square feet of redeveloped retail and 386,051 square feet of residential. The existing 434,360 square feet of existing retail (Macy's and Sears) will remain in place.

As a part of this DSUP, applicant is seeking an increase in the allowable FAR from 1.5 to 2.0 pursuant to section 5-205(C) of the City of Alexandria Zoning Ordinance. Additionally, Applicant requests a special use permit for large format retailers, an amusement enterprise to allow for a theater and a transportation management plan. Applicant seeks administrative special use permits to allow for a restaurant, outdoor dining and an outdoor food and crafts market.

Applicant will seek a modification pursuant to section 8-200(B)(2) for loading and unloading areas required.

Development SUP # 2013-0004

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).
We anticipate the typical number of patrons for a retail development of this size between the hours of 10 am and 9pm.

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).
Fewer than 500 employees.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
Monday	10am to 9pm	Saturday	10am to 9pm
Tuesday	10am to 9pm	Sunday	12 pm to 6pm
Wednesday	10am to 9pm	(restaurants and theaters may vary)	
Thursday	10am to 9pm		
Friday	10am to 9pm		

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Noise will be typical of a mixed use development of this size.

B. How will the noise from patrons be controlled?
No unusual noise is anticipated.

7. Describe any potential odors emanating from the proposed use and plans to control them:
No such odors are anticipated.

Development SUP # 2013-0004

8. *Provide information regarding trash and litter generated by the use:*

A. What type of trash and garbage will be generated by the use?

Garbage generated will be typical for any retail establishment. Residential garbage will be typical of a residential building.

B. How much trash and garbage will be generated by the use?

Trash will be collected by an electronic dumpster which will monitor volume

C. How often will trash be collected?

Trash will be collected when the electronic monitor indicates the dumpster has met capacity.

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

Applicant will contract for regular grounds maintenance.

9. *Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?*

[ ] Yes. [–] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. *Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?*

[ ] Yes. [–] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Development SUP # 2013-0004

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

Applicant will meet or exceed all public health and safety laws. Additionally, Applicant will contract with a security service to surveil the site.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

[ ] **Yes.** [–] **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

2,205 spaces are required.

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

3972	Standard spaces
103	Compact spaces
(as required by law)	Handicapped accessible spaces
	Other

Development SUP # 2013-0004

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

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

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the ***Parking Reduction Supplemental Application.***

14. Provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 20

B. How many loading spaces are available for the use? 24

C. Where are off-street loading facilities located?

Loading facilities will be adjacent to the buildings within the development. Please refer to sheet 19.

D. During what hours of the day do you expect loading/unloading operations to occur?

Regular loading is restricted to 7am to 5pm.

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Monday through Saturday.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Please refer to the plans for more information on street improvements.

REZ 2013-0002

APPLICATION

[ ] Master Plan Amendment MPA# _____

[ ] Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 5801, 5815 Duke Street, Alexandria, Virginia

APPLICANT

Name: The Howard Hughes Corporation

Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240

PROPERTY OWNER:

Name: Landmark Mall, LLC (Tax Map 047.02-03-05 and 047.02-03-09)

Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240 (Landmark Mall, LLC)

Interest in property:

[✓] Owner [ ] Contract Purchaser

[ ] Developer [ ] Lessee [ ] Other _____

If property owner or applicant is being represented by an authorized agent such as an attorney, a realtor, or other person for which there is some form of compensation, does this agent or the business in which they are employed have a business license to operate in Alexandria, VA:

[✓] yes: If yes, provide proof of current City business license.

[ ] no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Jonathan P. Rak, Esq.
Print Name of Applicant or Agent

Signature

1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

703-712-5411 Telephone # 703-712-5231 Fax #

Tysons Corner, Virginia 22102
City and State Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: $_____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL: _____

MPA # _____

REZ # 2013-0002

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use Existing - Proposed	Master Plan Designation Existing - Proposed	Zoning Designation Existing - Proposed	Frontage (ft.) Land Area (acres)
1 5801 Duke Street, Alexandria, VA 047.02-03-05	Retail Service / Mixed Use	Regional Town Ctr / Regional Town Ctr	CR / CRMU-M	N/A 8.731 Acres
2 5815 Duke Street, Alexandria, VA 047.02-03-09	Retail Service / Mixed Use	Regional Town Ctr / Regional Town Ctr	CR / CRMU-M	N/A 2.469 acres
3				
4				

PROPERTY OWNERSHIP

[ ] Individual Owner [✓] Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: Howard Research and Development Corporation (TM 047.02-03-05, 047.02-03-07, 047.02-03-09) Extent of Interest: 100% owner of Landmark Mall, LLC

   Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240

2. Name: The Howard Hughes Corporation (a publicly traded corporation) (TM 047.02-03-05, 047.02-03-07, 047.02-03-09) Extent of Interest: 100% owner of Howard Research and Development

   Address: 13355 Noel Road One Galleria Tower 22nd Floor Dallas, Texas 75240

3. Name: _____ Extent of Interest: _____

   Address: _____

4. Name: _____ Extent of Interest: _____

   Address: _____

MPA # _____

REZ # 2013-0002

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

Applicant proposes to redevelop the site from a retail shopping mall to a mixed use development consisting of 283,754 square feet of retail and 386,051 square feet of residential. In order to develop the site within the development parameters prescribed by the Master Plan, Applicant is seeking this Master Plan Amendment and Rezoning Application to change the zoning of the site from CR to CRMU-M.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The proposed amendment is consistent with the existing Landmark Van Dorn Small Area Plan. The Landmark Van Dorn Small Area Plan Development Parameters propose the site's land use as a regional town center, which is consistent with CRMU-M zoning.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

Please refer to the DSUP 2013-0004 submission sheets for more information relating to public facilities and services.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

urban

PLANNERS

ENGINEERS

LANDSCAPE ARCHITECTS

LAND SURVEYORS

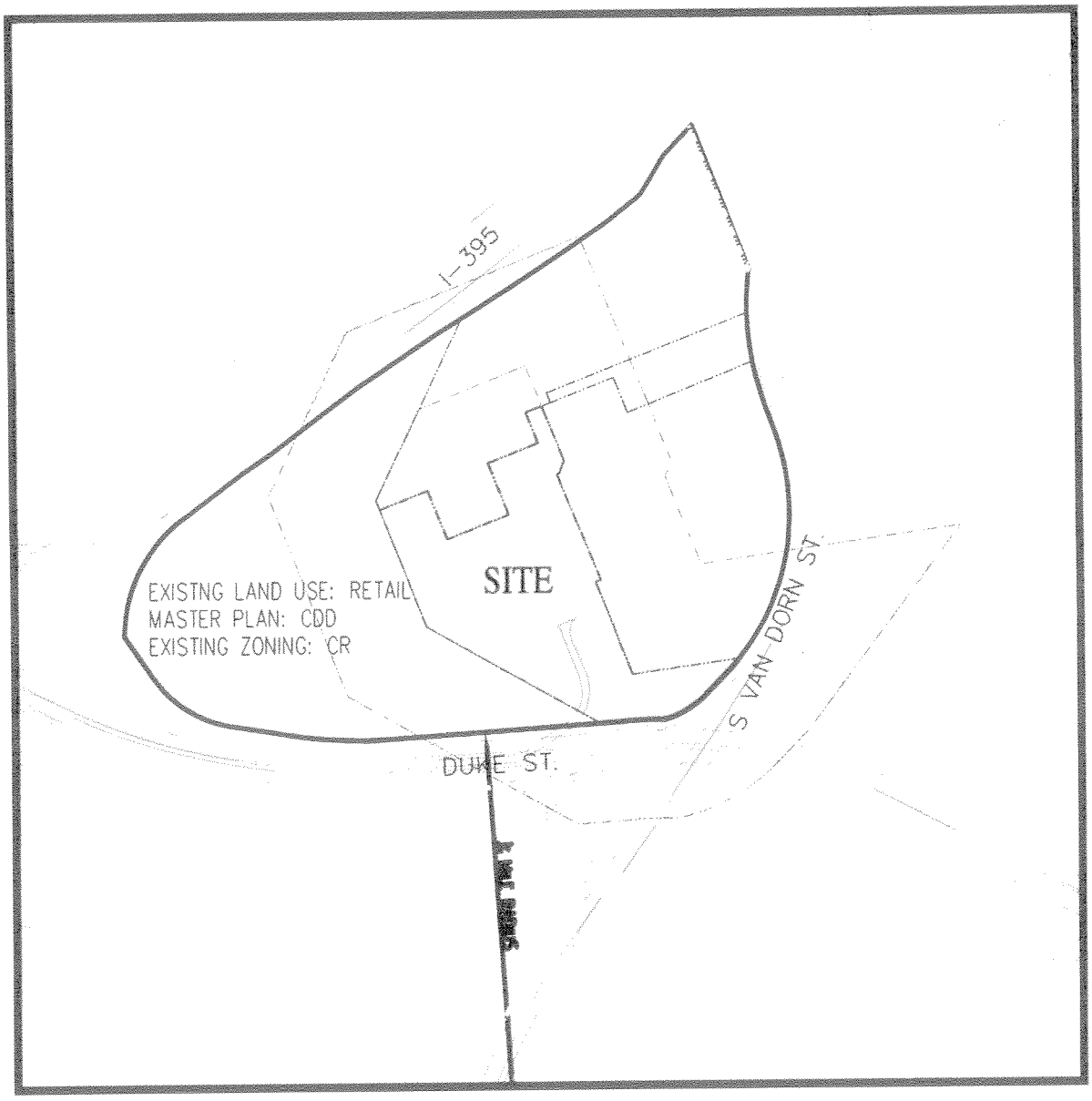
March 6, 2013

Description of
Application Area
Within Landmark Mall
Alexandria, Virginia

BEGINNING AT A POINT ON THE NORTHERN RIGHT-OF-WAY OF DUKE STREET, ROUTE #236, A VARIABLE WIDTH PUBLIC STREET, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF TAX MAP #047.02-03-01; THENCE RUNNING WITH SAID TAX MAP #047.02-03-01
NORTH 60°36'01"WEST 603.02 FEET TO A POINT; THENCE
NORTH 21°15'15"WEST 413.13 FEET TO A POINT; THENCE
NORTH 26°01'06"EAST 307.15 FEET TO A POINT ON THE WESTERN LINE OF TAX MAP #047.02-03-02, THENCE RUNNING THROUGH THE LANDS OF SAID TAX MAP #047.02-03-02
NORTH 68°08'29"EAST 349.09 FEET TO A POINT; THENCE
SOUTH 21°52'27"EAST 132.92 FEET TO A POINT BEING THE NORTHWEST CORNER OF TAX MAP #047.02-03-06; THENCE RUNNING WITH SAID TAX MAP #047.02-03-06
SOUTH 21°52'27"EAST 179.27 FEET TO A POINT; THENCE
SOUTH 23°07'29"WEST 42.22 FEET TO A POINT; THENCE
SOUTH 68°07'33"WEST 6.12 FEET TO A POINT; THENCE
SOUTH 21°52'27"EAST 346.43 FEET TO A POINT; THENCE
SOUTH 68°07'33"WEST 16.80 FEET TO A POINT; THENCE
SOUTH 21°18'07"EAST 300.69 FEET ON THE LINE OF TAX MAP #047.02-03-05; THENCE RUNNING THOUGH THE LANDS OF TAX MAP #047.02-03-05
SOUTH 21°18'07"EAST 147.89 FEET TO A POINT ON THE NORTHERN LINE OF SAID DUKE STREET; THENCE
91.06 FEET ALONG THE ARC OF A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 91.06 FEET, WITH A RADIUS OF 1512.69 FEET, WITH A CHORD BEARING OF SOUTH 86°05'16"WEST, WITH A CHORD LENGTH OF 91.05 FEET TO A POINT; THENCE
SOUTH 86°05'08"WEST 63.40 FEET TO THE POINT OF BEGINNING AND CONTAINING 487,999 SQUARE FEET OR 11.20292 ACRES.

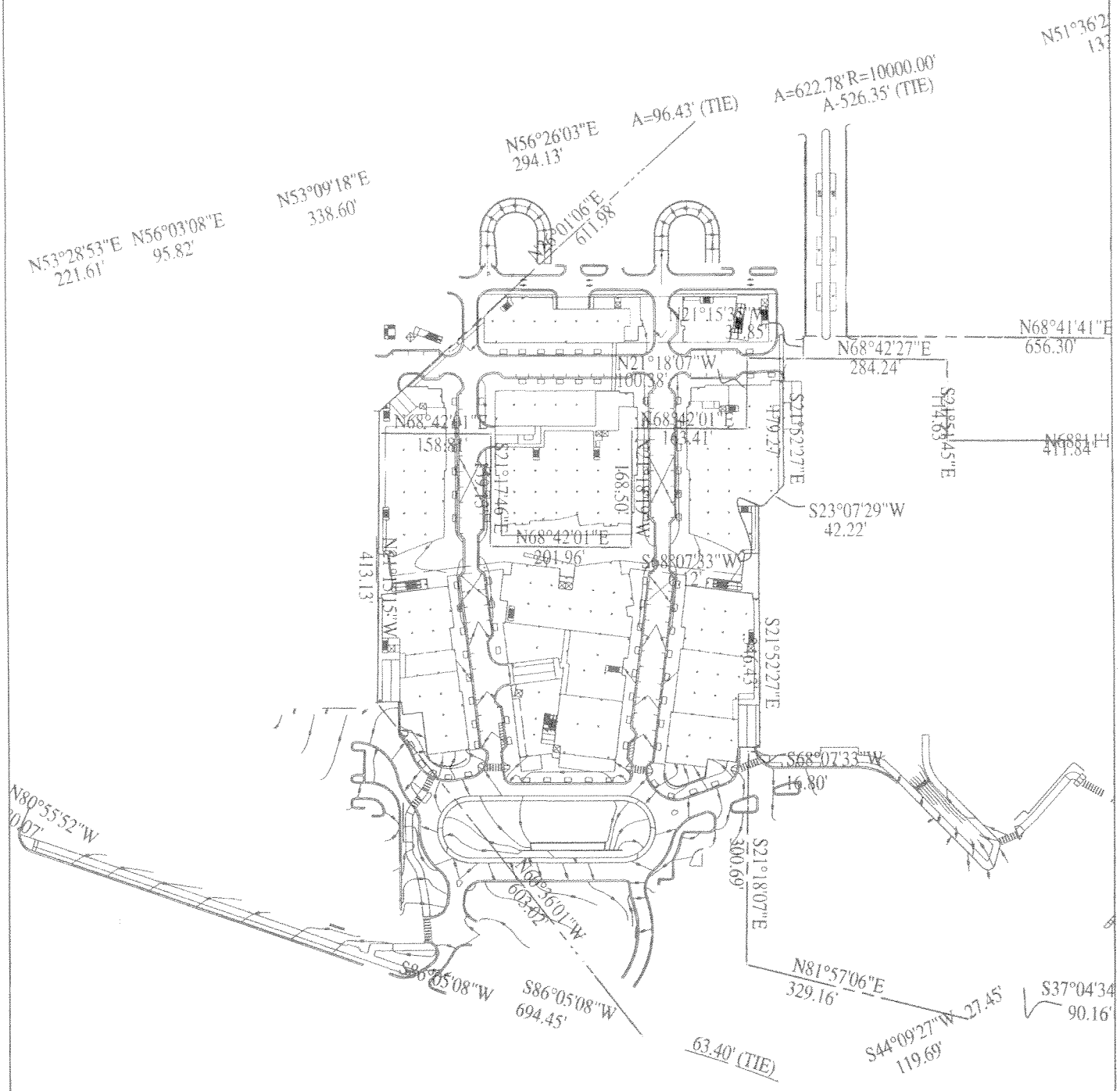
Urban, Ltd. 7712 Little River Turnpike Annandale, Virginia 22003 **PH:** 703.642.8080 **FAX:** 703.642.8256
www.urban-ltd.com
Annandale, VA Chantilly, VA Winchester, VA Wilmington, NC


TM #047.02-03-02
TM #047.02-03-01
TM #047.02-03-02
TM #047.02-03-06
TM #047.02-03-01
TM #047.02-03-05
TM #047.02-03-06
TM #047.02-03-01
TM #047.02-03-05
POINT OF BEGINNING
DUKE STREET
ROUTE #236



VICINITY MAP

1" = 500'



DATE:	SCALE:	SHEET TITLE:
03/13/2013	**1"=200'**	**METES AND BOUNDS MAP**

LANDMARK MALL
DSUP 2013-00004

urban

PC Docket Item #: 14 A & B
Project: Landmark Mall

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
Tysons Corner, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com

June 4, 2013

VIA EMAIL TO faroll.hamer@alexandriava.gov
Chairman Komoroske and
Members of the Planning Commission
Alexandria Planning Commission
301 King Street, Suite 2100
Alexandria, VA 22314

RE: Landmark Mall - REZ#2013-0002; DSUP#2013-0004

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of our client, Howard Hughes Corporation, we request that you amend the proposed DSUP conditions as follows:

6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration. If a landscape irrigation system is not provided, applicant shall:
a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
b. ~~If no site irrigation system is installed,~~ provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external, water hose bib on all building sides at a maximum spacing of 90 feet apart.
c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
d. Install all lines beneath paved surfaces as sleeved connections.
e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)

55. Provide additional information on the design of the roadways with the first final site plan submission, including horizontal curve data, design speeds, and plan and profiles of each proposed road. All new roads shall be designed generally in conformance with the DSUP plan and, to the extent reasonably feasible, shall conform to City public street standards to the satisfaction of the Director of T&ES. *(T&ES)

75. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run

Trunk Sewer sanitary sewer shed. Participation in the funding shall be ~~consistent with the plan adopted by the City~~ limited to the net increase in sewer capacity, with full credit for the existing capacity authorized by site plan #85-052. (T&ES)

110. ~~Contributions shall be made per attached exhibit prior to the release of the final site plan. Attachment #1.~~ Applicant shall contribute $1,000,000 to the city for implementation of the Transitway, including purchase of transit vehicles, and/ or for pedestrian/ bicycle improvements off-site in the Holmes Run Neighborhood (at the discretion of T&ES). This contribution shall be made at the time of issuance of the first certificate of occupancy for the first new retail or residential building. [A list describing the value of in-kind and monetary contributions to be made by the Applicant is attached as Attachment #1.]

We look forward to discussing these changes with you further at the hearing. Please do not hesitate to contact me should you have any questions before that time.

Sincerely,

Jonathan P. Rak

cc: Gwen Wright
John Simon (via email w/o enclosures)
Gabriel Chung (via email w/o enclosures)
Joseph Luce (via email w/o enclosures)

48277112_3.DOCX

Landmark Mall

Redevelopment Proposal for First Phase of the Mall Redevelopment

History of Landmark Mall

1965 Landmark Mall Opens

1990 The Mall is enclosed



1999 General Growth Properties Purchases the Mall



2004 ULI Technical Assistance Panel Formed

2005 Landmark Van Dorn Advisory Group Established

2007 General Growth Properties Schematic Design



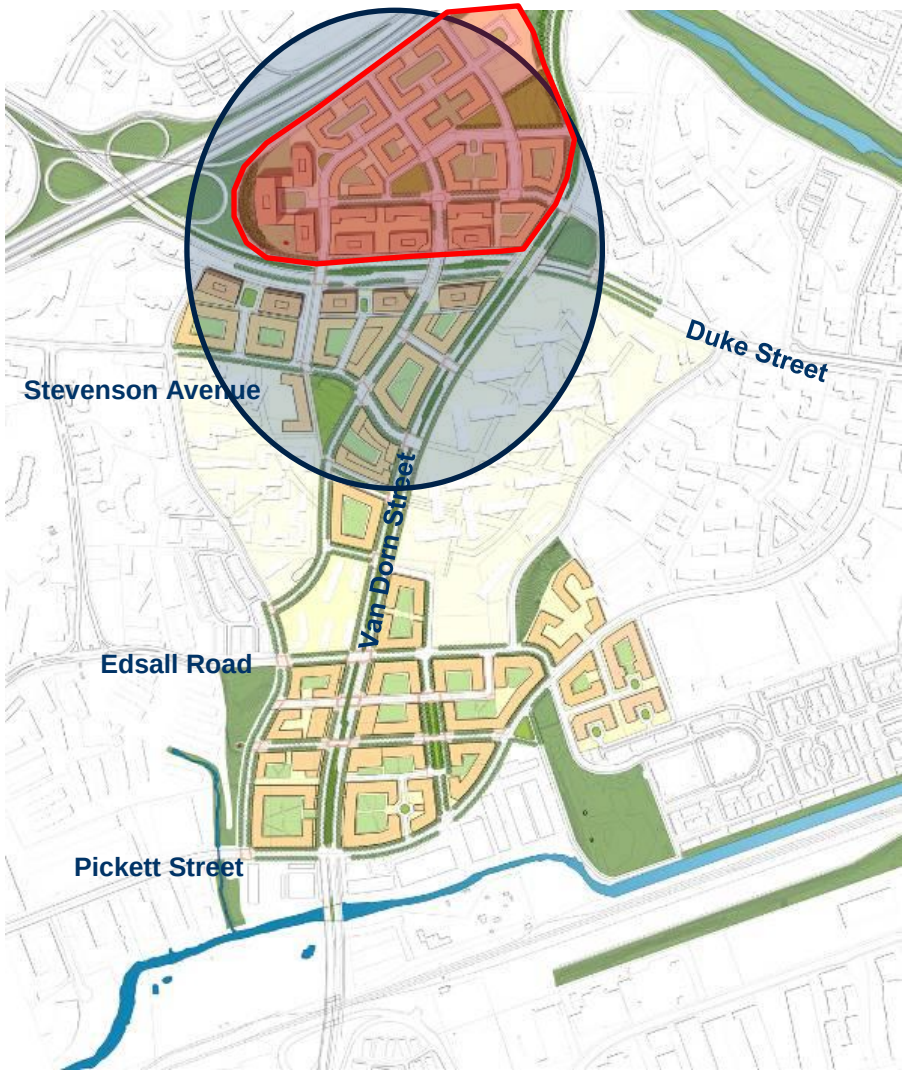
2009 Landmark Plan Adopted

The Mall is transferred to Howard Hughes Corporation

PLANNING & ZONING

Landmark Van Dorn Corridor Plan

- West End Town Center
- FAR: minimum 2.0 maximum 2.5
- 70% non-residential
- 8.7 million sf on 82 acres
- At least 3.7 million sf office
- At least 1.0 million sf retail
- 800,000 sf hotel
- Residential:
  - min: 1.2 million sf
  - max: 3.1 million sf



PLANNING & ZONING

Landmark Van Dorn Corridor Plan

- Plan Recommendations for Mall:
  - New bridge crossing over Duke Street
  - Building heights from 85 feet - 250 feet tall
  - A mixture of uses
  - More pedestrian friendly
  - Defined green space/parks
  - Urban street grid
  - A transit center
- Corridor Plan acknowledges that:
  - Redevelopment will be market driven
  - Revitalization will take place over a period of time.



PLANNING & ZONING

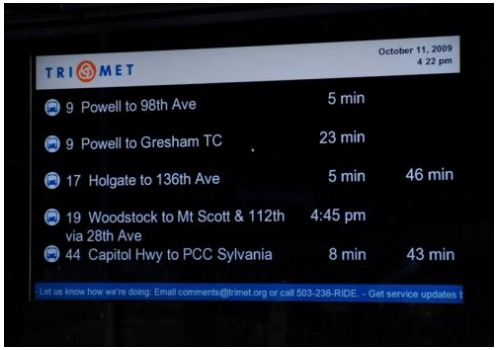
City Goals for First Phase of Landmark Mall Redevelopment

- On-site transit center
- Environmental enhancements
- Fine-grain mix of uses including housing and retail
- Vibrant retail and entertainment uses
- Attractive and usable open space
- Enhanced pedestrian and bicycle circulation

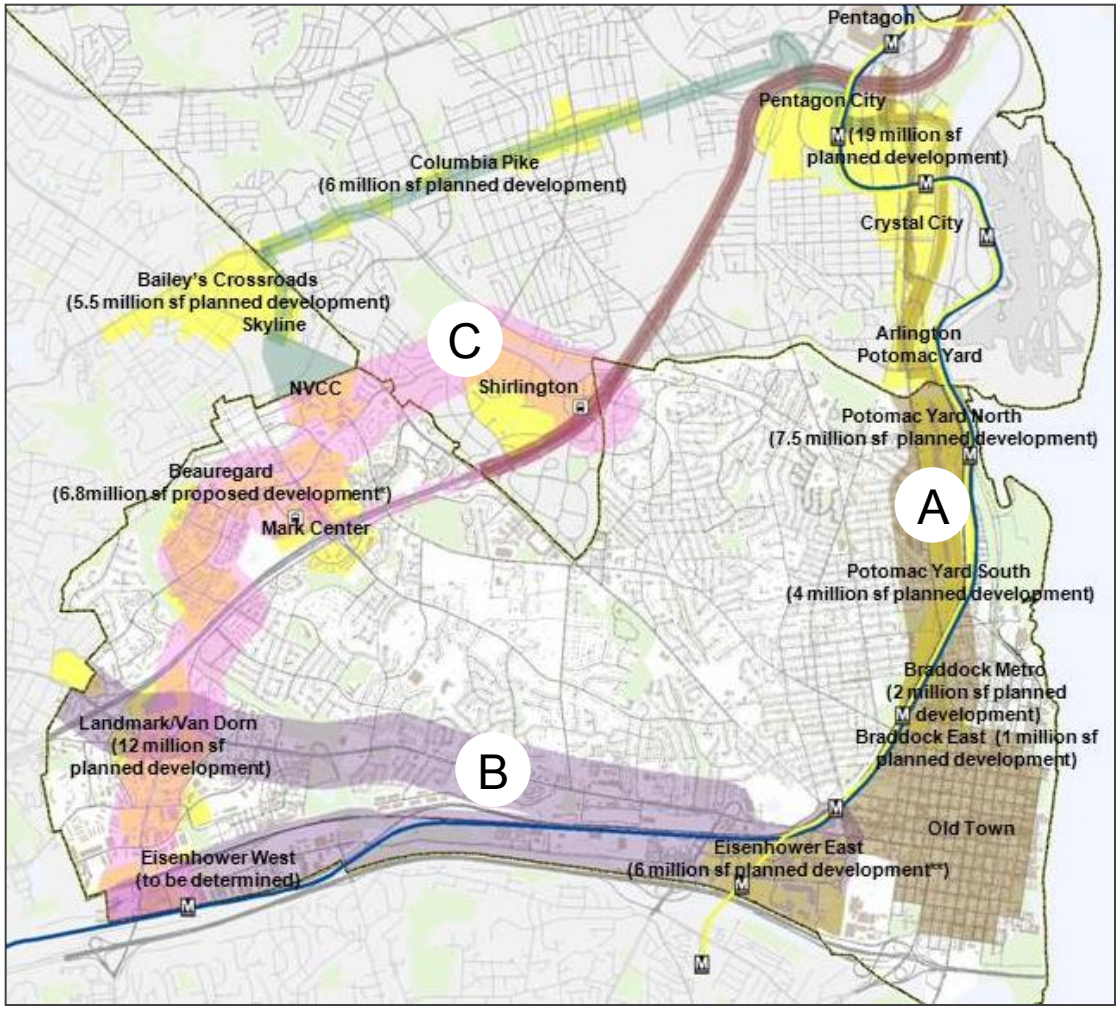
PLANNING & ZONING

City Transitway Initiative



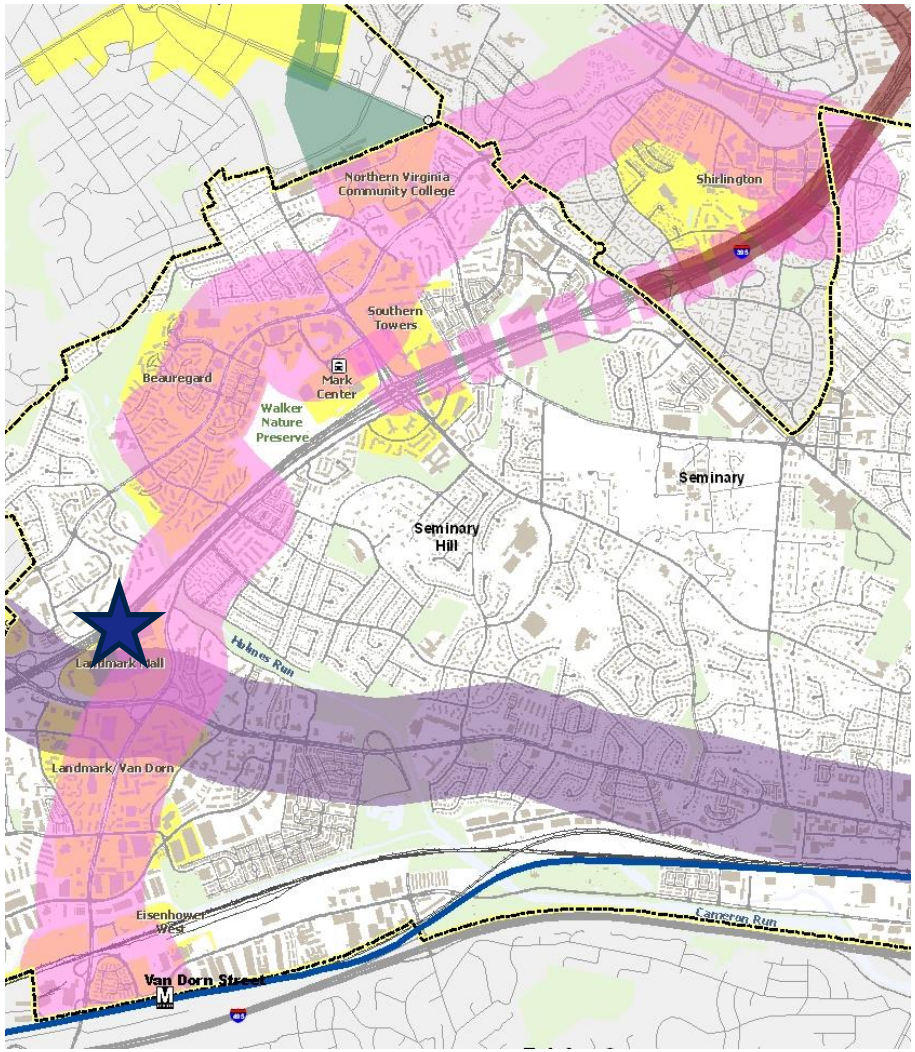






PLANNING & ZONING

Corridors B and C

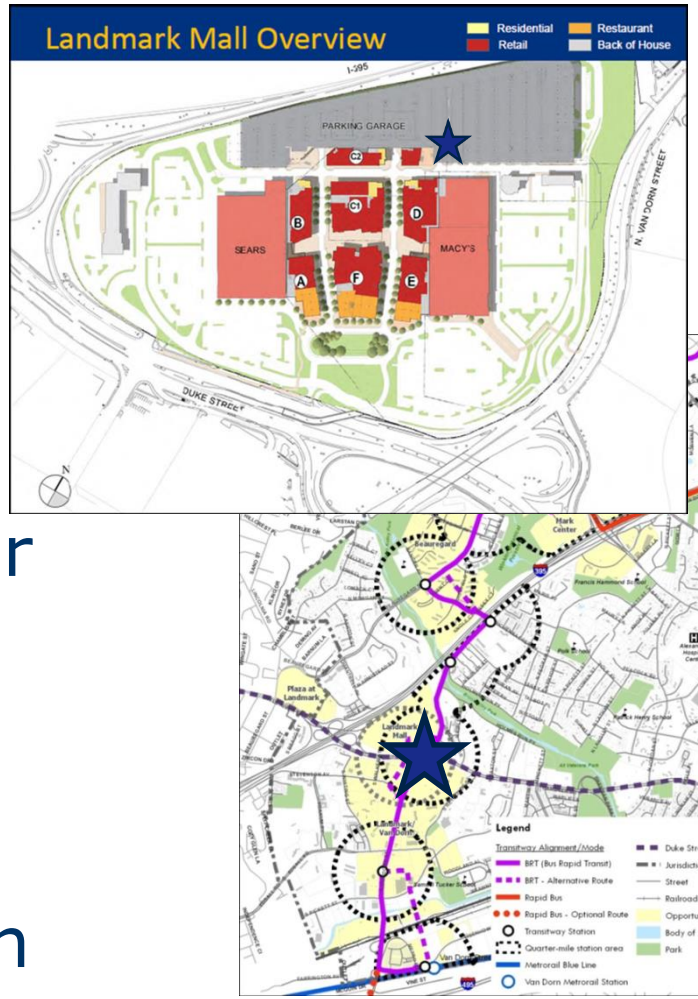


- Corridor B
  - Landmark Mall to King Street Station
- Corridor C
  - Pentagon to Van Dorn Metro
  - Shirlington
  - Landmark Mall
  - NVCC
  - BRAC
- Amenities
  - Low-floor BRT-style vehicles
  - Faster travel times
  - Service specific branding and identity
  - Real-time service information
  - Frequent service
    - 7.5-minute peak period headways
    - 15-minute off-peak headways
  - 12,500 to 17,500 riders per day by 2035

PLANNING & ZONING

On-site Transit Center

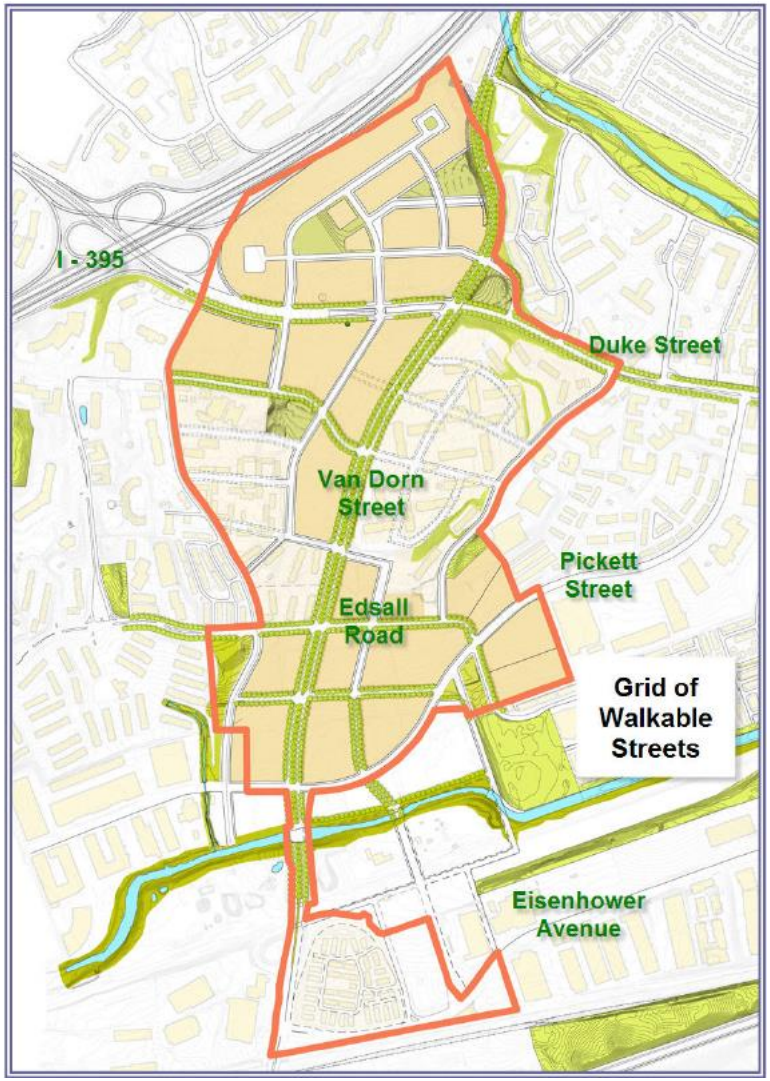
- Located near retail/residential activity
- Accommodates BRT and local buses, allowing for transfers
- Location of Transit Center will increase BRT travel time by ~4 minutes
- Does not preclude eventual location recommended in the Plan



PLANNING & ZONING

Landmark Van Dorn Plan

- Long Term
  - Grid of Walkable Streets
    - Vehicles
    - Transit
    - Pedestrians
    - Bicycles

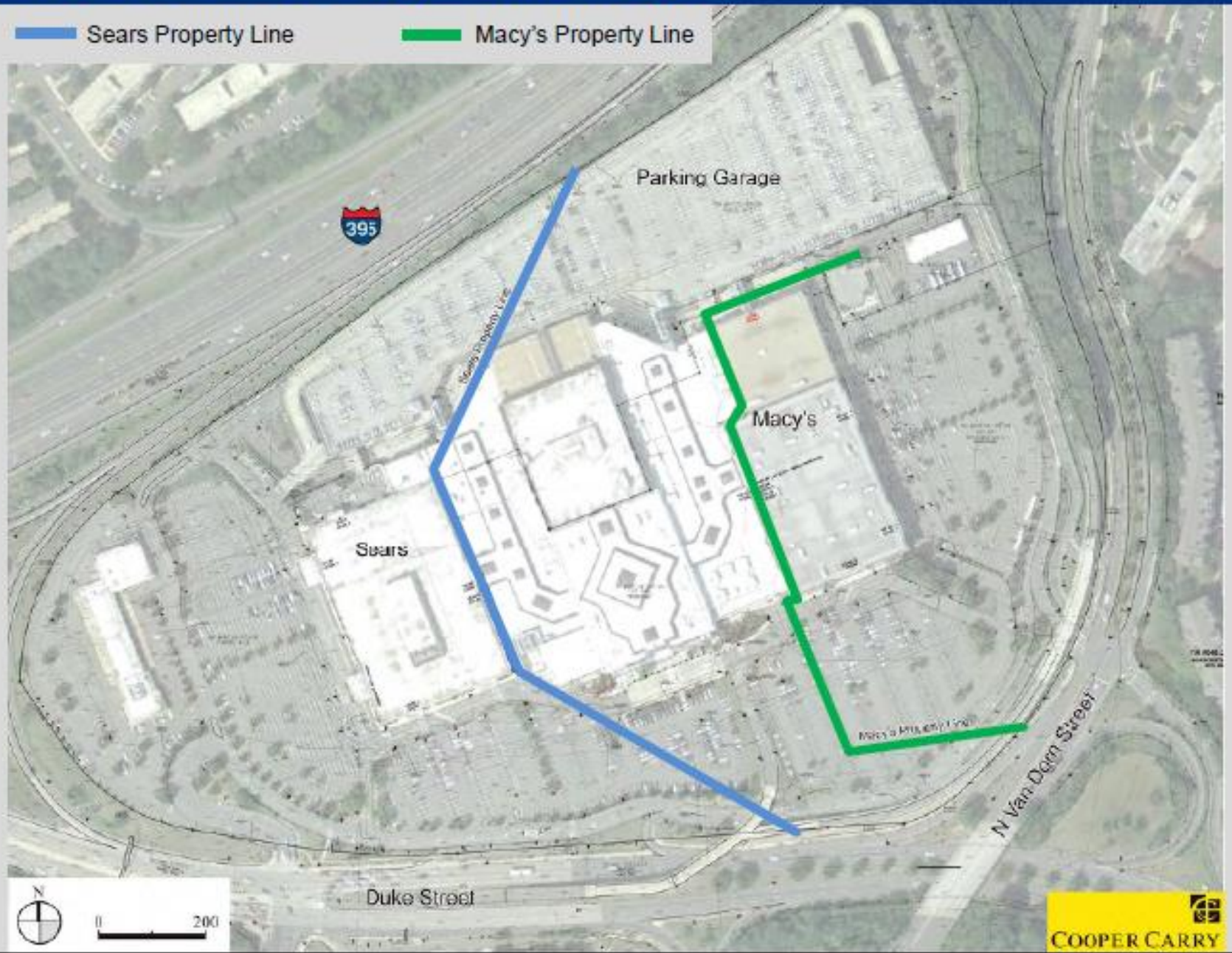


PLANNING & ZONING

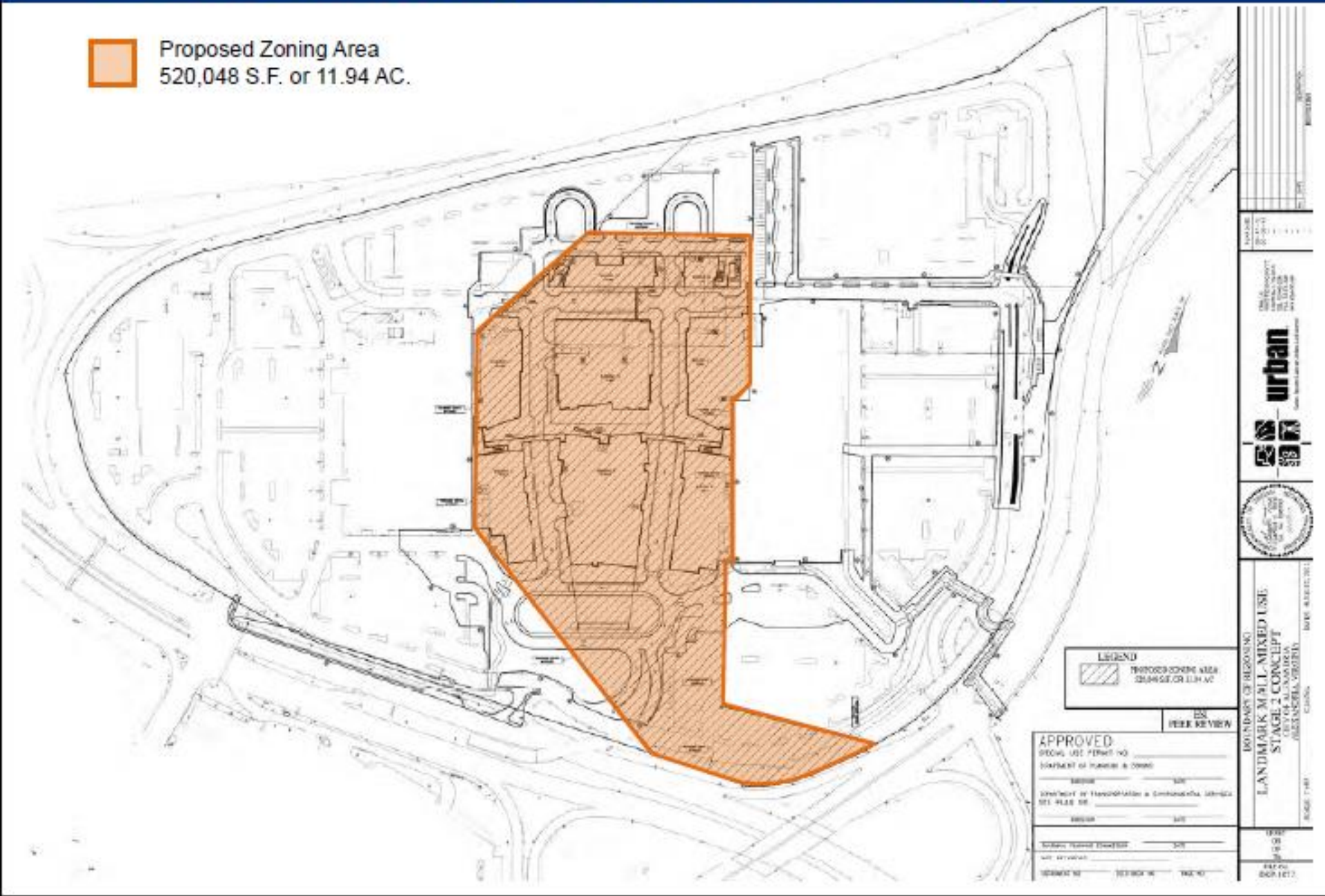
Environmental Enhancements

- Stormwater Treatment
- Enhanced Tree Canopy
- Open Space
- Decreased Impervious Area

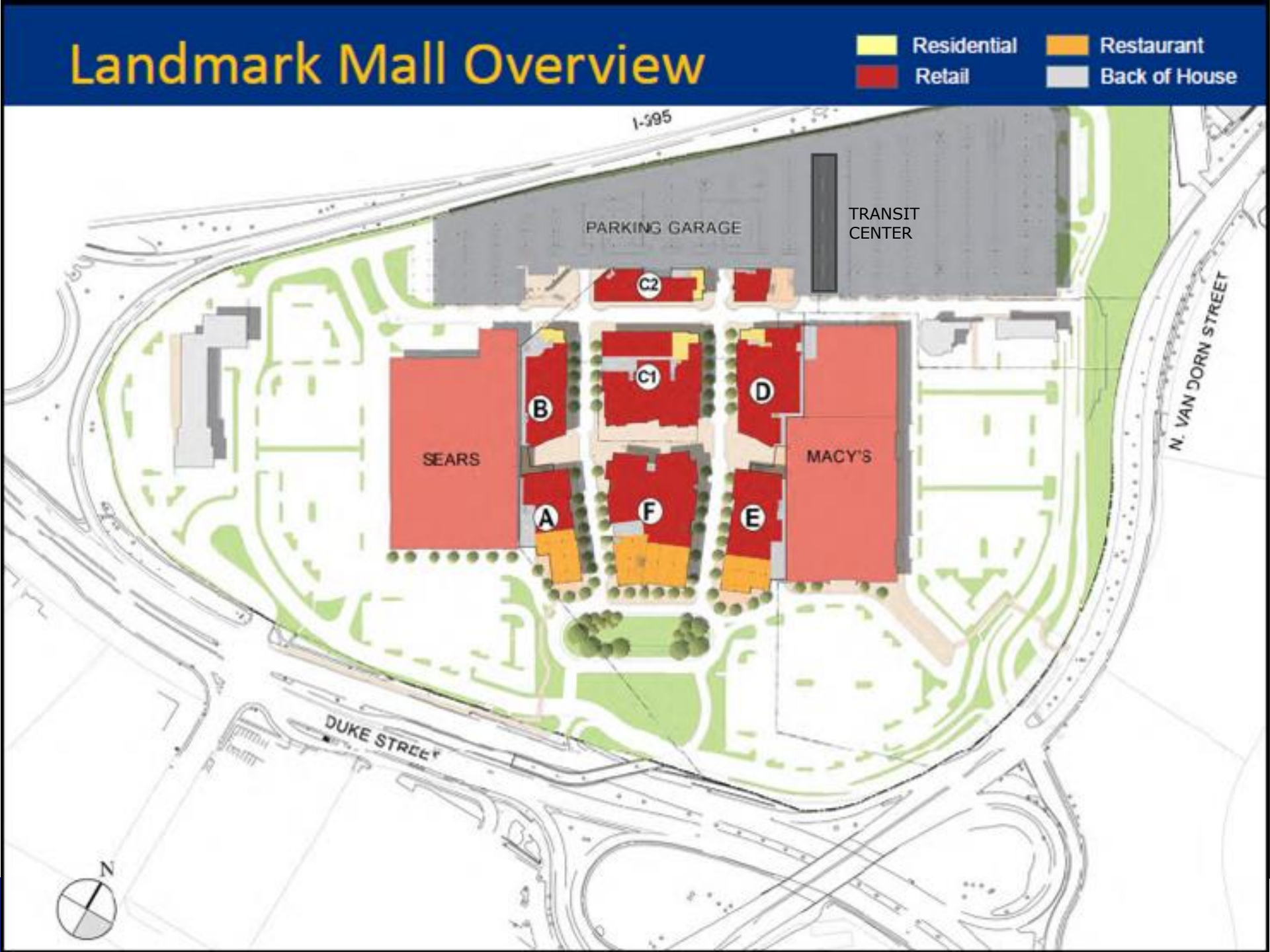
Landmark Mall / Existing



Landmark Mall / Proposed Zoning Area

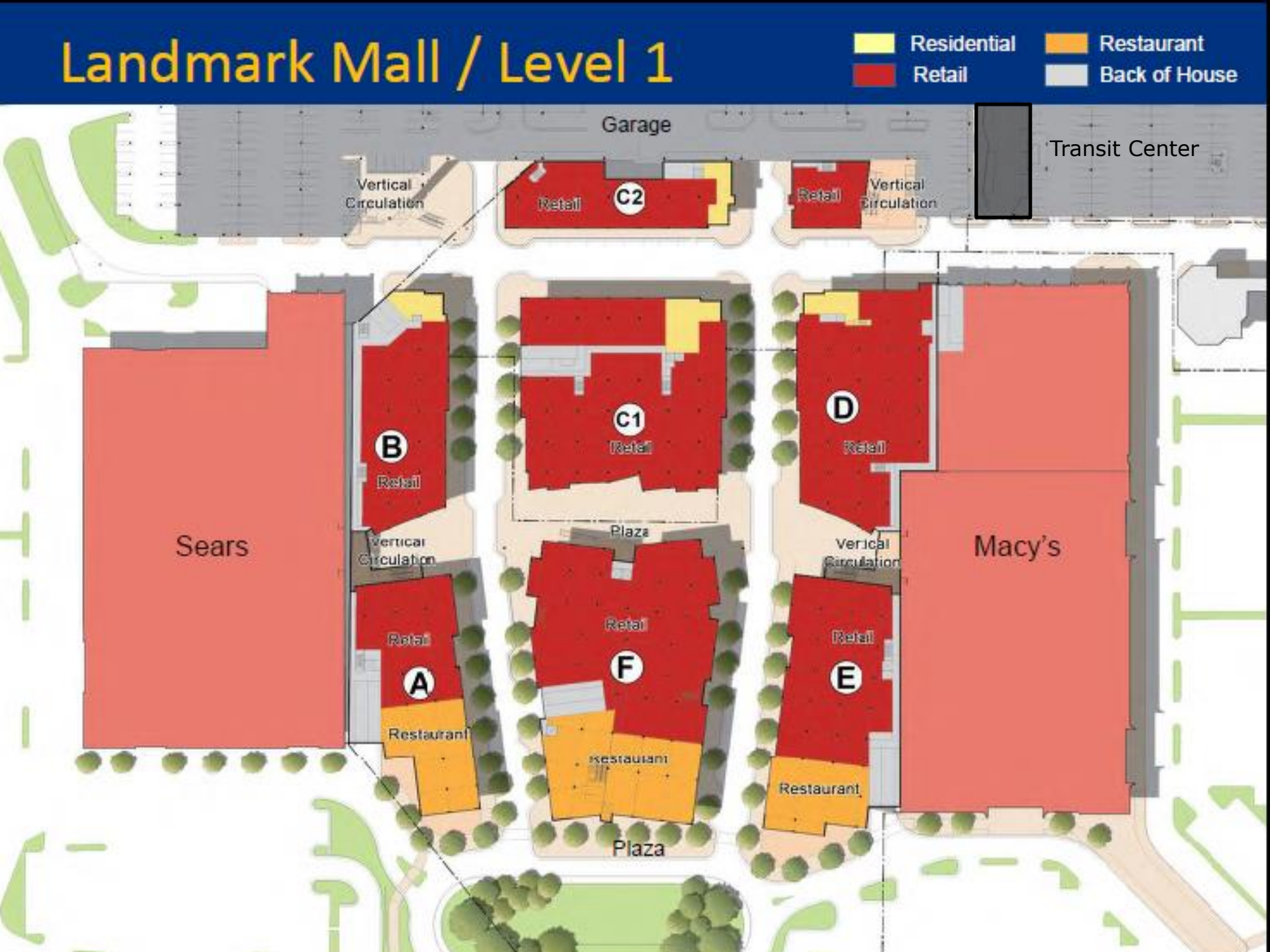


Landmark Mall Overview

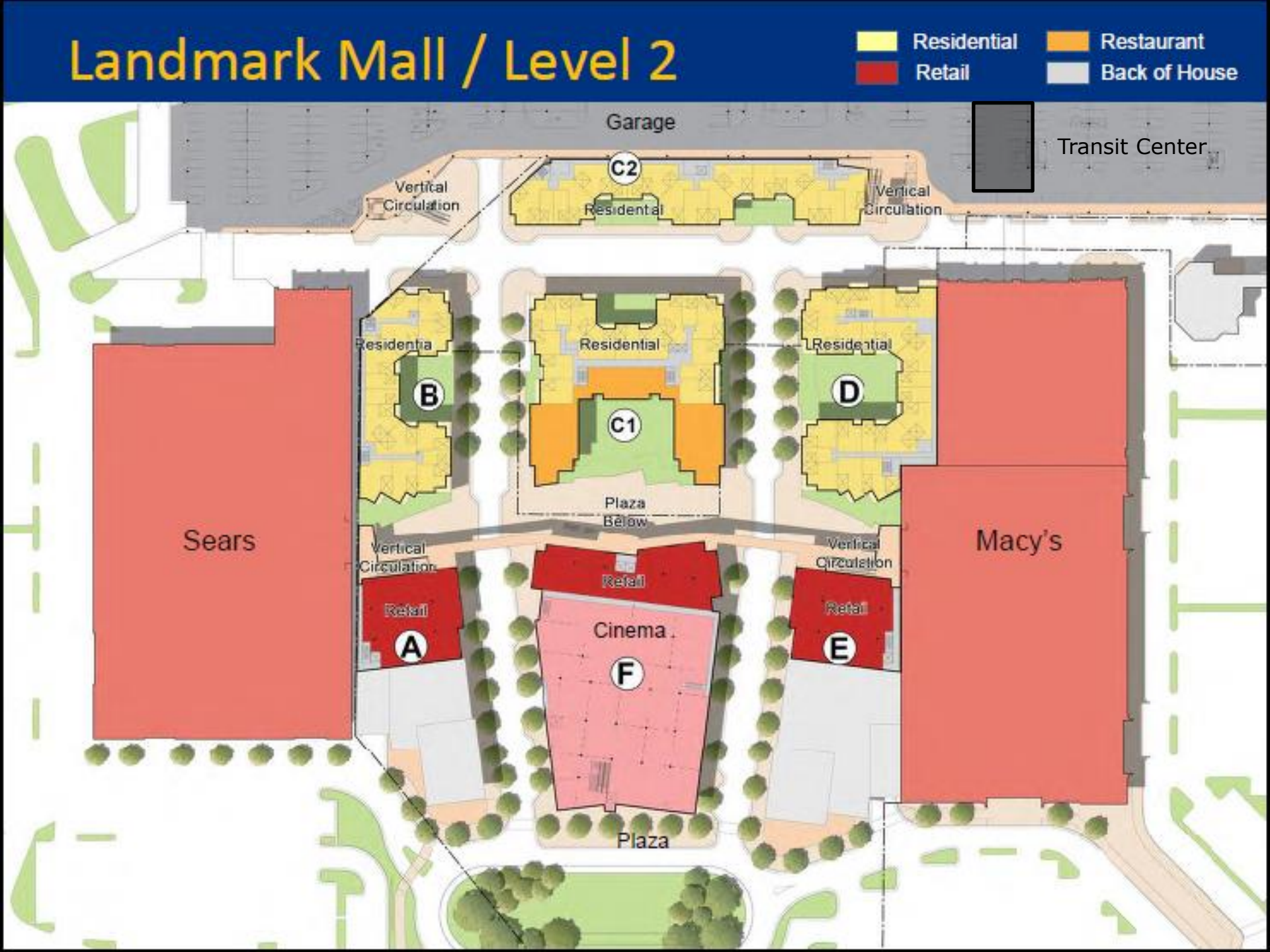



macy's
Richard Hayes

Landmark Mall / Level 1



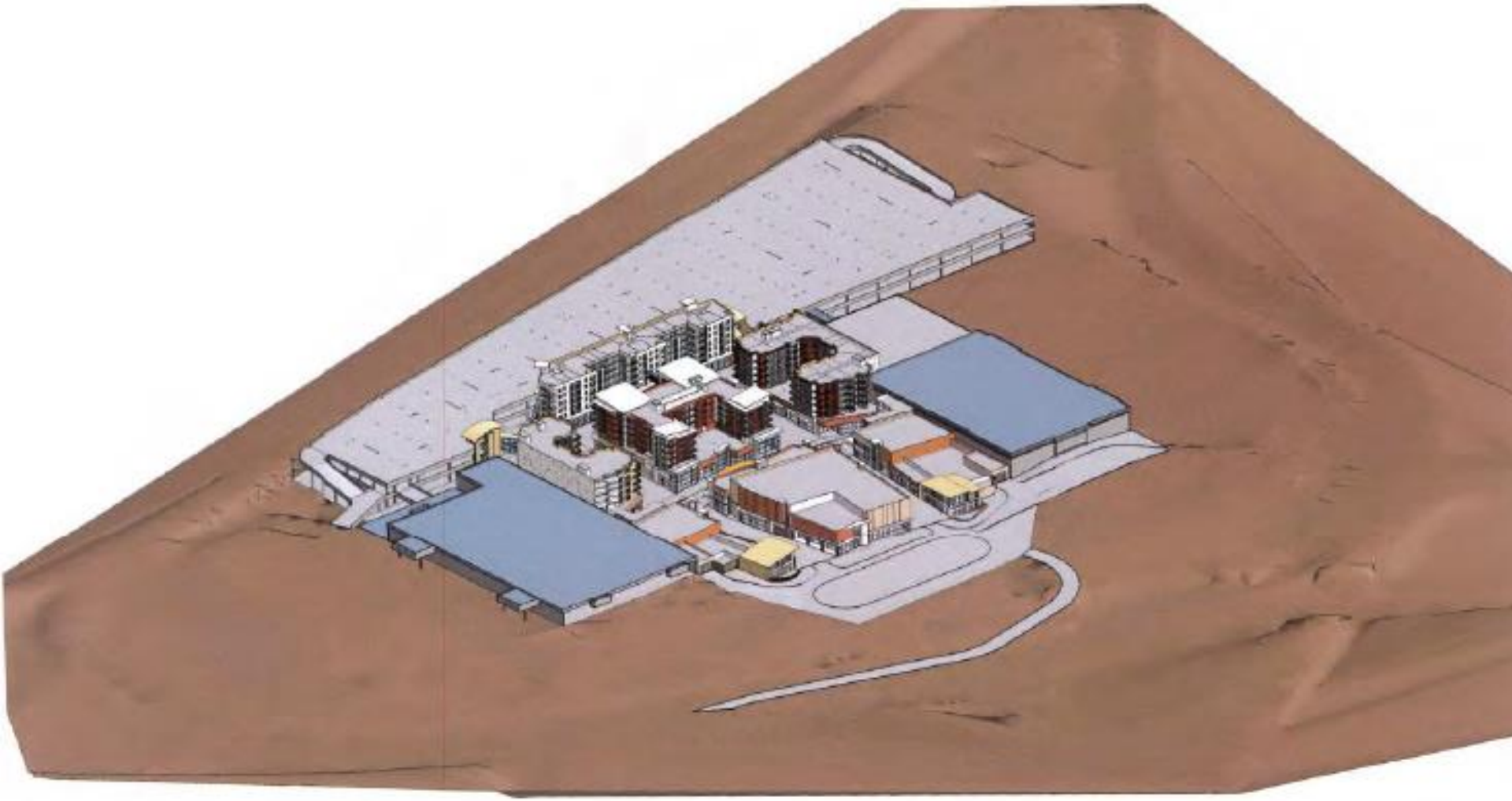
Landmark Mall / Level 2





PLANNING & ZONING

Landmark Redevelopment Phase 1




CINEMA

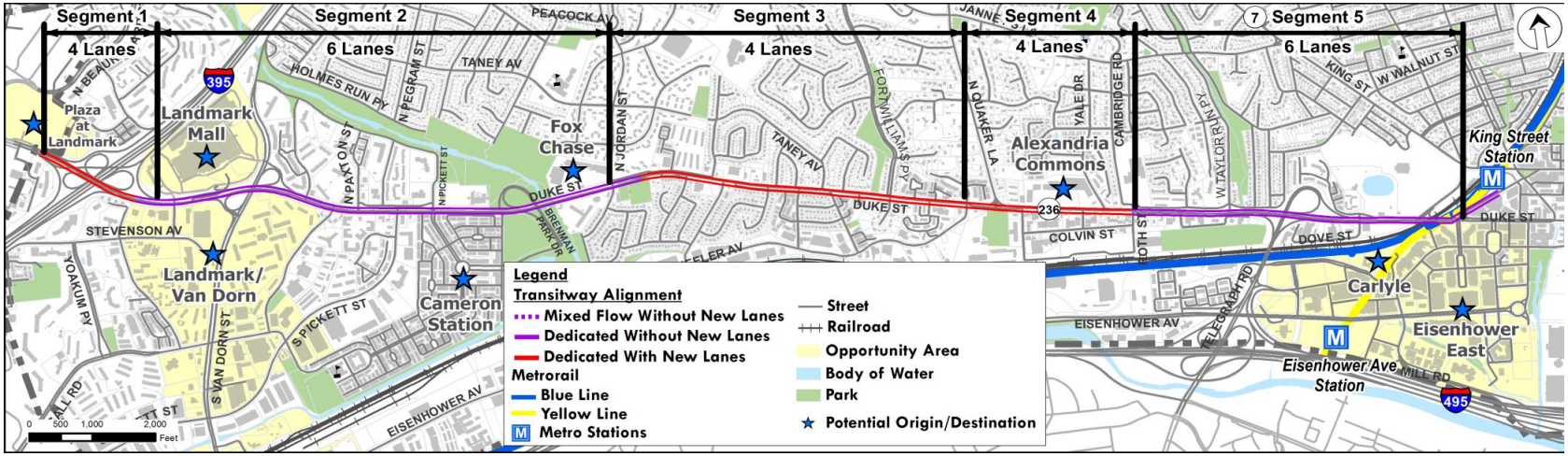
Landmark Van Dorn Corridor Plan Vision and Principles

- Landmark Mall should serve regional, local, and neighborhood needs
- Transit ridership should increase
- More cultural and public art facilities
- Pedestrian friendly activity centers
- Interconnected open space



Corridor B

Curb Running in Dedicated Lanes with Reversible Lane



- Transit running along the curb side
- Transit in dedicated lanes for segments with 6 lanes
- Adds Reversible lane (Jordan to Wheeler) for general purpose traffic during Peak periods – Requires widening
- Maintains frontage roads

PLANNING & ZONING

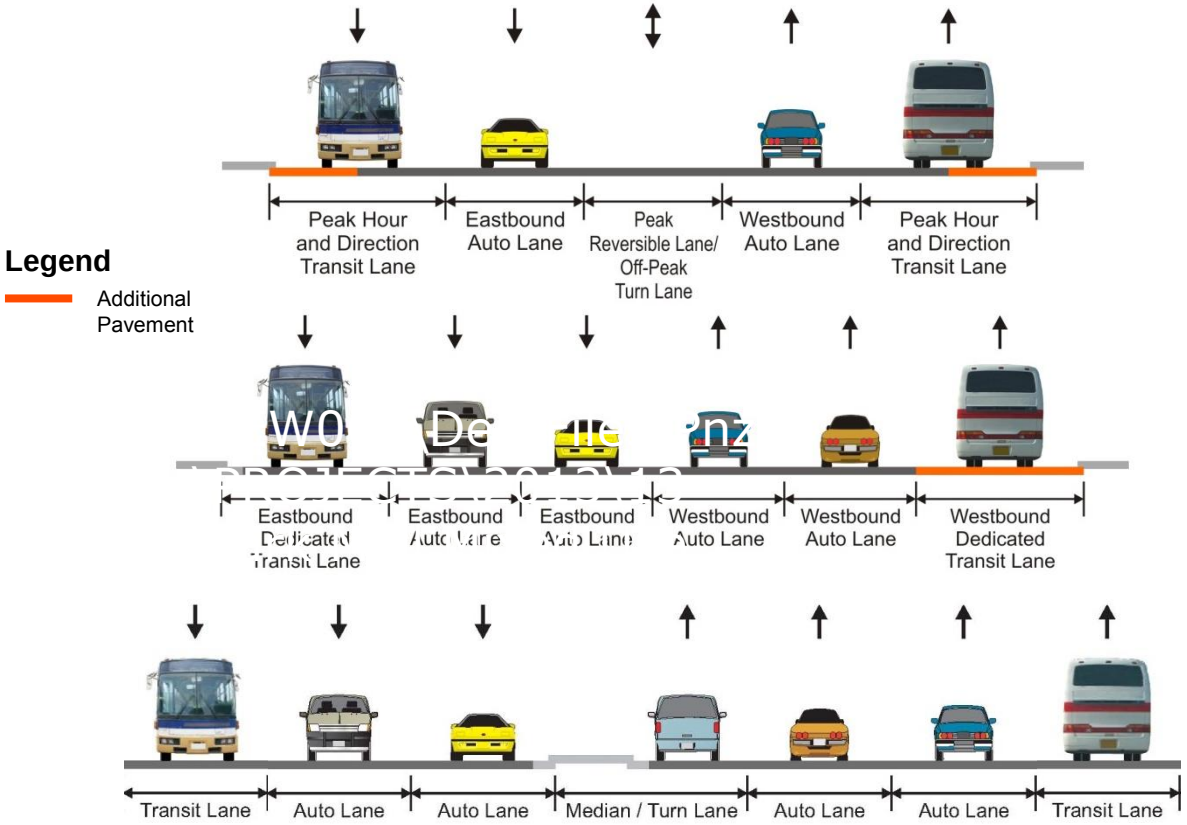
Corridor B

Alternative 3c

Jordan St. to Wheeler Ave.

S. Quaker Lane to Roth Street (Alexandria Commons Area)

Landmark Mall to Jordan Street,
Wheeler Avenue to S. Quaker Lane &
Roth Street to King Street Metro



PLANNING & ZONING

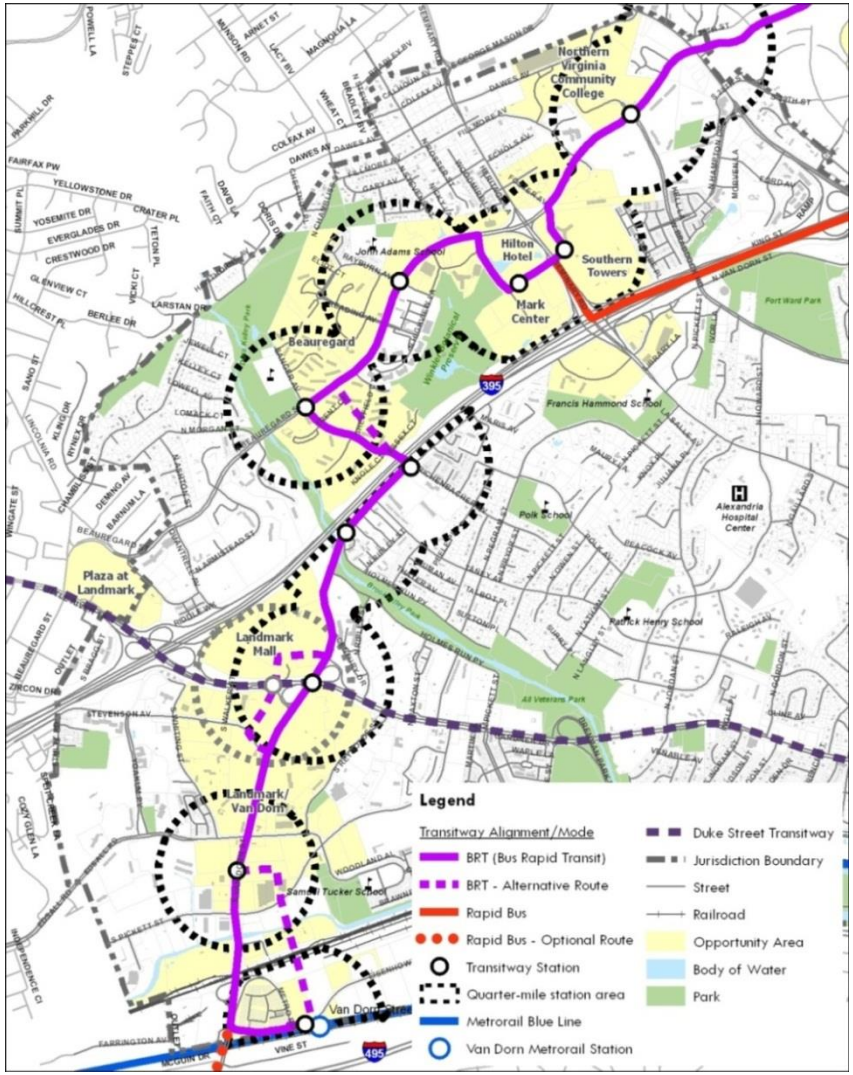
Corridor C



Pedestrians and Bicycles

Transitway

Platform and Landscape Area



PLANNING & ZONING

Legislation Details (With Text)

File #:	DSUP13-008	**Name:**	Hoffman Blocks 11&12 Extension
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	5/13/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	

Title: Development Special Use Permit #2013-0008
2210 Eisenhower Ave. - Hoffman - Blocks 11 & 12
Public Hearing and Consideration of a request for an extension of a previously approved development special use permit with site plan (DSUP #2009-0004) to construct residential/retail mixed use buildings; zoned CDD #2 / Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, attorney
Planning Commission Action: Recommend Approval 5-0

Sponsors:

Indexes:

Code sections:

Attachments: DSUP13-008 Staff Report to CC.pdf
DSUP13-008 Presentation to CC.pdf

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	Pass

Title

Development Special Use Permit #2013-0008
2210 Eisenhower Ave. – Hoffman - Blocks 11 & 12
Public Hearing and Consideration of a request for an extension of a previously approved development special use permit with site plan (DSUP #2009-0004) to construct residential/retail mixed use buildings; zoned CDD #2 / Coordinated Development District. Applicant: Hoffman Company, LLC by Jonathan Rak, attorney
Planning Commission Action: Recommend Approval 5-0

Docket Item #15

Development Special Use Permit #2013-0008
EESAP Blocks 11 & 12 Extension - 2210 Eisenhower Avenue

Application	General Data	
Project Name: Eisenhower East Blocks 11 & 12	**PC Hearing:**	June 4, 2013
	CC Hearing:	June 15, 2013
	If approved, DSUP expiration:	June 15, 2016 (36 months)
	Site Area:	Block 11: 126,010 sf (2.89 ac) Block 12: 59,653 sf (1.37 ac)
Location: 2210 Eisenhower Avenue	**Zone:**	CDD#2
	Proposed Use:	Residential & Retail
	Gross Floor Area:	Block 11: 674,259 sf Block 12: 641,964 sf Total: 1,317,304 sf
Applicant: Hoffman Company, LLC by Kenneth Wire, McGuireWoods LLP	**Small Area Plan:**	Eisenhower East
	Green Building:	LEED Certified or 1 Green Globe (& min. 40% of possible Green Globes points)

Purpose of Application

Approval of a three year extension for a previously approved Development Special Use Permit, DSUP #2009-0004 for two blocks in the *Eisenhower East Small Area Plan* area.

Special Use Permits, Modifications, and other Approvals Requested:

1. Development Special Use Permit with Site Plan Stage 2(DSUP 2013-0008)
2. SUP for affordable housing density bonus per Section 7-700
3. SUP for increased penthouse heights and additional penthouses
4. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.

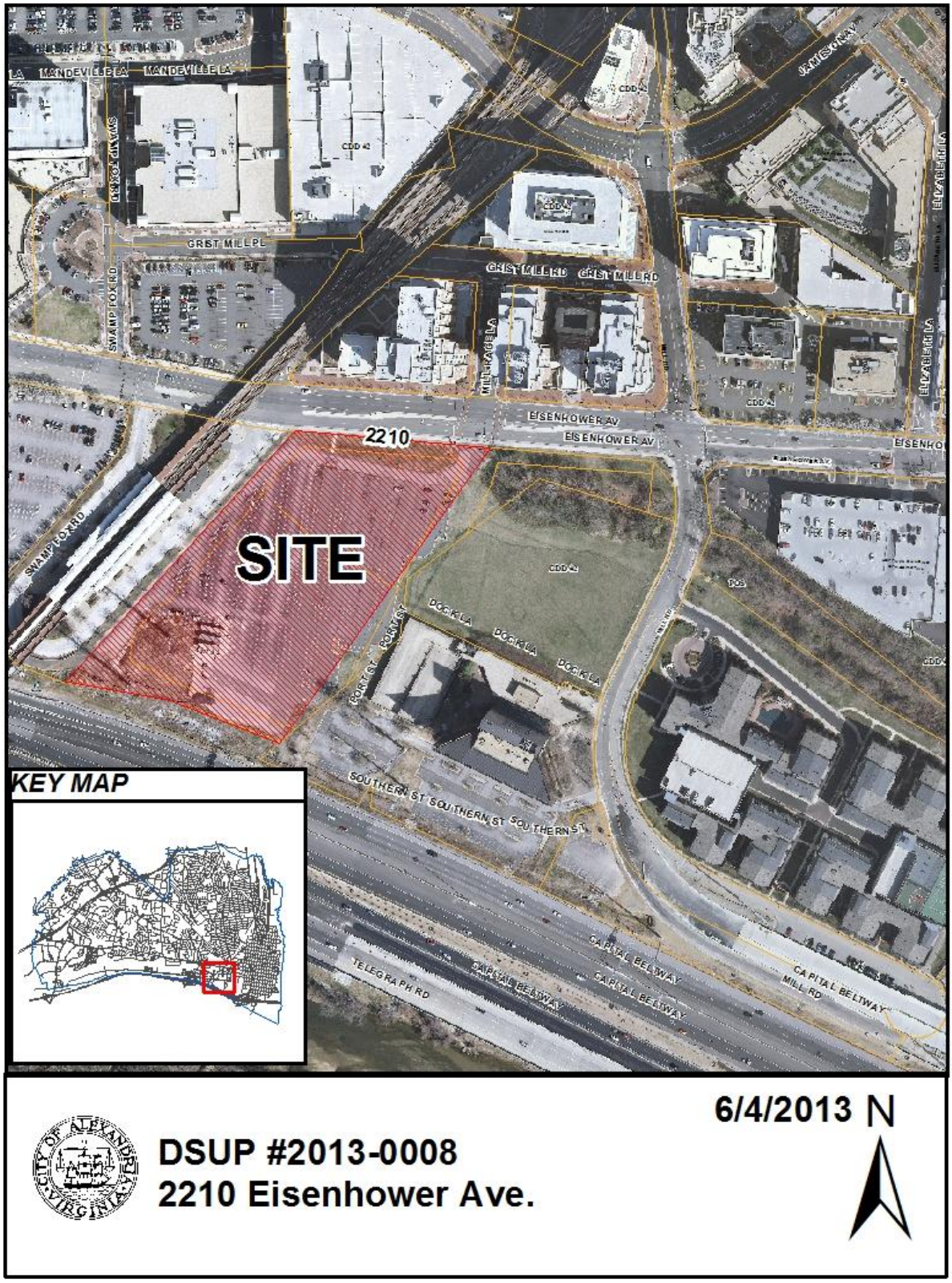
Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Gary Wagner, gary.wagner@alexandriava.gov
Gwen Wright, gwen.wright@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Ms. Lyman, seconded by Ms. Wasowski, the Planning Commission voted to **recommend approval** of DSUP #2013-0008, subject to compliance with all applicable codes, ordinances, staff recommendations and conditions. The motion carried on a vote of 5 to 0. Commissioners Komoroski and Wagner were absent.

Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers: Ken Wire, attorney representing the applicant, spoke in support of the application.


2210
SITE
EISENHOWER AV
GRIST MILL RD
GRIST MILL PL
SWAMP FOX RD
MILL RACE LA
DOCK LA
PORTAL PARK
SOUTHERN ST
CAPITAL BELTWAY
TELEGRAPH RD
MILL RD
KEY MAP
DSUP #2013-0008
2210 Eisenhower Ave.
6/4/2013
N

I. REQUEST

The applicant for Blocks 11 and 12 in Eisenhower East, Hoffman Company, LLC, is requesting approval of an extension of the previously approved Development Special Use Permit (DSUP2009-0004) and associated applications for a proposed mixed-use, residential and commercial development. The applicant was unable to start construction of the development within the required timeframe due to financial constraints and the larger economic situation. This application does not need an extension of the approved Master Plan Amendment for increased building height and density, the CDD Concept Plan, the TMP, the encroachment for a transformer vault in the Port Street right-of-way, or the street naming cases, which were part of the original approval, because they have no expiration. The following is a summary of the approvals needed for the extension application:

1. Development Special Use Permit with Site Plan (Stage 2);
2. SUP for affordable housing density bonus per Section 7-700;
3. SUP for increased penthouse heights and additional penthouses;
4. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.

All of the above are described in the original Staff Report approved by City Council on April 17, 2010, which is attached for reference.

II. SITE DESCRIPTION

Blocks 11 and 12 are located in the Coordinated Development District (CDD#2) zone, on the south side of Eisenhower Avenue, adjacent to the Eisenhower Avenue Metro station, which is west of the site. Blocks 19 and 20 are located to the east of the subject property. Block 19, owned by Paradigm Development Company, is currently under review by the City for a new high-rise building consisting of 505 dwelling units, and is also on the Planning Commission and City Council docket in June. Block 20 is occupied by a vacant office building, formerly the offices of the American Trucking Association (ATA). To the south of the site are the future Southern Street, Dominion Virginia high-tension power lines, and the Capital Beltway.

III. BACKGROUND

The development proposal for Blocks 11 and 12 includes the construction of two mixed-use buildings with three towers and five levels of below grade parking. The project will provide approximately 1,200 dwelling units and 67,000 square feet of retail, including a grocery store on Block 11. The project will also include over 50,000 square feet of new affordable housing and a significant contribution to the City's Housing Trust Fund. In conjunction with this project, there will also be a major renovation of the Eisenhower Metro Station and a new open space plaza on the north side of the station.

Block 11 consists of one building with two towers and the grocery store at the ground level for a total of approximately 675,000 total square feet. The east tower will be approximately 22 stories

and the west tower adjacent to the Eisenhower Avenue Metro Station will be approximately 31 stories. In addition to the below grade parking, a 150-space surface parking lot on Block 11 is proposed in conjunction with the proposed grocery store use. This surface lot is located below major Dominion Virginia Power transmission lines and, thus, no building can be located in this area.

A 28 story residential tower is proposed on Block 12 consisting of approximately 642,000 square feet with approximately 17,000 square feet of retail space on the ground floor level, mostly facing Eisenhower Avenue.

Framing the new blocks will be several new streets for the development. Dock Lane and Southern Street will run east and west, while Anchor Street and Port Street will run north and south, forming the two new blocks. Anchor Street will be constructed between the site and the Metro station, with a mid-block connection from Dock Lane providing access to the station. Hoffman Company will construct the three new streets that form Blocks 11 and 12, and will share in the cost and construction of a portion of Port Street, the fourth street, with the adjacent Paradigm development on Block 19.

IV. SUMMARY OF ISSUES

The applicant is not requesting any changes to the original DSUP with this extension; however, there are several changes to the conditions recommended by Staff. Below is a brief summary of the main changes:

- There are several amendments to the conditions to bring them into conformance with new or updated City policies and standards, such as: 1) an amendment to the Housing condition to change the number of years for the set aside units from 30 to 40 years; 2) an increase in the number of bicycle parking spaces per Alexandria's current Bicycle Parking Standards; 3) a change to the Eisenhower Avenue widening along Block 12 that requires the developer to construct the improvements rather than provide payment to the City to construct (this portion of Eisenhower Avenue is no longer included in the Eisenhower Avenue Roadway Improvements project); 4) allow for some possible changes to brick sidewalks in concert with additional City studies on accessibility; 5) allow for some possible bike facilities, such as signage and sharrows, on Dock Lane; and 6) amendments to the BMP conditions to bring them up to current standards.
- There are also several new conditions, such as: 1) getting the right-of-way dedication along Eisenhower Avenue and the Block 19 frontage, which was provided for in the Stage I DSUP; 2) providing access for a new trail that connects to the open space on Block 19; and 3) landscape requirements for a proposed sanitary sewer pump station on Block 19;
- There are also some minor changes to the City Code Comments.

Amended and new conditions are underlined. Deleted conditions are ~~stricken~~.

V. STAFF RECOMMENDATION

Staff recommends **approval** of the requested extension of three years for Blocks 11 and 12, subject to compliance with the Amended Conditions of Approval section below.

VI. STAFF RECOMMENDATIONS:

1. The final site plan for Blocks 11 & 12 shall not be released until the successful execution of a three-party agreement between Hoffman, the City and WMATA regarding the Eisenhower Station Improvements, Bus Loop Improvements, and Expanded Eisenhower Station Square, including the transfer of 63,905 sf (1.467 acres) of property from WMATA to the City for construction of necessary infrastructure. (P&Z)(T&ES)(RP&CA)(PC)

2. The final site plan shall be in substantial conformance with the preliminary plan originally submitted on dated 10/22/09, as amended by the applicant's replacement architectural and civil drawing sheets dated 11/05/09 and landscape drawing sheets dated 11/06/09 (the November 5, 2010 Preliminary Plan) with the changes to the building design reflected in the building design submission packages dated February 16, March 16 and March 23, 2010 and comply with the following conditions of approval. (P&Z) (PC)

3. The applicant is responsible for obtaining agreements for the dedication of all public rights-of-way, except in regard to the WMATA right-of-way noted in Condition 1 and VDOT right-of-way noted in Condition 4. In the first case, it shall be the responsibility of the City, and in the latter the City and the applicant will work jointly to obtain agreements for these dedications. Agreements for the dedication of all public rights-of-way must be reached prior to the release of the final site plan**.** The deeds of dedications shall be recorded prior to the release of the first certificate of occupancy for either Block 11 or 12.

A. PEDESTRIAN/STREETSCAPE

4. **CONDITION AMENDED BY STAFF** Provide the following pedestrian improvements as shown in the preliminary plan or referenced attachments to the satisfaction of the Directors of P&Z, RP&CA and T&ES:***
   a. Subject to the overall construction phasing plan referenced in Section L of this document, complete all pedestrian improvements prior to the issuance of the first temporary or permanent certificate of occupancy permit.
   b. Install ADA accessible pedestrian crossings serving the site.

c. All brick sidewalks within the public right-of-way shall comply with the City's Memo to Industry 05-08. If an alternate design for the brick sidewalks that incorporates a City standard concrete portion is developed by the City prior to release of the final site plan, this design shall be required for Eisenhower Avenue, Port Street and Anchor Street.
d. Sidewalks shall be flush across all driveway crossings.
e. All newly constructed curb ramps shall be concrete with detectable warnings and shall conform to current VDOT standards.~~as outlined in a City Memo to Industry (3/07) available on-line: http://alexandriava.gov/tes/info/default.aspx?id=3522~~
f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps, including future Port Street crossings, shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
g. Provide and install pedestrian actuated in-roadway warning lights or MUTCD approved rectangular rapid flash beacons for the mid-block Anchor Street pedestrian crossing connecting to Block 11.
h. Provide colored and imprinted concrete pedestrian crosswalks for all crossings within the public right-of-way, except at the intersection of Southern Street and Port Street, which shall be thermoplastic. Concrete crosswalks shall be H20 loaded and shall have 6" white lines on the outside edges of the concrete. All crosswalks shall be 10' wide.
i. Crosswalks on Dock Lane shall be installed and maintained by the applicant.
j. Thermoplastic crosswalks shall be standard, 6" wide white parallel lines with reflective material, 10' wide between interior lines.
k. Remove the northern crosswalk on Block 12 located at the Anchor Street and Dock Lane intersection, including the portion crossing the bus loop road.
l. Shift the crosswalk on Block 11 located at the Anchor Street and Dock Lane intersection to the south – including the portion crossing the bus loop road – in order to provide additional stacking room for buses.
m. Provide a decorative fence and densely planted shrubbery in the Anchor Street median to guide pedestrians to designated pedestrian crossings.
n. Provide special paving patterns to designate entrances per the *Eisenhower East Design Guidelines* in sidewalk areas outside of the public ROW.

Eisenhower Avenue:

o. Revise spacing of street trees along Eisenhower Avenue to be 25-feet on-center in compliance with the *Eisenhower East Design Guidelines*.
p. Subject to the maximum right-of-way dedication specified in CDD#2005-0002 Condition #22 which states: "67' south of the centerline shown on DSUP98-0042 shall be provided by Applicant," the applicant shall design and construct 16' of pavement (11' lane, 5' bike lane), curb and gutter, bump outs and an 18' wide sidewalk along the frontage of Block 12 in accordance with the City's Eisenhower East Small Area Plan and Sheet 13 of final site plan #2. ~~the applicant shall coordinate with the City on the Eisenhower Avenue widening project.~~

q. Update the internally illuminated street name signs at the intersection of Eisenhower Avenue and Mill Race Lane to include both Mill Race Lane and Port Street on the signs facing Eisenhower Avenue.

Port Street:

r. The minimum width of the sidewalk along Port Street shall be per the preliminary plan except at the southeast corner of Block 11 which shall be 10 feet (5 feet unobstructed) per ATTACHMENT A.

~~s. The applicant shall enact a land transfer agreement with the owner(s) of Block 19 to allow the construction of Port Street as well as the construction of a 14-foot-wide (8 feet unobstructed) brick sidewalk with street trees 25 feet on center.~~ [CONDITION SATISFIED]

~~t. Any proposed retaining walls on the applicant's property on Block 19 facing the RPA open space on that block as a result of the construction of Port Street shall be a stone veneer.~~

u. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Port Street shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.***

v. Condition deleted. (PC)

w. Provide the street trees along Port Street at the southeast corner of Block 12 as shown on Sheet L3.03 of the preliminary plan, spaced 25 feet on center in accordance with the *Eisenhower East Design Guidelines.*

x. Provide one pick-up/drop-off space in front of the residential lobby on Port Street on Block 12.

Anchor Street:

y. The minimum width of the sidewalk along Anchor Street shall be per the preliminary plan.

z. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Anchor Street shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.***

aa. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, construction of sidewalks along Anchor Street shall be per the approved construction phasing plan noted in Section L of this document.***

bb. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, widen the sidewalk in the Anchor Street median at Southern Street to 6 feet.

Dock Lane:

cc. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Dock Lane shall be constructed, operational, and a public access easement shall be dedicated to the City.***

dd. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, construction of sidewalks along Dock Lane shall be per the approved construction phasing plan noted in Section L of this document.***

ee. The Dock Lane street section, including the sidewalks, size of parking spaces, and street trees in ADA-compliant tree grates shall be as shown in ATTACHMENT B.

ff. The visual treatment of the parallel parking spaces and pick-up/drop-off zones along Dock Lane shall be designed to match the treatment of the surface lot parking spaces on Block 11 or shall have color concrete pavers at the election of the Director of P&Z**.** (PC)

gg. Ensure all retail bays comply with required sidewalk widths.

hh. Explore the provision of one pick-up/drop-off space in front of each residential lobby on Dock Lane.

ii. <u>If the Bicycle Master Plan update determines that bike facilities, such as signage and sharrows, should be installed on Dock Lane, the applicant shall permit the City to install such facilities.</u>

Swamp Fox Road and Eisenhower Metro bus loop:

jj. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Swamp Fox Road shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.*** The applicant shall dedicate 9 feet of right-of-way to the City for this street.

kk. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, provide a 10-foot-wide temporary asphalt sidewalk along the west side of Swamp Fox Road from Southern Street to Eisenhower Avenue.***

Southern Street:

ll. Revise the site plan to provide the following:

i. A four (4) foot wide minimum landscape buffer and a six (6) foot wide minimum sidewalk along Block 11 as shown on ATTACHMENT C.

ii. Elimination of proposed parallel parking spaces along Southern Street to provide additional planting area within the parking lot and flow through islands for additional trees.

iii. Provide additional street trees along the north side of Southern Street as shown on ATTACHMENT C.

mm. Subject to the City and the applicant working jointly to successfully acquire the necessary rights-of-way from VDOT, and the City acquiring WMATA right-of-way and successfully executing the Hoffman/WMATA/City joint agreement, and prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Southern Street from Port Street to Swamp Fox Road shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.*** (PC)

nn. Coordinate boundary information and final alignment of Southern Street with adjacent property (Block 20) to the east.* (P&Z)(RP&CA)(T&ES)

oo. Align Southern Street to the south as shown on the preliminary plan provided that the City and the applicant are successful in obtaining agreements for necessary right-of-way dedication from VDOT.

B. OPEN SPACE/LANDSCAPING

5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions and the *Eisenhower East Design Guidelines* to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
   a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
   b. Ensure positive drainage in all planted areas.
   c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Continuous tree trenches shall be provided along streets where there are street trees. All trees shall have a minimum soil volume of 300 cubic feet.
   d. All street trees adjacent to retail shall be 4' x 8' and have tree grates.
   e. Provide detail sections showing above and below grade conditions for plantings above a structure. All plantings above structure shall comply with City of Alexandria Landscape Guidelines. Provide an exhibit documenting soil volume. (P&Z)(RP&CA)

6. **CONDITION AMENDED BY STAFF** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RP&CA:
   a. Ensure all drawings are coordinated.
   b. Provide a narrative demonstrating compliance with the open space requirements for the project.
   c. Revise the crown coverage calculations in accordance with ATTACHMENT D.
   ~~d. Replace Quercus trees along Dock Lane with Koelreuteria paniculata.~~
   e. Amend details for turf area over structure to align with manufacturer's recommendations. (P&Z)(RP&CA)

7. Provide the following additional modifications to the proposed surface parking lot on Block 11 to the satisfaction of the Director of P&Z:

a. Additional screening of the surface parking lot from view of public streets, particularly along Port and Anchor Streets, per ATTACHMENT E.
b. A maintenance plan for the flow through islands in the parking area. The plan shall include information on daily and long-term care, cleaning, and maintenance.
c. Wheel stops for parking spaces adjacent to landscape areas.
d. Final details of the parking lot to be determined at Final Site Plan. (P&Z)(PC)

8. The plans for the Eisenhower Station Square, included as part of the November 5, 2009 preliminary plan submission, as amended by the Design Review Board submission dated March 23, 2010, are conceptual in nature and shall be revised prior to release of the final site plan to, at a minimum, include the following to the satisfaction of the Directors of T&ES, RP&CA, and P&Z:
   a. Continue to work with staff and WMATA to provide a comprehensive plan for both plazas (east and west) for design and construction. The design of the urban squares shall be integrated with the design of the metro station and with the proposed development.
   b. The plaza shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal and formal gatherings and events.
   c. The plaza shall be created with the highest quality materials, paving, design and amenities.
   d. With the Stage 2 DSUP application for Blocks 9A & 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space.
   e. Final design and construction of the western plaza shall be in conjunction with a Stage 2 DSUP for Blocks 9A & 9B. The plaza shall include at a minimum, hardscaping and landscaping to accommodate informal outdoor gatherings, a fountain, benches, trash receptacles, and special lighting. The plaza shall be fully open to the public with a perpetual public access easement provided and depicted on the subdivision plat prior to the release of the final site plan.
   f. Provided that the City agrees to reimburse the applicant (by form of credit to final site plan fee, building permit, and/or CO fee, at applicant's election) for all costs incurred in connection with designing the portion of the plaza that the applicant does not have the obligation to construct in the Stage 2 PDSUP Infrastructure Phasing Plan on Sheet 10 of the Preliminary Plan, the final design of the eastern plaza shall include the area under the metro platform and be completed prior to final site plan approval for the Stage 2 DSUP for Blocks 11 and 12. The plaza shall include at a minimum, hardscaping and landscaping to accommodate informal and formal outdoor events, shows and other activities for workers, retail patrons and visitors, as well as residents of the City. The square shall also include the following:
      i. Relocated Eisenhower statue as described in Condition 11 below;
      ii. Information or quotes within the granite paving area of the plaza and/or base of the statue in order to highlight the historic significance of President Eisenhower.

iii. One readily accessible two phase 120 volt power source. Locate in coordination with City Staff.
iv. Work with WMATA and the City to incorporate special lighting under the overhead Metro platform.
v. Explore providing 5 to 7 additional ornamental trees in landscaped bands with additional benches in the plaza area around the statue.
vi. Provide four medium sized shade trees or ornamentals on the east side of the metro platform.
vii. Ensure that landscape bands do not interfere with pedestrian desire lines to and from the station.
viii. Align granite band with crosswalk on east side of plaza.
ix. On-site mock-up/sample of the stamped/imprinted concrete paving to be approved by T&ES and P&Z prior to construction to verify color and panels.
x. Integral color concrete is discouraged. Stained concrete is preferred. (City Council)

g. The final design of any proposed LID measures on either plaza or along Swamp Fox Road are subject to the approval of T&ES, RP&CA and P&Z.
h. The eastern portion of the park shall be dedicated to the City and constructed with the Metro bus loop road as may be provided in the Memorandum of Understanding for the Eisenhower Station Improvements, Expanded Eisenhower Station Square, and Bus Loop Improvements prior to the issuance of the first certificate of occupancy for either Block 11 or 12.*** (PC) (P&Z)(RP&CA)(T&ES)

9. Per Condition 27 of CDD#2005-0002, the applicant must plan and construct Eisenhower Station Square. In lieu of actually constructing the portion of the open space anticipated in this CDD Condition, the application shall contribute a maximum of $350,000 to the City, and the City and the applicant shall mutually reconcile the actual construction costs after the completion of construction. (PC)

10. The design for the open space plaza in the northeast corner of Block 12 shall be coordinated with the Historical Interpretive Plan and subject to the following:
a. Consider provision of an artistic element of appropriate size in the plaza or on the face of the building that recalls the historic aspects of the site, including the historic 18th century landing/wharf and mill race in that location.
b. Provide paving patterns that reflect the location of the mid-19th century shoreline and swamp in that location.
c. Provide an interpretive marker in the plaza that highlights the historical aspects of the site.
d. Consider provision of additional planting area and benches in the plaza.
e. All planters shall be seatwall height. (P&Z)

11. Accept the relocation of the existing statue of President Eisenhower currently located in the Eisenhower Avenue and Holland Lane rotary to the future Eisenhower Station Square

as indicated in the *Eisenhower East Small Area Plan* to the satisfaction of the Directors of P&Z, RP&CA and in accordance with the following:

a. Final design of the base for any art piece, including identification of the artist and artwork, located in Eisenhower Station Square shall be coordinated with the artist and approved by the City.
b. The applicant shall bear the cost for the relocation and installation of the statue of President Eisenhower, including the design and installation of the base with appropriate lighting.
c. Upon completion of the statue base, provide a lump sum payment of $5,000 towards a maintenance fund for the statue of President Eisenhower. (P&Z)(RP&CA)

12. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
    a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
    b. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
    c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
    d. Install all lines beneath paved surfaces as sleeved connections.
    e. Locate water sources and hose bibs in coordination with City Staff.
    f. Ensure that irrigation system for Eisenhower Station Square is compatible with City's remote control Maxicom System. (Code Administration)(RP&CA)

13. Develop a palette of site furnishings in consultation with staff.
    a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings.
    b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features, and shall be provided in compliance with the *Eisenhower East Small Area Plan* and *Eisenhower East Design Guidelines*, and to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

14. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate materials, finishes, and details with adjacent buildings. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

15. The applicant shall submit a land transfer agreement to the owner(s) of Block 19 that equitably allows the construction of Port Street and the improvements required by this condition. An exhibit showing the required land transfer is shown on ATTACHMENT F. In the land transfer agreement between the applicant and the owner of Block 19, the following issues will be addressed:

a. Ensure that a six-foot-wide stone dust trail with metal edging is provided at the time Block 19 is constructed as generally depicted in ATTACHMENT F. The trail shall connect to the proposed trail on Block 19 that is under separate ownership. The trail shall have a minimum 15-foot-wide public access easement and shall be designed and constructed to the satisfaction of the Directors of T&ES, RP&CA and P&Z.
b. Ensure that a wildflower mix is provided at the time Block 19 is constructed in the area generally depicted in ATTACHMENT G to match the adjacent condition on the portion of Block 19 that is under separate ownership.
c. The limits of disturbance shall be limited to retain existing trees and grades.
d. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA and the City Arborist.
e. A fine shall be paid by the applicant in an amount not to exceed $10,000 for each tree to be preserved over 2" in caliper that is destroyed if the approved tree protection methods have not been followed. Trees less than or equal to 2" in caliper shall be replaced in kind with no fine. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit to the satisfaction of the City Arborist and in accordance with the City of Alexandria Landscape Guidelines.***
f. Condition deleted. (City Council)
(P&Z)(RP&CA)(PC)

15A. NEW CONDITION ADDED BY STAFF If development of Block 19 is implemented per an agreement between Hoffman, the City and Paradigm that was executed on May 22, 2013, then Condition 15 is deemed satisfied. (P&Z) (RP&CA) (T&ES)

15B. NEW CONDITION ADDED BY STAFF A sanitary sewer pump station may be required on the applicant's open space on Block 19. The review of this pump station will take place at final site plan. All elements of the pump station to the extent possible will be placed below grade with appropriate landscaping of the facility to be installed. (P&Z) (RP&CA)

16. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)

17. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site lighting and site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical locations of all associate service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)

18. The large, open space plaza on the third level shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for this rooftop open space shall include in addition to the elements shown on the Preliminary Plan, the following to the satisfaction of the Director of P&Z:
    a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting.
    b. Varied paving patterns and materials.
    c. Adequate landscaping and irrigation systems consistent with a high-quality apartment building.
    d. Lighting shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets.

    Any additional rooftop gathering places shall be reviewed as part of the final site plan review process. (P&Z)

C. RETAIL AND RESTAURANT USES

19. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, personal service uses, day care uses, and restaurants as defined below:
    a. retail shopping establishments as defined in Section 2-191 of the Zoning Ordinance, excepting appliance stores, auto parts stores, lawn and garden supply stores,
    b. personal service establishments as defined in Section 2-183 of the Zoning Ordinance, excepting appliance repair and rental, contractors' offices, laundromats, and pawnshops;
    c. day care centers, as defined in Section 2-133 of the Zoning Ordinance,
    d. restaurants, as defined in Section 2-190 of the Zoning Ordinance, and
    e. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. (P&Z)

20. The retail shopping establishments and personal service establishments as noted above are permitted uses and do not require either an administrative or a full SUP applications. (P&Z)

21. Quick-service restaurants and other pedestrian-oriented uses as approved by the Director of P&Z (as noted above) are permitted, but would require a full SUP application. (P&Z)

22. Day care centers may be approved administratively by the Director of P&Z, provided that any day care center approved under this provision complies with the conditions listed below. Day care centers that do not meet these criteria may be approved subject to a special use permit.

a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users.
b. Day care uses must not occupy more than 1/3 retail square footage on Blocks 11 and 12, exclusive of the large retail space (approximately 50,000 square feet) on Block 11. (P&Z)

23. A full-service restaurant may be approved administratively by the Director of P&Z, provided that any restaurant approved under this provision complies with the conditions listed below. Restaurants that do not meet these criteria may be approved subject to a special use permit.
    a. A full service restaurant is defined as one where all patrons are seated by a host or hostess, printed menus shall be provided at the tables, service is provided at the tables by a waiter or waitress, and tables are preset with non-disposable tableware and glassware. All other restaurants are considered quick service for the purpose of this condition.
    b. Restaurants shall close no later than 2:00 a.m.
    c. Non-amplified, low-scale, acoustic entertainment may be permitted, but must be accessory to the restaurant use. Any advertising of the entertainment shall reflect the subordinate nature of the entertainment by featuring food service as well as the entertainment.
    d. If low-scale, acoustic entertainment is proposed, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents.
    e. Deliveries to the business shall not take place between the hours of 8:00 a.m. and 9:30 a.m., or between 4:00 p.m. and 6:00 p.m., Monday through Friday.
    f. If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be nonvehicular (made on foot, via bicycle, etc.).
    g. Alcoholic beverages may be sold for on-premises consumption only, and shall clearly be accessory to food sales.
    h. Grease traps shall be located within the building. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
    i. No food, beverages, or other material shall be stored outside.
    j. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash or debris shall be allowed to accumulate on-site outside of those containers.
    k. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.

l. Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.
m. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees. (P&Z)(T&ES)

24. Restaurants - Outdoor Dining: outdoor dining is encouraged and may be permitted administratively by the Director of P&Z subject to the following minimum criteria and conditions:
    a. All outdoor dining areas shall be accessory to an approved indoor restaurant.
    b. An unobstructed sidewalk pathway with a minimum width of 8 feet shall be provided at all times.
    c. Any permanent structures which are required for the outdoor seating area shall be subject to review and approval by the Director of P&Z.
    d. Any outdoor seating areas shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
    e. The outside dining area shall be cleaned at the close of each day of operation.
    f. One city trash container Model SD-42 shall be provided exclusively for the outdoor dining area. The trash container shall be emptied as the close of business each day.
    g. All conditions associated with the primary restaurant use noted above, continue to be in force for the outdoor dining use. (P&Z)(T&ES)

25. The large retail space (approximately 50,000 square feet) on Block 11 shall be restricted in use to a grocery store. Any other proposed use for the space shall require a major amendment to the DSUP. (P&Z)

26. The large retail space on Block 11 shall have entrances facing the surface parking lot to the south and Anchor Street to the west. The entrances facing the southern parking lot shall be open during normal business hours and the entrances on Anchor Street shall be open during peak business hours. (P&Z) (PC)

27. The first level floor-to-floor height of the retail space on Block 12 and the non-grocery store retail space on Block 11 shall be a minimum of 20 ft. and the depth of retail spaces shall be per the preliminary plan. Exceptions to these requirements may be approved by the Director of P&Z on a case by case basis for exceptional interior design. This requirement shall not apply to retail service, back of house, kitchen and bathroom space. (P&Z)(PC)

28. Within each building containing ground floor retail, design opportunities shall accommodate a minimum of one exhaust vent shaft and grease trap shall be located within the retail space to accommodate ground floor restaurant uses and shall be depicted on the final site plan and all applicable building permits. (P&Z)

29. The "pocket" retail spaces along Dock Lane shall each have individual, operable entrances. They shall have coordinated retail lighting and signage. Limited outdoor seating associated with the "pocket" retail shall be allowed as long as it still allows for an unobstructed sidewalk pathway with a minimum width of 8 feet. (P&Z)

30. All retail entrances on Eisenhower Avenue, Anchor Street, Port Street and Dock Lane shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant. (P&Z)

31. A pedestrian connection from within the Block 12 parking garage facilities directly to Eisenhower Avenue shall be provided to serve the Block 12 retail spaces. (P&Z)

32. Retail leases shall prohibit the placement of storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, and similar items which block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. (P&Z)

D. PUBLIC ART & PUBLIC HISTORY

33. The Applicant shall comply with the Public Art Plan in Attachment H. (P&Z)(RP&CA)(Arch)

34. Hire a professional consultant to prepare a Historical Interpretive Plan to identify themes and methods to incorporate and interpret elements of the heritage and historic character of the property into the design of open space and to prepare interpretive signage, which shall be erected as part of the development property. The Historical Interpretive Plan shall be coordinated with the Open Space Plan and the Public Art Plan and shall be submitted for approval prior to submission of the final site plan. The signage will highlight the history and archaeology of the site (pier discovered during archaeological work, relationship to mill and tail race location, historic landscape and development of Cameron at Hunting Creek navigation limits, etc.). The professional consultant hired by the developer shall provide text and graphics for the marker(s). The location, text and graphics for the signage shall be approved by Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA prior to release of the final site plan.* (Arch)(P&Z)(RP&CA)

E. BUILDING

35. Provide the following building refinements to the satisfaction of the Director of P&Z*:
    a. The Applicant shall continue to work with staff on the exterior building design to:

i. Resolve the final color scheme and materials selection for the project to be in general conformance with the drawings submitted March 23, 2010.
ii. Refine and define the building base elements in terms of height, extent, materials and details.
iii. Integrate building rooftop accents with the facades below more effectively.
iv. The applicant will work with staff on strengthening the expression of the building tops through strategies including use of color, increased percentage of glass, and stronger vertical expression. (PC)
v. to strengthen and explore the use of strong accent colors and alternate materials and finishes for the vertical accent fins.
vi. Use high-quality materials on principal facades, restricted to brick, precast concrete, natural stone, glazed or architectural masonry units, architectural metal, and clear, low-e glass. In addition, the penthouse materials shall be consistent with the rest of the building in type and quality.
vii. Redesign the large, blank expanse of masonry wall shown facing the corner of Eisenhower Avenue and Port Street, overlooking the RPA. Strategies to accomplish this could include either incorporating substantial glass areas or integrating public art into the wall surface.

b. Through-the-wall HVAC vent grilles, and other vents, shall, wherever possible, be located so as not to directly face streets (for example, turned to face into adjacent private balcony spaces). All such vents shall also be designed with high-quality grille work and of a color to match the material of the building and integrated into the facade design. During Final Site Plan, the applicant will work with staff on the location, style, materials and detailing of vent grills. (PC)
c. On the ground floor of both blocks, building/window system integrated louvers for fresh/outside air and exhaust, i.e. toilet and or non-grease laden kitchen exhaust for the designated retail areas shall be allowed to the satisfaction of the Director of P&Z.
d. Provide aluminum, double-insulated, quality windows for all glazed openings in all areas of the buildings.
e. Provide detailed design drawings (enlarged plan, section, and elevation studies, with shadows cast @ 45 degrees,) to evaluate the building base, entrance canopies, window treatments, balconies and railings, and other feature elements, including the final detailing, finish and color of these components, during final site plan review. Provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment, but not necessarily show construction-level detail. Color architectural elevations shall be submitted during final site plan review.*
f. Provide detailed design drawings showing all architectural metalwork (balcony rails, transformer covers, garage doors, etc.) along with color, material and finish information for each. *
g. Provide design details including colors and materials for all balconies, decks, canopies, and rooftop spaces with the final site plan.*

h. Provide plan and section details of the conditions adjoining garage and loading bay doors. The doors shall be an opaque screen or mesh to minimize the projection of light from the garage or loading bay onto the adjoining street.
i. The final materials, details, and color selection shall be subject to review by the Eisenhower East Design Review Board and approval by the Director of P&Z prior to obtaining a building permit.**
j. On-site mock-up panels for the buildings on Blocks 11 and 12 shall be provided for final approval of the brick and metal materials and other major building materials (base, metal panels, windows, etc).** (P&Z)

36. The applicant shall coordinate with the Federal Aviation Administration (FAA) on any FAA-required reviews of the building proposal. (P&Z)

37. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified, or 1 Green Globe for the entire project, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. The applicant shall achieve a minimum of a 40 percent of the 1,000 possible Green Globes points. If Green Globes certification is pursued, the applicant shall: (1) complete a third-party New Construction (NC) Stage I and II assessment; (2) conduct a GBI-certified energy modeling analysis to achieve a minimum score of 75 based on the Environmental Protection Agency's (EPA) National Energy Performance Rating System; and/or (3) achieve a certified Energy Star rating of 75 based on EPA's National Energy Performance Rating System if the project becomes eligible. Diligent pursuance and achievement of this certification shall be monitored through the following:
    a. Provide evidence of the project's registration with LEED or Green Globes with the submission of the first final site plan.*
    b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) or third-party NC Stage I assessment to the Green Building Initiative (GBI) prior to issuance of a certificate of occupancy.***
    c. Provide evidence of submission of materials for Construction Phase credits to USGBC or third-party NC Stage II assessment to the GBI within six months of obtaining a final certificate of occupancy.
    d. Provide documentation of LEED Certified certification from USGBC or achievement of 1 Green Globe from GBI within two years of obtaining a final certificate of occupancy.
    e. Failure to achieve LEED Certification project or failure to achieve 1 Green Globe for the entire project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)

38. The applicant shall work with the City for reuse of the existing materials as part of the demolition process, including leftover, unused, and/or discarded materials. (T&ES)

39. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)

40. The applicant shall use **EPA-labeled WaterSense** fixtures, or equivalent, to minimize the generation of municipal wastewater from the site. **A list of applicable mechanisms can be found at http://www.epa.gov/WaterSense/pp/index.htm.** (T&ES)

41. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

F. SIGNAGE

42. A more detailed signage plan shall be included as part of the final site plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.*

    a. Condition deleted.

    b. Condition deleted.

    c. Condition deleted.

    d. Condition deleted.

    e. Condition deleted.

    f. Condition deleted. (PC)

43. Condition deleted. (PC)

44. Condition deleted. (PC)

45. Install a temporary informational sign on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a contractor or real estate 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)(T&ES)

46. Provide City standard park signage for Eisenhower Station Square. (P&Z)(RP&CA)

47. Provide City standard parking signage for the retail parking garage to the satisfaction of the Directors of P&Z and T&ES. The retail parking signage shall match the parking

signs currently installed on the Block 14 Hoffman parking garage and the Block G parking garage located at 1925 Ballenger Avenue.

48. In the event that a City wayfinding program is implemented in the future, the applicant shall be required to participate in the program. (P&Z)(T&ES)(RP&CA)

G. HOUSING

49. The developer shall make a voluntary cash contribution of $3,333,151 to the City's Housing Trust Fund in keeping with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG). The portion of the contribution applicable to each building shall be provided prior to the issuance of the certificate of occupancy for that building.*** (Housing)

50. The developer shall provide the mix of fifty-six affordable set-aside rental units as set forth in the unit matrix submitted to the Director of Housing on April 15, 2010. The total gross floor area for the affordable set-aside units shall be equal to 1/3 of the affordable housing density bonus. The portion of the affordable units applicable to each building shall be provided as each building is occupied. (Housing)(City Council)

51. **[CONDITION AMENDED BY STAFF]** Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60% of Washington D.C. Metropolitan Area Family Median Income (taking into account utility allowances and any charges for parking spaces) for a period of 40 ~~30~~ years from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of such households annually. (Housing)(City Council)

52. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is made available for lease, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. (Housing)

53. Applicants receiving Section 8 assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility. (Housing)

54. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Units designated as affordable housing units shall

be distributed throughout the first fifteen (15) floors of the residential development. Concentrations of affordable units will be avoided. (Housing)

55. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below $150, the affordable rents shall be reduced to maintain a differential of at least $150 at all times. (Housing)

56. The tenants of the affordable rental units shall be offered the same number of parking spaces made available to the tenants of similarly sized market rate units. The parking fee for the first parking space for each affordable rental unit shall be included in the maximum allowable rental rate permitted by this approval. All additional parking spaces shall be offered at market rate. (Housing)

57. **[CONDITION AMENDED BY STAFF]** The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 40~~30~~-year affordability period. (Housing)

58. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager. (Housing)

59. In the event of a reduction in the approved gross floor area of the proposed development the contribution will be scaled down in proportion to the reduction in gross floor area, with any reduction in the number of affordable units subject to review by the Affordable Housing Advisory Committee and final approval by the City Manager. (Housing)

60. The developer will work with the City and ARHA to consider the possibility of providing 16 public housing replacement units to ARHA as an alternative to some or all of the aforementioned units. (Housing)

H. PARKING

61. The development shall be subject to compliance with the Parking Management Plan dated March 15, 2010. Any further revisions to the Parking Management Plan may be approved by the Directors of T&ES and P&Z. (T&ES)(P&Z)

62. Parking areas on Blocks 11&12 shall be allocated as follows:
    a. A minimum of 1027 and a maximum of 1445 parking spaces shall be provided in the Blocks 11&12 parking garages for residents. Nine (9) percent of the total provided residential spaces shall be reserved for visitor use and shall include all applicable signage. Residential parking spaces shall be separated from retail spaces. At such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units, the applicant may submit a parking study on the utilization of

the visitor parking spaces for City determination on reducing the amount of visitor parking required for this project.

b. A maximum of 60 parking spaces shall be provided in the Block 12 parking garage for retail uses.
c. Any surface parking lot on Block 11 is limited to a maximum of 150 parking spaces and only permissible in conjunction with a grocery store tenant on that block.
d. If the proposed grocery story that is a part of the application is eliminated, the applicant shall be required to file a major DSUP amendment.
e. Provide controlled access into the garage for vehicles and pedestrians. The controlled access to the garages shall be designed to allow convenient access to the parking garages for residents, retail patrons and visitors, and through the use of market or higher parking rates, discourage the use of the above-grade parking garage in Block 12 by users other than retail patrons, residents and bona fide visitors of residents.
f. At the request of the applicant, revisions to the Preliminary Plan, which would allow more of the approved parking spaces to be relocated below grade, may be reviewed and approved by the Director of P&Z during the final site plan process. (P&Z)(T&ES)(RP&CA)

63. **[CONDITION AMENDED BY STAFF]** Provide 402 ~~160~~ bicycle parking/storage space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. This condition complies with the bicycle parking requirements of the TMP. (T&ES)

64. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to maintain, enforce, and collect revenue from parking meters on private streets containing public access easements. The applicant shall have the right to use the parking spaces on private streets for construction parking without charge by the City. The public access easement for the private streets shall incorporate the terms of this condition. (P&Z)(T&ES)

I. CDD CONCEPT PLAN

65. Within 30 calendar days of approval of the Stage 2 DSUP for Blocks 11&12, submit a revised CDD Concept Plan incorporating and reflecting the amended CDD table showing Allowable Gross Floor Area (AGFA), height, parking and use. (P&Z)

J. EISENHOWER METRO STATION IMPROVEMENTS

66. Subject to the City successfully acquiring the necessary right-of-way from WMATA and per the Hoffman/WMATA/City joint agreement or Memorandum of Understanding, the applicant shall**:** 1) undertake all improvements described in the MOU agreement as being the responsibility of the applicant; 2) all such improvements shall be completed prior to issuance of the first certificate of occupancy permit for any building on Block 11 or Block 12; and 3) dedicate to the City any land in their ownership necessary for Eisenhower Station Square and the new bus loop prior to issuance of the first certificate of occupancy for any building on Block 11 or Block 12.*** (P&Z)(RP&CA)(T&ES)(PC)

67. Final negotiation and execution of the Hoffman/WMATA/City joint agreement or MOU on behalf of the City will be the responsibility of the City of Alexandria City Manager.(PC)

K. SITE PLAN

68. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas.
    (RP&CA)(P&Z)(T&ES)

69. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
    c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
    d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.

e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
k. The lighting for the parking garages shall be a minimum of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

70. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors, however, if approved by the United States Postal Service, the top two floors of Block 12 and Block 11 E and the top four floors of 11 W may also have an alpha prefix (e.g. PH) to designate a penthouse level unit. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

71. Revise the right-of-way line located at the northeast corner on Block 12 to provide the right-of-way alignment shown on the preliminary #1 plan dated September 17, 2009. (P&Z)(T&ES)

71.A. **[NEW CONDITION ADDED BY STAFF]** Dedicate to the City, as required by Condition 25 a. and described in Condition 22 of the Stage I DSUP, the necessary right-of-way to construct roadway and sidewalk improvements along Eisenhower Avenue for Block 19, and provide the necessary plats and accompanying applicable documentation necessary for the City to accept dedication of the property within 60 days of DSUP approval.(T&ES)(P&Z)

L. CONSTRUCTION

72. **[CONDITION AMENDED BY STAFF]** The Applicant shall design and construct the Eisenhower Avenue widening improvements along Block 12, including but not limited to ~~the~~ 16' of pavement (11' lane, ~~sidewalk area,~~ 5' bike lane), curb and gutter, bump outs, an 18' wide sidewalk ~~travel lanes and median~~, prior to the release of the final certificate of occupancy for Block 12. The design of these improvements shall be to the satisfaction of the Directors of T&ES and P&Z. ~~If, however, the City notifies the Applicant, prior to the commencement of construction for either Blocks 11 or 12, that the City will be undertaking construction of the Eisenhower Avenue widening improvements including the frontage of Block 12, then the Applicant shall provide a payment of $795,882.00 to the City in the satisfaction of the Applicant's obligation under Condition 26 of CDD 2005-0002 to pay the equivalent of the actual cost of constructing the Eisenhower Avenue improvements. This payment is required prior to the release of the first certificate of occupancy for Block 11 or 12, provided, however, that in no event shall payment be made later than 24 months from the commencement of construction of either Blocks 11 or 12.~~ (City Council)

73. Submit a construction phasing plan to the satisfaction of the Directors of P&Z and T&ES as part of the final site plan and building permit drawings. The construction phasing plan shall, at a minimum, be subject to the following:
    a. If the development is constructed in more than one phase, all public and private streets shall be constructed as part of the first phase of development.
    b. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the west side of Port Street between Dock Lane and Eisenhower Avenue at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.
    c. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the north side of Dock Lane between Port and Anchor Streets at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.
    d. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the east side of Anchor Street between Dock Lane and Eisenhower Avenue at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.
    e. If construction of the development on Block 11 precedes Block 12, the interim parking lot use on Block 12 shall either be resurfaced, resurfaced and restriped for use as a parking lot, or seeded as an open grass area until commencement of construction on Block 12.
    f. If construction of the development on Block 11 precedes the construction of Southern Street between Port Street and Mill Road, provide turning movement

diagrams with the final site plan demonstrating access from/to the Block 11 loading zone can be accommodated with the available roadway network. (P&Z)(T&ES)

74. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES.* (T&ES)

75. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
    a. Include a plan for temporary pedestrian and vehicular circulation;
    b. Include the overall schedule for construction and the hauling route;
    c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
    d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code Administration)

76. Provide off-street parking for all construction workers without charge to the workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall cause a minimum subsidy of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
    a. Establish 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 that the availability of transit fare above will be posted immediately outside of the construction trailer.
    b. Metro schedules and routes, bus schedules and routes for Eisenhower Avenue shall be posted immediately outside the construction trailer.
    c. 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 five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.* (P&Z)(T&ES)

77. The sidewalk along Eisenhower Avenue shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

78. No major construction staging shall be allowed within the right of way along Eisenhower Avenue; provided, however, that the area dedicated for a third east bound lane by

applicant may, at the discretion of the Director of T&ES, be the subject of a staging/lane closure agreement if pre-cast concrete is employed in the construction of Block 12 . The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. The construction schedule for the Eisenhower Avenue Improvements shall take precedence over any closures proposed by the applicant adjacent to Eisenhower Avenue.** (T&ES)

79. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)

80. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

81. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

82. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)

83. Implement a waste and refuse control program during the construction phase of this development. 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 T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

84. Temporary construction and/or on-site 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 final certificate of occupancy permit.*** (P&Z)

85. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

86. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance.*** (P&Z)

M. WASTEWATER / SANITARY SEWERS

87. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

88. The applicant shall submit a letter to the director of T&ES that acknowledges that properties within the Stage 1 DSUP approval will participate if the City adopts a plan in the future to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. The letter must be submitted prior to release of the final site plan. (PC)

88A. **[CONDITION ADDED BY STAFF]** Per discussions with AlexRenew, a sanitary sewer pump station is required to serve this development. Once the final location has been determined, the applicant shall provide and/or allow screening for the proposed sanitary sewer pump station to the satisfaction of AlexRenew and the Directors of T&ES and P&Z. (T&ES)(P&Z)

N. SOLID WASTE

89. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of eight (8) City standard Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations as approved by the Director of T&ES. * (T&ES)

O. STREETS / TRAFFIC

90. Condition deleted. (PC)

91. Anchor Street shall be right in and right out only at the Eisenhower Avenue intersection. (T&ES)

92. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director of T&ES. (T&ES)

93. A pre-construction walk/survey of the site shall occur with T&ES Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

94. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The final site plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)

95. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

96. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

97. The slope on parking ramp to garage entrance shall not exceed 12 percent. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES

98. Locate all private utilities without a franchise agreement or encroachment outside of the public right-of-way and public utility easements. (T&ES)

99. Transformer vaults located in the right-of-way shall have covers that are flush and match the material and design of the surrounding sidewalks or driveway aprons. (T&ES)

100. No BMPs shall be installed within the public right-of-way. Location of BMPs in private utility easements will only be allowed with written permission from the easement owner or demonstrate that such permission is not required.* (T&ES)

Q. WATERSHED, WETLANDS, & RPAs

101. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

102. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of T&ES. (T&ES)

103. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection area (RPA) by the following methods to the satisfaction of the Director of T&ES:

Resource Protection Area encroachments of 1,375 square feet (or that acreage shown on the final site plan) shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance manual" by the Chesapeake Bay Local Assistance Department. Plantings shall be placed on Block 19 north of the run according to final site plan approval. All invasive species within the same area on the north side of the run shall be removed prior to RPA replanting. This replanting shall be coordinated with the Eisenhower Avenue widening and shall occur within 6 months of completion of the widening project. (T&ES)

R. BMP FACILITIES

104. **[CONDITION AMENDED BY STAFF]** The development shall meet the Virginia Storm Water Regulations for prior development land or the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for Storm Water Quality and Quantity, whichever is more stringent at the time of the next final site plan submittal. All BMPs shall have an efficiency of 40% or greater. ~~The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement~~

~~does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility.~~ (T&ES)

105. **[CONDITION AMENDED BY STAFF]** Provide BMP narrative and 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, or the state worksheets as applicable. (T&ES)

106. 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:
    a. Constructed and installed as designed and in accordance with the approved final site plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.**** (T&ES)

107. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

108. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's 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)

109. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
    a. The Applicant shall furnish the Homeowner's Association with an Owner□s Operation and Maintenance Manual for all 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 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.

b. 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:

110. 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)

111. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond.****(T&ES)

112. 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)

S. CONTAMINATED LAND

113. Indicate whether or not there is any known soil and groundwater contamination present. 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, Office of Environmental Quality. (T&ES)

114. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

115. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
    d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
    e. Applicant shall submit 5 copies of the above. The remediation plan must be included in the final site plan.* (T&ES)

T. NOISE

116. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). If necessary, as a result of this study, identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, metro tracks and Eisenhower Avenue traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

117. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)

118. All exterior building mounted loudspeakers are prohibited and no amplified sound should be audible at the property line. (T&ES)

119. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 6:00am. (T&ES)

120. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

U. AIR POLLUTION

121. 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)

122. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

123. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

124. No material may be disposed of by venting into the atmosphere. (T&ES)

125. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of T&ES. (T&ES)

V. ARCHAEOLOGY

126. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

127. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

128. The final certificates of occupancy for each phase shall not be issued until the applicable interpretive elements have been constructed and interpretive markers have been erected.*** (Archaeology)

W. DISCLOSURE REQUIREMENTS

129. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
    a. That Eisenhower Avenue is a major arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues.
    b. The Metro tracks exist today and there is no expectation that they will be removed. Metro traffic along said tracks may increase.
    c. I-495 is a major interstate highway with traffic expected to increase over time. (P&Z)(T&ES)

130. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP 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. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
    a. The principal use of the garages and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
    b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
    c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
    d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
    e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
    f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.***(P&Z)

131. The applicant shall present a disclosure statement to all renters, and condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following:
    a. That retail uses including but not limited to restaurants, bakeries, banks bookstores, clothing, clothing accessories, department stores, drugstores, dry cleaners, florists, groceries, jewelry, restaurants and any similar use deemed by the Director of P&Z shall occur within the first floor retail spaces and that outdoor dining will likely be associated with any restaurants and the retail uses will generate noise and truck traffic on the public and internal streets surrounding the project and will have extended hours of operation. (PC)
    b. The specific language of the disclosure statement to be utilized shall be provided to the City for approval by the Director of P&Z and City Attorney, prior to release of any certificates of occupancy for residential units.*** (P&Z)

132. Notify prospective tenants/buyers in lease agreements and/or disclosure documents that Dock Lane is a private street and that storm sewers located within the site are privately owned and maintained. (T&ES)

133. Notify prospective tenants/buyers in lease agreements and/or disclosure documents, that the mid-block crossing street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)

134. The applicant or its agent shall furnish each prospective tenant/buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of T&ES. (T&ES)

X. ENCROACHMENTS

135. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of $1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)

136. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)

Y. TRANSPORTATION MANAGEMENT PLAN

137. [CONDITION ADDED BY STAFF] Hoffman Blocks 11/12 is subject to the conditions of Transportation Management Plan Special Use Permit No. 2005-0115 approved by City Council.

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

R - 1 For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

Transportation and Environmental Services

F - 1 The site is located within the 1000-foot "zone of potential contamination" adjacent to a historic landfill and within the boundaries of a historic methane gas producing swamp. Contamination issues have been documented at three adjacent properties including a section of Eisenhower Avenue along the northern property line of Block 12. These reports are available for review in the OEQ office. (T&ES)

F - 2 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 3 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 5 Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 6 **FINDING AMENDED BY STAFF** All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe material will be ~~AWWA C-151 (ANSI A21.51) Class 52 or~~ Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternately, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 7 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single-family residenced. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 8 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sanitary/storm sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

F - 9 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary/storm sewer then the vertical separation between the bottom of one (i.e., sanitary/storm sewer or water main) to the top of the other (water main or sanitary/storm sewer) shall be at least 18" for sanitary and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary/storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51)

Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

F - 10 No water main pipe shall pass through or come in contact with any part of sanitary/storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 11 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary/storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 12 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

F - 13 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 14 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 15 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 16 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 17 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

F - 18 The maximum right-of-way dedication from the applicant for the Eisenhower Avenue improvements (including sidewalks and/or pedestrian/bicyclist paths) contemplated by the City is addressed in CDD#2005-0002 Condition #22 states: "67' south of the centerline shown on DSUP98-0042 shall be provided by Applicant." The City and applicant specifically understand that any sidewalk on the south side of Eisenhower Avenue and/or pedestrian/bicyclist shared-use path with a minimum unobstructed width of 10 feet, shall be located within 67' south of the centerline shown on DSUP #98-0042.

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-113 (d) of AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 4 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 5 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of

Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)

C - 6 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access; provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 7 In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)

~~C - 8~~ **COMMENT DELETED BY STAFF** ~~Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)~~

C - 9 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

C - 10 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. 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)

C - 11 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)

C - 12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C - 14 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 15 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 16 Underground all secondary utilities serving the site.***(T&ES)

C - 17 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.* (T&ES)

C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C - 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of T&ES will be acceptable. (T&ES)

C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 25 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. (T&ES)

C - 26 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. (T&ES)

C - 27 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 28 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. (T&ES)

Code Administration:

C - 1 Provide two Siamese connections per building located to the satisfaction of the Director of Code Administration. Code requirement met.

C - 2 A separate tap is required for the building fire service connection. Code requirement met.

C - 3 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. The applicant expects to have the building code analysis completed by next submission since the building needs to be completely designed. **Code requirement met, see sheet A-0.**

C - 4 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the Director of Code Administration. The Fire Service Plan shall be completed by Preliminary Plan Submission. **The two FDC's located along Port Street do not have any fire hydrants serving them. The two fire hydrants located along Southern Street can be relocated to serve the FDC's located along Port Street for compliance.**

C - 5 Fire Department ladder truck access is required for 48% of the perimeter of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. **Code requirement met.**

C - 6 Building is over 50 feet in height and as such is required to have ladder truck access to a 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. **Code requirement met.**

C - 7 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **Code requirement met.**

C - 8 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. Acknowledged by applicant.

C - 9 Prior to submission of the final site plan #3, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Coordinator of Code Administration, 301 King Street, Suite 4200, Alexandria, VA 22314.

C - 10 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 116.1.

C - 11 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

C - 12 This structure contains mixed use groups [S-2 Storage, R-2 Residential, M-Mercantile], and is subject to the mixed use and occupancy requirements of USBC 508.

Police

Parking Garage Recommendations

R - 2 It is recommended that the section of the parking garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.

R - 3 It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R - 4 Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

R - 5 The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

R - 6 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

R - 7 It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

R - 8 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 9 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

R - 10 It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

F - 19 Archaeological investigations conducted on the Hoffman properties to date have located the eighteenth-century West family cemetery, remnants of an eighteenth through nineteenth-century mill race, and the foundations of Cameron Mills and of several historic residential structures, one of which may have served as an early tavern. A pier buried under deep fill was found in the northeastern section of Block 12. However, a recent geomorphological study along Eisenhower Avenue just to the north of this property has indicated that Blocks 11 and 12 were floodplain areas not conducive to human occupation. Based on this information, there is low potential for the recovery of additional significant archaeological resources, but this area is suitable for interpretation of the previous discoveries. No additional archaeological work is needed prior to construction, but statements on the plans are required to insure that information is recovered in the event that new finds are unearthed during construction.

F - 20 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

C - 29 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Alexandria Sanitation Authority

C - 30 Ensure all discharges are in accordance with City of Alexandria Code 4035. (ASA)

C - 31 Provide sanitary flow computations. (ASA)

C - 32 Follow the sanitary sewer connection and Adequate Outfall Analysis as stated in the July 1, 2007 Memorandum. (ASA)

Asterisks denote the following:

* Condition must be fulfilled prior to release of the final site plan
** Condition must be fulfilled prior to release of the building permit
*** Condition must be fulfilled prior to release of the certificate of occupancy
**** Condition must be fulfilled prior to release of the bond

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # ~~DSUP 2009-0004~~ DSUP 2013-0008 **Project Name:** Hoffman, Blocks 11 and 12

PROPERTY LOCATION: 2360 Eisenhower Avenue & 2300 Dock Lane

TAX MAP REFERENCE: 78.02-01-09, 13 **ZONE:** CDD #2

APPLICANT:

Name: Hoffman Towers Block 11 LLC/Hoffman Towers Block 12 LLC

Address: 2461 Eisenhower Avenue, Alexandria, VA 22331-0100

PROPERTY OWNER:

Name: Hoffman Towers Block 11 LLC/Hoffman Towers Block 12 LLC

Address: 2461 Eisenhower Avenue, Alexandria, VA 22331-0100

SUMMARY OF PROPOSAL Applicant requests extension of existing approval with no changes

MODIFICATIONS REQUESTED

SUPs REQUESTED

[x] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

[x] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[x] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Kenneth W. Wire, Esquire, Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800
Mailing/Street Address

(703) 712-5362 Telephone # (703) 712-5222 Fax #

Tysons Corner, VA 22102
City and State Zip Code

kwire@mcguirewoods.com
Email address

3/28/13
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Received Plans for Completeness: _____

Fee Paid and Date: _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # 2013-0008

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. *The applicant is: (check one)*

[✓] the Owner [ ] Contract Purchaser [ ] Lessee or [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

See attached ownership disclosure sheet.

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[ ] ***Yes.*** Provide proof of current City business license.

[ ] ***No.*** The agent shall obtain a business license prior to filing application, if required by the City Code.

DSUP2013-0008

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, click here.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Hoffman Management, Inc.	Political Contribution	Paul Smedberg, City Council
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

3/28/13 Kenneth W. Wire

Date Printed Name Signature

51

Development SUP # DR013-0008

2. ***Narrative description.*** The applicant shall describe below the nature of the request ***in detail*** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. *(Attach additional sheets if necessary.)*

Applicant request extension of existing approval until 2016 with no changes or alterations.

Development SUP # 2013-0008

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

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

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours

6. *Describe any potential noise emanating from the proposed use:*

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

B. How will the noise from patrons be controlled?

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

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8. *Provide information regarding trash and litter generated by the use:*

A. What type of trash and garbage will be generated by the use?

_____

_____

B. How much trash and garbage will be generated by the use?

_____

_____

C. How often will trash be collected?

_____

_____

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

_____

_____

9. *Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?*

[ ] Yes. **[ ] No.**

If yes, provide the name, monthly quantity, and specific disposal method below:

_____

_____

_____

10. *Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?*

[ ] Yes. **[ ] No.**

If yes, provide the name, monthly quantity, and specific disposal method below:

_____

_____

_____

Development SUP # 2013-0008

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

_____

_____

_____

_____

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

[ ] **Yes.** [ ] **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/ or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

_____

_____

_____

_____

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

_____

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

_____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces
_____ Other

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

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

_____

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the ***Parking Reduction Supplemental Application.***

14. Provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? _____

B. How many loading spaces are available for the use? _____

C. Where are off-street loading facilities located?

_____

_____

D. During what hours of the day do you expect loading/unloading operations to occur?

_____

_____

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

_____

_____

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

_____

_____

DSUP2013-0008

Hoffman Blocks 11 and 12
Ownership Disclosures

Hoffman Block 11 LLC
- 99% Hoffman Family LLC
- 1% Hoffman Towers Development, Inc.

Hoffman Block 12 LLC
- 99% Hoffman Family LLC
- 1% Hoffman Towers Development, Inc.

Hoffman Family LLC

21.78%	Hoffman Family Trust
5.3898%	Peggy Hoffman Trust
21.52206%	Hubert N. Hoffman, III
10.76103%	Nancy Connor
19.728555%	Holly Nolting
19.728555%	Thomas Hoffman
1.09%	Hoffman Development, Inc.

Docket Item #4 A-F

EESAP Blocks 11 & 12 - 2210 Eisenhower Avenue

Application	General Data	
Project Name: Eisenhower East Blocks 11 & 12	**PC Hearing:**	April 6, 2010
	CC Hearing:	April 17, 2010
	If approved, DSUP expiration:	April 17, 2013 (36 months)
	Site Area:	Block 11: 126,010 sf (2.89 ac) Block 12: 59,653 sf (1.37 ac)
Location: 2210 Eisenhower Avenue	**Zone:**	CDD#2
	Proposed Use:	Residential & Retail
	Gross Floor Area:	Block 11: 674,259 sf Block 12: 641,964 sf Total: 1,317,304 sf
Applicant: Hoffman Company, LLC by Kenneth Wire, McGuireWoods LLP	**Small Area Plan:**	Eisenhower East
	Green Building:	LEED Certified or 1 Green Globe (& min. 40% of possible Green Globes points)

Purpose of Application

Stage 2 DSUP approval for development of two blocks in the *Eisenhower East Small Area Plan* area. The proposal includes two residential/retail mixed-use buildings on the east side of the Eisenhower Avenue Metro Station, name approvals for two new public streets – Anchor Street and Swamp Fox Road – and the new Eisenhower Station Square at the renovated Eisenhower Avenue Metro Station.

Special Use Permits, Modifications, and other Approvals Requested:

1. Development Special Use Permit with Site Plan Stage 2(DSUP 2009-0004)
2. Coordinated Development District Amendment (CDD 2009-0002)
3. Special Use Permit for a Transportation Management Plan (SUP 2009-0063)
4. Master Plan Amendment for increased height (MPA 2009-0002)
5. Special Use Permit for increased penthouse heights and additional penthouses
6. Street Names for two new public streets (Street Name Case 2009-0002, 2009-0009)
7. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.
8. Encroachment for electrical vaults in the public right of way.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Gwen Wright, gwen.wright@alexandriava.gov
Thomas H. Canfield, AIA, NCARB, tom.canfield@alexandriava.gov
Gary Wagner, RLA gary.wagner@alexandriava.gov
Natalie Sun, AICP, LEED AP (former staff member)

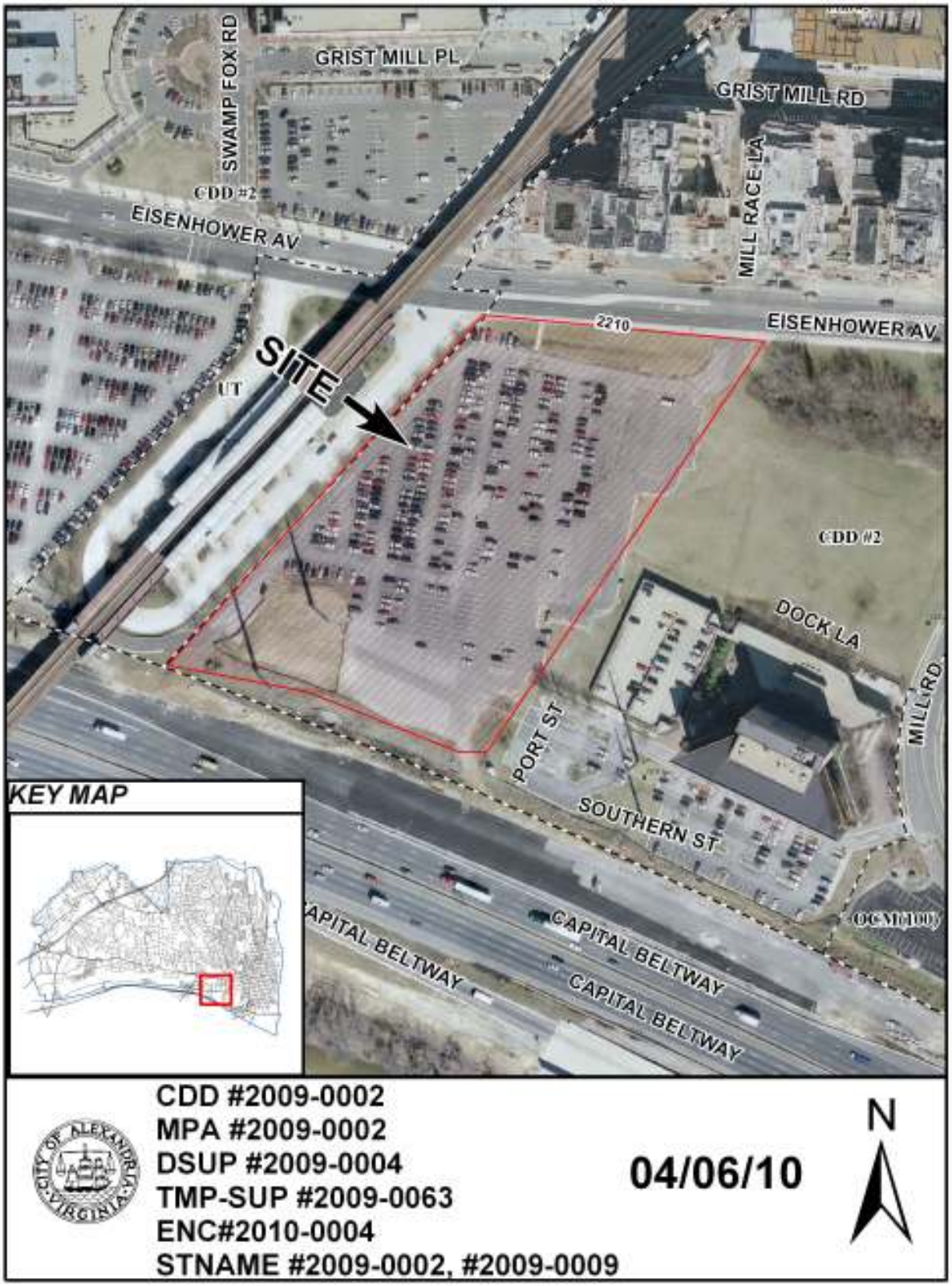
CITY COUNCIL ACTION, APRIL 17, 2010: City Council approved the Planning Commission recommendation with the following changes: (1) amend condition 8f as stated in the letter dated April 16, 2010 from the applicant by adding the phrase, "*Provided that the City agrees to reimburse the applicant (by form of credit to final site plan fee, building permit, and/or CO fee, at applicant's election) for all costs incurred in connection with designing the portion of the plaza that the applicant does not have the obligation to construct in the Stage 2 PDSUP Infrastructure Phasing Plan on Sheet 10 of the Preliminary Plan;*" (2) strike condition 15f; (3) amend condition 72 to state,*" The Applicant shall design and construct the Eisenhower Avenue widening improvements along Block 12, including but not limited to the sidewalk area, travel lanes and median, prior to the release of the final certificate of occupancy for Block 12. The design of these improvements shall be to the satisfaction of the Directors of T&ES and P&Z. If, however, the City notifies the Applicant, prior to the commencement of construction for either Blocks 11 or 12, that the City will be undertaking construction of the Eisenhower Avenue widening improvements including the frontage of Block 12, then the Applicant shall provide a payment of $795,882.00 to the City in the satisfaction of the Applicant's obligation under Condition 26 of CDD 2005-0002 to pay the equivalent of the actual cost of constructing the Eisenhower Avenue improvements. This payment is required prior to the release of the first certificate of occupancy for Block 11 or 12, provided, however, that in no event shall payment be made later than 24 months from the commencement of construction of either Blocks 11 or 12;"* (4) amend condition 50 to delete the first sentence of the condition and add the following sentence in its place, " *The developer shall provide the mix of fifty-six affordable set-aside rental units as set forth in the unit matrix submitted to the Director of Housing on April 15, 2010;"* and (5) restore condition #51 to the original condition recommended by staff stating, "for a period of 30 years from the date of initial occupancy of each affordable unit."

PLANNING COMMISSION ACTION, APRIL 6, 2010: On a motion by Mr. Wagner, seconded by Mr. Jennings, the Planning Commission voted to **adopt** Resolution MPA #2009-0002 for increased height. The motion carried on a vote of 6 to 0.On a motion by Mr. Wagner, seconded by Mr. Jennings, the Planning Commission voted to **recommend approval** of CDD #2009-0002. The motion carried on a vote of 6 to 0.On a motion by Mr. Wagner, seconded by Mr. Jennings, the Planning Commission voted to **recommend approval** of DSUP #2009-0004, SUP #2009-0063, and ENC #2010-0004, and voted to **approve** Street Name #2009-0002 and 2009-0009, subject to compliance with all applicable codes, ordinances, staff recommendations and conditions, with amendments to Conditions 1, 2, 3, 4(ff), 4(ll), 4(nn), 7, 8, 8(h), 9, 15, 26, 27, 35(a)(iv), 35(b), 42, 43, 44, 51, 57, 66, 67, 88, 131(a) and deletion of Conditions 4(v) and 90. The motion carried on a vote of 6 to 0.

Reason: The Planning Commission agreed with the staff analysis and recommendations as amended and also recommended that Conditions 51 and 57 regarding affordable housing units not be limited to a 30 year expiration date.

Speakers:
Joanne Lepanto spoke in opposition to the proposal.

Jonathan Rak, attorney representing the applicant, spoke in support of the application and to clarify conditions with which the applicant disagreed.


GRIST MILL PL
SWAMP FOX RD
GRIST MILL RD
MILL RACE LA
CDD #2
EISENHOWER AV
2210
EISENHOWER AV
SITE
UT
CDD #2
DOCK LA
MILL RD
PORT ST
SOUTHERN ST
CAPITAL BELTWAY
CAPITAL BELTWAY
CAPITAL BELTWAY
KEY MAP
CDD #2009-0002
MPA #2009-0002
DSUP #2009-0004
TMP-SUP #2009-0063
ENC#2010-0004
STNAME #2009-0002, #2009-0009
04/06/10
N

I. SUMMARY

A. Recommendation and Summary of Issues

The Hoffman Company, LLC is requesting approval of a Stage 2 Development Special Use Permit and all associated applications for a proposed mixed-use residential and retail development on Blocks 11 and 12 in Eisenhower East. Staff recommends **approval** of these applications subject to compliance with the staff recommended conditions.

There are many significant issues that were considered with this proposal, and are discussed in this report, including:

- Consistency with the *Eisenhower East Small Area Plan,* Hoffman CDD Plan, and Stage 1 DSUP for Blocks 11 & 12;
- Affordable housing and associated density bonus;
- Building design and environmental sustainability;
- Retail uses – including a new grocery store and street-facing retail along Eisenhower Avenue and new Dock Lane;
- Creation of public open space;
- Improvements to the Eisenhower Avenue Metro Station area;
- Improvements to a Resource Protection Area;
- Traffic impacts; and
- Pedestrian and streetscape improvements.

In particular, staff would like to emphasize a number of aspects of this application:

- This development is an important part of achieving the vision for the *Eisenhower East Small Area Plan* as a high density, transit-oriented area with a significant system of integrated open spaces.
- The heights of the three towers and architectural design of this project will define Alexandria's skyline as it will be among the tallest buildings in the Washington, D.C. region.
- The mix of high-density residential and retail uses, including approximately 1,200 dwelling units and approximately 67,000 square feet of total retail - with a 50,000 square-foot Harris Teeter grocery store - is appropriate near a Metro station and will help to maximize transit usage.
- This development creates four new streets that will contribute significantly to creation of an urban grid system in the East Eisenhower area.
- In conjunction with this project, there will be a major renovation of the Eisenhower Metro Station, including reconfigured and consolidated bus facilities, relocation of the Kiss & Ride lot, better taxi, shuttle and car-share spaces, and upgraded paving and canopies. The applicant will be implementing the bus loop improvements, and the City will be implementing the station improvements using existing grant funds – the CIP budget next year will be modified to reflect this City project.
- A new open space plaza immediately north of the Metro station entrance (where the current Kiss & Ride lot is located) will be created as part of this proposal. The expanded Eisenhower Station Square, as it is called, will be a key node for public gatherings in Eisenhower East and will complement the Eisenhower Metro transit hub. The costs for

the design and construction of this portion of the project are being shared by the City and the applicant.

- This project is proposing over 50,000 square feet (which equates to over 50 units) of new affordable housing units and significant monetary contributions to the City's Housing Trust Fund.
- This project will achieve green building certification levels of LEED Certified or 1 Green Globe (attaining a minimum of 40 percent of the total possible Green Globes points).
- The net new tax revenue (after City services have been accounted for) generated from the residential development is anticipated to be approximately $1,073,000 per year. The sales tax generated by this development would add an anticipated $225,000 more in net tax revenue per year, thereby making the total net new taxes generated by this project approximately $1.3 million per year in today's dollars.

B. General Project Description

The development proposal for Blocks 11 and 12 in the Eisenhower East district includes the construction of two buildings. Block 11 consists of one building with two towers for a total of approximately 675,000 square feet – an east tower with 22 stories and a west tower adjacent to the Eisenhower Avenue Metro Station consisting of 31 stories. A 723-space underground parking garage will serve this block and will include 5 levels of underground parking. In addition, a 150-space surface parking lot on Block 11 is proposed in conjunction with the proposed grocery store use. This surface lot is located below major Dominion Virginia Power transmission lines and, thus, no building can be located in this area.

Block 12 will include a 28-story building with approximately 640,000 square feet and 782 above- and below-grade parking spaces. The northeast corner of Block 12 will also have a small open space plaza area on the applicant's property, which could be used for informal gathering space or outdoor dining.

As the application for Blocks 11 and 12 is the first Stage 2 application to be filed for the Hoffman properties, several additional components accompany this proposal, as mandated by the CDD conditions. One of these additional elements is improvements to the Eisenhower Metro Station area, including construction of a new urban plaza and reconfiguration of the bus loop road. This Stage 2 DSUP application for Blocks 11 and 12 includes plans for these adjacent improvements.

With this proposal, the applicant requests approval of the following:

1. Stage 2 Development Special Use Permit with Site Plan;
2. Coordinated Development District Plan (CDD) Amendment;
3. Special Use Permit for a Transportation Management Plan Amendment;
4. Master Plan Amendment for increased height for both blocks;
5. Special Use Permit for increased penthouse heights and additional penthouses on both blocks; and
6. Street Names for two new public streets: Anchor Street and Swamp Fox Road.
7. Encroachment for electrical vaults in the public right of way.

8. Modifications to building setback to building height ratio, landscape guidelines and compact parking space ratio.

II. BACKGROUND

A. Procedural Background

Two-stage DSUP Approval Process

The two-stage DSUP approval process for Blocks 11 and 12 is unique to the Hoffman properties located in the Eisenhower East district. This two-step process is the result of a settlement agreement to a lawsuit filed by Hoffman Management, Inc. against the City of Alexandria on the basis that the approval of the 1998 CDD Concept Plan vested the Hoffman properties with certain specific development rights, notwithstanding the subsequent adoption of the *Eisenhower East Small Area Plan* in 2003. The City opposed the argument that the 1998 CDD Concept Plan created any vested rights with respect to the Hoffman properties. Prior to completion of the Circuit Court trial, both parties agreed to a compromise, which resulted in the creation of a two-stage DSUP approval process.

In February 2006, a series of applications related to the Hoffman properties were approved by the Planning Commission and City Council. These approvals included:

- An amendment to the 1998 CDD Concept Plan (CDD#2005-0002) for the Hoffman properties in Eisenhower East
- A transportation management plan special use permit (SUP#2005-0115)
- Stage 1 development special use permits (DSUP#2005-0031 through 0035) for Eisenhower East Blocks 2, 3, 4, 5, 9A, 9B, 11, 12, 24, and 25A

The Stage 1 DSUP approvals included approvals for use, adjusted gross floor area (AGFA), number of parking spaces, levels of underground parking, preliminary building massing, and height. As all of the above-named blocks have obtained Stage 1 DSUP approvals, the next step in the development approval process is for each block to apply for individual Stage 2 DSUP applications. Evaluation of the Stage 2 DSUP application includes review of the final massing, design scale, articulation, and footprint of the building(s) together with other related factors including the DSUP application checklist items not previously provided as part of the Stage 1 DSUP. In addition, review of the development proposals for each block for compliance with the *Eisenhower East Design Guidelines* is part of the Stage 2 DSUP process. Blocks 11 and 12, the subject of this application, is the first set of blocks that has filed for approval of its Stage 2 DSUP.

In addition to the Stage 2 DSUP application and associated requests, the applicant is also requesting approvals for amendments to the CDD Plan and transportation management plan (TMP) special use permit (SUP), and master plan. The proposed increase in floor area for Blocks 11 and 12 triggers the TMP-SUP amendment per Condition 7 of the CDD approval. In conjunction with the proposed additional floor area is a proposed height increase, requiring a master plan amendment (MPA).

B. Site Context

Located in the Coordinated Development District (CDD#2) zone, Blocks 11 and 12 are located along Eisenhower Avenue immediately to the east of the Eisenhower Avenue Metro Station. Blocks 11 and 12 are undeveloped and are currently occupied by a large surface parking lot.

A new street, Port Street, will be located to the east of the subject properties. On the east side of Port Street is the future head of the Eisenhower Park system and Blocks 19 and 20 (2250 and 2200 Mill Road, respectively). DSUPs for Blocks 19 and 20 have been approved by the Planning Commission and City Council, and four high-rise buildings are planned on these blocks. The existing WMATA Eisenhower Avenue Metro Station is located to the west, and will be separated from Blocks 11 and 12 by Anchor Street, a new street to be constructed by the applicant. Across Eisenhower Avenue to the north is the existing Mill Race residential development, the Meridian at Eisenhower (2351 Eisenhower Avenue) and Carlyle Place East (2251 Eisenhower Avenue). South of the site are the future Southern Street, Dominion Virginia high-tension power lines, and the Capital Beltway.

C. Site History and Historic Context

During the nineteenth century, much of Eisenhower East was marshland and the area currently defined as Blocks 11 and 12 would have been part of the flood plain of Cameron Run. These low-lying areas have since been filled, first with sediment and later with soil from the construction of the Capital Beltway to the south. As recently as the 1940's, small boats may have navigated areas within the marsh.

During the archaeological excavation, the remains of a pier were found in the eastern part of Blocks 11 and 12. The pier is believed to have been part of a historic dock on Hunting Creek that functioned as an export point for Cameron Mill. Other significant sites discovered on the Hoffman property include:

- The burial vault and cemetery of the West family, located just north of the AMC movie theater. The Wests were among the founders of the Town of Alexandria.
- The remains of a mill race and Cameron Mills, constructed by 1798 where the Hoffman parking structure now stands. One of the mills became the Alexandria Water Company pumping station in 1851, and operated until the mid-20th century. The tail race for the mills ran through Blocks 11 and 12.
- The remnants of the Cameron Farm complex, purchased by the Roberts' family in 1848, which included the mills, farmhouse, miller's residence, and several outbuildings.

Another significant site, the Village of Cameron, probably located just west of the current development blocks, was settled before the establishment of Alexandria and is believed to have been a port for tobacco export on Hunting Creek.

Since the 1980's, the project site and the Eisenhower Avenue corridor have been largely surrounded by surface parking lots, large vacant sites, office space, flex space, and warehousing uses. Under the *Eisenhower East Small Area Plan*, high-density, transit-oriented uses are envisioned for this district, with the highest density closest to the metro station. The beginnings

of this vision are starting to be realized with the recent completion of the Meridian at Eisenhower and Carlyle Place East mixed-use buildings across Eisenhower Avenue from Blocks 11 and 12.

D. Detailed Project Description

The Hoffman Company, LLC is requesting approval for a development consisting of two mixed-use buildings with three towers. Under the small area plan, Coordinated Development District Plan (CDD #2), and Stage 1 Development Special Use Permit for Blocks 11 and 12, mixed-use residential and retail development has been approved for these sites. The proposal for Block 11 consists of a 22-story residential tower and a 31-story residential tower on top of a three-story expressed base with designated retail space for an anticipated Harris Teeter grocery store use on the ground floor and retail uses along Dock Lane. A 28-story residential tower is proposed on Block 12, with ground-floor retail frontage along Eisenhower Avenue, Anchor Street, and portions of retail along Dock Lane and Port Street. Framing these two blocks will be several new streets: Southern Street, an east-west connection originating at Mill Road and eventually continuing west to Block 1 (existing Holiday Inn); Port and Anchor Streets, north-south connections between Eisenhower Avenue and Southern Street; and Dock Lane, an east-west private road separating Blocks 11 and 12 (and Blocks 19 and 20 to the east.)

Approximately 1,200 residential units are in the current proposal, including approximately 50-55 affordable units, due to the application of the Affordable Housing Density Bonus. The current mix of units, which may be adjusted slightly at final site plan, is: 12% Studios (ave. 560 sq. ft.); 64% 1BR (ave. 700-850 sq.ft.); and 24% 2BR (ave. 1,100 – 2,000 sq. ft.).

The ground-floor retail configuration includes the potential for an approximately 50,000 square-foot grocery store on Block 11, with approximately 17,000 square-feet of additional retail space on Blocks 11 and 12. The ground-level retail also includes approximately 1,000 square feet of "pocket retail" on Dock Lane as described below.

In addition to the proposal for construction on Blocks 11 and 12, CDD conditions require implementation of certain additional improvements at the Eisenhower Metro Station, which are discussed in more detail below.

Several district-wide requirements of the CDD are also tied to the Stage 2 DSUP application process, including a Public Art Plan and Open Space and Infrastructure Phasing Plan for all of the Hoffman Stage 1 and 2 properties. As the application for Blocks 11 and 12 is the first Stage 2 application to be filed for the Hoffman properties, the CDD requires that many of these district-wide components be addressed with the Blocks 11 and 12 proposal.

Blocks 11 and 12

The proposal for Blocks 11 and 12 consists of three, primarily masonry and glass, residential towers on top of bases with designated retail on the ground floor of both buildings. Block 11 East is 277 feet (22 stories); Block 12 is 339 feet (28 stories); and Block 11 West is 370 feet (31 stories). The two Block 11 towers total approximately 675,000 square feet in a single building, with the tallest tower adjacent to the Eisenhower Avenue Metro Station. Block 12 consists of a single tower, with approximately 640,000 square feet of floor area. The design of the buildings is discussed in more detail below in the Staff Analysis Section.

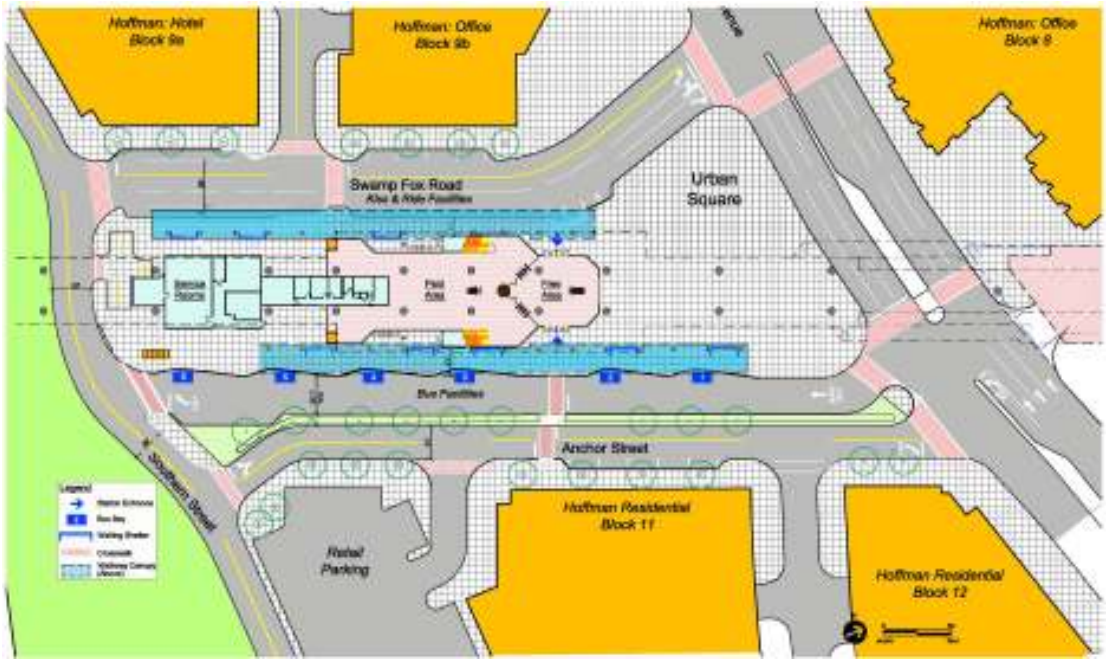
The ground-floor retail configuration includes the potential for an approximately 50,000 square-foot grocery store on Block 11, as well as approximately 17,000 square feet of ground-floor retail on Blocks 11 & 12 combined. The northeast corner of Block 12 will also have a small open space plaza area on the applicant's property, which could be used for informal gathering space or outdoor dining.

A 723-space underground parking garage will serve Block 11, and a 150-space surface lot will accompany the grocery store on this block. On Block 12, 782 spaces are proposed in above and below-grade garages to serve the residential and retail uses in this block.

Eisenhower Metro Station and Eisenhower Station Square

In conjunction with this project, there will be a major renovation of the Eisenhower Metro Station, including reconfigured and consolidated bus facilities, relocation of the Kiss & Ride lot, better taxi, shuttle and car-share spaces, upgraded paving and canopies, and construction of a major public open space – Eisenhower Station Square.

These are all improvements that were called for the *Eisenhower East Small Area Plan* and CDD #2005-0002. As part of the CDD amendment, certain improvements to the Metro station area were tied to the Stage 2 DSUP applications for Blocks 9A, 9B, 11, or 12. Specific improvements are required to occur as part of the first of these applications. Over the past several years, the Hoffman Company, WMATA, and the City have worked jointly to develop a plan to improve the Eisenhower Metro Station and a draft Memorandum of Understanding is being developed which lays out the parties' respective responsibilities for these improvements. A summary of these responsibilities is: 1.) the applicant will be implementing the bus loop improvements, in fulfillment of the CDD conditions, along with construction of new public streets planned around the station; 2.) the City will be implementing the station improvements using existing grant funds – and the City's CIP budget next year will be modified to reflect this project; and 3.) the City and the applicant will share the responsibility for designing/constructing Eisenhower Station Square.



A key node of the *Eisenhower East Small Area Plan*, Eisenhower Station Square will be a transit plaza centrally located at the metro station. This plaza will be a major gathering space and civic center for the City along Eisenhower Avenue within the Hoffman Town Center, which encompasses Blocks 11 and 12.

III. ZONING

Table 1. Zoning compliance table.

Property Address:	2210 Eisenhower Avenue			
Site Area:	Block 11: 126,010 sf (2.89 ac) Block 12: 59,653 sf (1.37 ac) Total: 185,663 sf (4.26 ac)			
Zone:	Existing – CDD#2 Proposed – CDD#2			
Current Use:	Block 11: Surface parking lot Block 12: Surface parking lot			
Proposed Use:	Block 11: Residential & retail Block 12: Residential & retail			
	Permitted/Required		Proposed	
	Block 11	*Block 12*	*Block 11*	*Block 12*
Floor area[1]:	626,456 sf	545,762 sf	674,259 sf*	641,964 sf*
Height:	250 ft	250 ft	East: 277 ft** West: 370 ft**	339 ft**
Parking:	Garage: 924 spaces Surface: 160 spaces (for grocery store) **Total: 1084 spaces**	Garage: 238 spaces	Garage: 723 spaces Surface: 150 spaces (for grocery store) **Total: 873 spaces**	Garage: 782 spaces **Total: 782 spaces**
Loading spaces:	4 spaces	2 spaces	5 spaces	1 space

*Includes request for bonus density as part of affordable housing provision
**Includes Master Plan Amendment request for additional height

[1]Gross Floor area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums and similar volumetric construction, not involving floor space are excluded.

IV. STAFF ANALYSIS

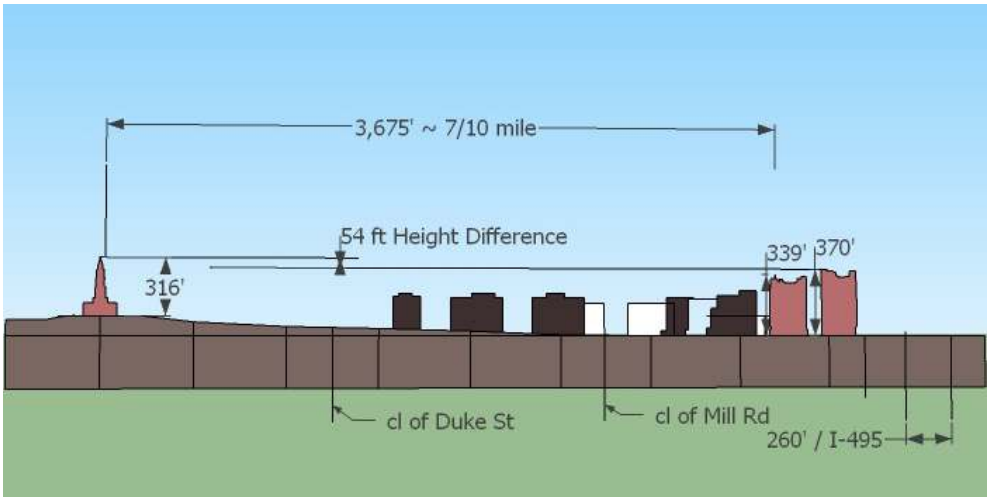
A. Master Plan Amendment Request

The applicant is requesting a significant increase in the permitted height for Blocks 11 and 12 specified by the *Eisenhower East Small Area Plan*. Currently, the EESAP permits a maximum of 250 feet in height as the cap for these blocks. The proposal is for a 120-foot increase in height on Block 11 and an 89-foot increase on Block 12. Providing variety in height and mass, the buildings will step up counterclockwise towards the Eisenhower Avenue Metro Station. The Block 11 east tower will stand at 277 feet, Block 12 will be 339 feet, and Block 11 west will be 370 feet tall (all heights are to highest point of building – for example, top of the accent fins – and not roof height.)

Staff supports this increase in the permitted height for several reasons:

1. Staff believes that this Master Plan Amendment for additional height is consistent with the goals established by the EESAP. The EESAP envisions that the tallest buildings in Eisenhower East should be concentrated around the Eisenhower Avenue Metro station area. A number of buildings on blocks adjacent to 11 and 12 are approved at and/or built at 250 feet tall. Blocks 11 and 12 are next to the station, and should have the greatest height and density. This creates a clear "tent" of buildings focused on the Metro station.

2. The design of three slim, very tall towers of staggered heights will contribute positively to the Alexandria skyline and will serve as a symbol of the transformation of the Eisenhower valley. At 370 feet tall, Block 11-west would be one of the tallest buildings in the region, and as a slender tower, would contribute positively to defining Alexandria's skyline. The two Block 11 towers, with narrow floorplates and a strong vertical design emphasis, will be visible from several vantage points in the surrounding area and prominent within the Eisenhower valley. Out of concern for the building height in comparison to the height of the Masonic Temple, staff did a section study, *Illustrative A* below, that demonstrates that the top of the tallest building on Block 11 is approximately 54 feet lower than the top of the Masonic Temple. In addition, the closest building (Block 12) is approximately 7/10 of a mile away from the Masonic Temple, with a number of large buildings between them.



Illustrative A

In earlier schemes for this project, the applicant proposed three towers of uniform (albeit lower) heights. Staff encouraged the applicant to reevaluate the massing to incorporate stepped forms which would provide visual interest and would counteract the perception of Carlyle/Eisenhower East as a visual "plateau." For more information on building design, see Section K. Building Design below.

3. Another reason staff supports the additional height is that the applicant is providing a significant amount of affordable housing on this site in return for a density bonus. Additional development density – including that for affordable housing – in this location next to a Metro Station, is particularly desirable, with readily accessible transit amenities. With approximately 50,000 square feet of affordable housing, this project will provide the largest number of affordable housing units of any new development in the City. Additionally, these affordable units will be located in a part of the City that has a very small amount of existing affordable housing.

4. The additional height allows for more vertical building forms with narrower building masses and smaller tower footprints. The Stage 1 DSUP plan for Blocks 11 and 12 included buildings with blockier massing that focused more height along Dock Lane, which is anticipated to be a major pedestrian route to the Metro station. The massing on Block 11 included a 70-foot-high bar of residential above retail running parallel to the street, connecting the east and west towers. This would have created a "canyon effect" on Dock Lane and left it in shadow most of the time. With the current application, the design was revised to remove some of the massing along Dock Lane to be incorporated into the vertical towers. This supports the principle behind the required setback-to-building height ratio in Section 6-403a of the Zoning Ordinance, "to provide for appropriate building heights or streetwalls given certain street widths." The result is a Dock Lane that has improved sun exposure for the street. Additionally, there is more sun for the amenity deck on Block 12. Even though the applicant has worked to push the bulk of the building massing away from Dock Lane, the applicant is requesting a modification to Section 6-403a of the Zoning Ordinance in specific locations along Dock Lane. This modification is further described below.

For all the above reasons, staff supports the requested Master Plan Amendment for increased building height on Blocks 11 and 12.

B. Consistency with Eisenhower East Small Area Plan and CDD #2

The *Eisenhower East Small Area Plan* (EESAP) calls for high-density projects on both Blocks 11 and 12. This proposal is consistent with the small area plan, providing dense mixed-use residential and commercial buildings adjacent to a Metro station, transit incentives, significant ground-floor retail, and extensive pedestrian amenities including the new Eisenhower Station Square.

Development of these three buildings also includes the creation of four new streets, forming the urban grid pattern envisioned by the EESAP. The existing mega block on which Blocks 11 and 12 is situated will be reorganized into a pedestrian-oriented urban environment. The following public benefits will be provided, consistent with required elements of the EESAP:

- High-density development near a Metro station
- Transit-oriented development

- Creation of new grid streets
- Creation of Eisenhower Station Square, a new urban plaza
- Improvements to the Eisenhower Metro Station, including a reconfigured bus loop road
- LEED or Green Globes certification
- Underground parking for both blocks
- Affordable housing on both blocks
- Significant ground-floor retail, including a grocery store
- Pedestrian and streetscape improvements
- Public art in both Eisenhower Station Square and on the plaza on Block 12.

The mass and scale of the buildings are appropriate for the blocks on which they are located and the design has achieved conceptual approval from the Carlyle-Eisenhower East Design Review Board, and a memo from the DRB is attached (*Attachment J*). Proposals for both blocks are also in substantial compliance with the *Eisenhower East Design Guidelines*. A few deviations from the design guidelines exist. See Figures 2 and 3 for an analysis of the design guidelines pertaining to Blocks 11 and 12. The applicant's SUP request for increased density and Master Plan amendment for increased building height on both blocks discussed above and below addresses the inconsistencies related to the design guidelines for the building envelope. The remaining design guideline deviations related to the building design will be discussed further as part of the building design analysis section of this report.

Revisions to the CDD are proposed in conformance with this Stage 2 DSUP for Blocks 11&12. The amendments to the CDD consist of revisions to incorporate the additional AGFA, additional parking spaces and the increased height for the project. In addition, amended conditions are proposed addressing the phasing of the expanded Eisenhower Station Square, to include construction of a portion of this urban plaza as part of the development of Eisenhower East Blocks 9A and 9B. It is anticipated that future Stage 2 DSUP applications may also require amendments to the CDD to, at a minimum, ensure consistency with those Stage 2 DSUP development proposals.

C. Retail Uses

The Hoffman Town Center, stretching from the Metro Station northward along Swamp Fox Road and past the AMC theater complex, is the major retail entertainment center of Eisenhower East. Retail locations proposed in the Blocks 11 and 12 buildings have been planned in synergy with the Hoffman Town Center destination and Metro Station, with concentrated storefronts along Anchor Street, Dock Lane and Eisenhower Avenue. In a recent retail study of the Eisenhower East and Carlyle areas, the area near the existing Hoffman AMC Movie Theater was noted as a location where new retail uses should be clustered, so as to build on the existing successful retail and entertainment uses.

Grocery Store on Block 11

The applicant has a signed agreement with Harris Teeter to open a new 50,000 square foot grocery store on Block 11. The design of the current proposal has been focused to meet the needs of this desirable tenant, with approval of certain features – such as the surface parking lot – that are generally not recommended in very dense projects directly next to a Metro station. Staff has worked to ensure that the design elements are as compatible with the Metro location as

possible, including additional landscaping for the parking area and a second pedestrian entrance to the grocery store facing the Metro station. Because the design of the current proposal has been so informed by the potential for a grocery store use on Block 11, staff is recommending a condition that states that, if a grocery store use is not located on Block 11, then the applicant must come back to the Planning Commission and City Council for a major amendment to the DSUP.

Permitted retail uses

Staff is recommending a definition of retail for this project that is substantially in conformance with the definition of retail in the Zoning Ordinance and believes that this will provide a rich and diverse collection of uses that are appropriate for this location. Ground floor uses on Blocks 11 and 12 that are designated as retail are recommended to be limited to retail, personal service uses, day care uses, and restaurants. In addition, as in the Carlyle district, staff has included a condition that allows administrative approval of other similar pedestrian-oriented uses that meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. Staff is also recommending that full-service restaurants can be approved administratively, whereas quick-service restaurants would require a full special use permit. Finally, day care centers are also encouraged within this development and may be approved by staff administratively permitted that certain criteria are met. Staff believes that day care is a use that is particularly supportive of a residential development of this size. The City has not included day care as an administratively permitted use for required retail square footage in many other DSUPs in the past, but it is very appropriate in this location.

"Pocket" retail uses

The applicant has worked extensively with staff to address the building façade treatment along Dock Lane, which will be an important pedestrian connection serving the site and connecting to the Metro Station. The presence of above-grade parking on Block 12 and curb cuts on both blocks are constraints that make it difficult to activate the pedestrian realm along the street. To address this concern, several "pocket" retail spaces, approximately 200 square feet each, line the parking garage along Dock Lane to help activate the street. Possible tenants of these spaces could include newsstands, flower shops, food vendors, and jewelry stores.

D. Affordable Housing

The applicant's proposal includes on-site affordable sales units or apartments, and will allow this major new residential project to successfully include a mix of incomes. Specifically, as allowed under Sec. 7-700 of the Zoning Ordinance, the applicant requests that the maximum allowed floor area under CDD #2005-0002 (626,456 square feet for Block 11 and 545,762 square feet for Block 12) be increased by a total of approximately 145,000 square feet (55,004 square feet on Block 11 and 90,082 square feet on Block 12) or approximately 11 percent., resulting in a total floor area cap of approximately 1.3 million square feet.

The applicant proposes to set aside 33 percent of the bonus density, as affordable units. This floor area will be used to provide affordable set-aside rental units. At this time the exact size of the units are unknown so the final number of units provided will be to the satisfaction of the Director of Housing. The projected number of units is 50-55 depending on final unit

configuration. These units will be rented to individuals making up to 60% of the area median income.

The developer has also agreed to provide a voluntary cash contribution consistent with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG). The dollar amount for the voluntary contribution is $3,333,151.[2] If construction of Blocks 11 and 12 is phased, the applicant will make payments and provide affordable units corresponding to each phase.

The applicant's proposal constitutes an important public benefit, as there is a considerable lack of affordable housing in Alexandria. This project demonstrates how compliance by a developer with the bonus density and height provisions of the Zoning Ordinance and the conclusions of the DHCPWG can be an effective tool to provide a substantial number of affordable housing opportunities for low- and moderate-income households within a mixed-income model. In this instance, the developer is also able to make a meaningful contribution to the City's Housing Trust Fund.

The applicant's Affordable Housing Plan was approved by the Affordable Housing Advisory Committee (AHAC) in January 2010. This approval took into account that one of the recommendations of the Affordable Housing Initiatives Work Group (AHIWG) Report of May 2009 was "New affordable housing units should be significant in number or location, or should address another housing goal, such as replacement of other priority housing units, including public housing units." These affordable units are in line with this recommendation for both number and location. This project would be the largest developer contribution of affordable units in the City. The location within *Eisenhower East Small Area Plan* has a low concentration of affordable housing units compared to other Small Area Plans in the City.

In the past, the Planning Commission has questioned whether the policy of setting aside only 33 percent of the bonus density is significant enough to warrant the granting of density bonuses by the City. The Planning Commission has discussed this issue at length and expressed its view that developers should, in an appropriate case, be willing to set aside more of the bonus floor area for housing than 33 percent, recognizing the significant gain to the applicant from any additional floor area. In response to that concern, the Office of Housing wishes to note that any bonus density program must sufficiently incentivize developers to make their affordable housing contribution cost a known and acceptable consideration when they model projects, structure financing options and assess feasibility, as well as offer opportunities for increased economic benefit. Staff supports the bonus density proposal in this case for several reasons.

First, the 33 percent allocation was a policy decision negotiated among developers, landowners, and City staff and accepted by City Council to guide cases like this one. In this development, the approval of bonus density will yield an additional 145,000 square feet of floor area beyond what is allowed under the current zoning ordinance. The developer has agreed to comply with the current policy by providing 33 percent of this additional density as affordable units onsite, which is estimated to be between 50 and 55 units.

Second, the cash equivalent of the affordable units is significant. As calculated by the City in

[2] The DHCPWG contribution on permitted square footage of gross floor area is $1.50 for rental units and commercial space. The contribution for the additional square footage allowed with an SUP is $4.00 per square foot.

other developments with set aside units, the subsidy value of the set aside units will be equal to the average discount price per unit (i.e., the difference between the anticipated market price per unit and the affordable sales price per unit) multiplied by the total number of set aside units. The difference between the anticipated gross proceeds and the value of the set aside units, represents additional developer cash flow realized as a result of bonus density. The additional project revenue does not represent the developer's profit since that would be calculated by subtracting total development cost first, but by spreading land and infrastructure and other development costs over so many more units, these added revenues contribute to the economic feasibility of the proposed project, bounding developer risk while accomplishing public benefit.

Third, the site's proximity to the Eisenhower Metro Station is a desirable feature, and a concept the City has continually supported. The provision of affordable housing in this location is consistent with the transit-oriented goals of the *Eisenhower East Small Area Plan*.

Finally, because so many locations in the City are problematic for density increases, even for vital affordable housing, the City should maximize potential opportunities for new affordable housing achieved through this mechanism. In this case, in the center of an urban neighborhood of large buildings, additional density near the Metro demonstrates smart growth. The scale of buildings in Eisenhower East is appropriate for bonus density where sufficient public benefit is gained from the developer. For all of these reasons, staff supports granting the bonus density.

With regard to any affordable units provided, staff has included extensive conditions governing the affordable housing; that rents may not exceed the Federal requirements for the low-income housing tax credit program for Washington, D.C. and must be maintained for 30 years with annual reporting; provisions to address the circumstance when a formerly income-eligible household changes to one that exceeds income eligibility; that set aside units must be of the same size, floor plan and provide the same amenities as other similar units in the complex and that concentrations of affordable units must be avoided.

Because this is a 100% rental project, with affordable units scattered throughout, this project is not optimal for consideration as part of the goal of finding 16 replacement units for purchase for ARHA. However, there is a recommended condition which states that the developer will work with the City and ARHA to consider the possibility of providing 16 public housing replacement units to ARHA as an alternative to some or all of the aforementioned units.

E. New Streets and Street Names

Four new public streets (Anchor Street, Port Street, Swamp Fox Road, and Southern Street) and one new private street (Dock Lane) will serve Blocks 11 and 12 and the Eisenhower Avenue Metro Station, as called for by the EESAP. The applicant will construct Dock Lane between Blocks 11 and 12 and the segment of Southern Street between Port Street and Swamp Fox Road. If construction of the development on Blocks 11 and 12 precedes construction of Blocks 19 and 20, the applicant will also be responsible for constructing Port Street. These five new streets will contribute to the urban grid and block system identified by the EESAP. The creation of the grid network will help to disperse traffic along several streets and relieve pressure at both Eisenhower Avenue/ Mill Road and Eisenhower Avenue/Stovall Street intersections.

As part of the request for this project, the applicant is also requesting approval of the street names Anchor Street and Swamp Fox Road. Port and Southern Streets were approved in

conjunction with the proposal for the adjacent Blocks 19 and 20. Dock Lane, which is a private street, does not require Planning Commission or City Council approval for its naming. A description of all five streets is included here for informational purposes.

Street Name Requests

Anchor Street
Anchor Street is the proposed name for the 66-foot wide public street located on the western side of Blocks 11 and 12, to the east of the Eisenhower Avenue Metro Station. This street will consist of 40 feet of land dedicated by the applicant and 26 feet acquired by the City from WMATA. Staff has recommended that this street be constructed prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The name Anchor Street was chosen in line with the area's maritime history, similar to the previously approved Port Street discussed below.

Swamp Fox Road
Swamp Fox Road is the proposed name for a new two-lane, 66-foot-wide public street located to the west of the Eisenhower Avenue Metro Station, bisecting Eisenhower Station Square. This road segment is an extension of the existing Swamp Fox Road, a private street, located north of Eisenhower Avenue and connecting to Mandeville Lane. The CDD plan envisions Swamp Fox Road eventually extending north to Mill Road as part of the development of Blocks 4 and 5.

The *Eisenhower East Small Area Plan* did not envision the north-south segment of Swamp Fox Road adjacent to the Eisenhower Metro Station. However, subsequent to the approval of the small area plan, this portion of roadway was planned to accommodate bus loop operations. This new road will provide another connection to the southwest quadrant of Eisenhower East and access to and from Block 9.

Previously Approved Street Names

Port Street
Port Street is the proposed name for the two-lane, 66-foot-wide public street located on the eastern side of Blocks 11 and 12. This street will be created from land dedicated by the applicant and by Lane Development, owner of Blocks 19 and 20. Staff has recommended that the street be constructed prior to issuance of the first certificate of occupancy for Block 11 or Block 12. The name Port Street was chosen since this area was once the site of a dock functioning as an export point for Cameron Mill.

Southern Street
Southern Street is the proposed name for the two-lane, 66-foot-wide public street located south of Block 11 eventually extending west to the Eisenhower Avenue Metro Station. The name Southern Street was chosen because the roadway is the southern most street in Alexandria.

Private Street

Dock Lane
Dock Lane is the proposed name for the two-lane, 66-foot-wide private street located between Blocks 11 and 12. Although the applicant will retain ownership of this portion of property due to the presence of underground parking under the street, staff is recommending a public access

easement for Dock Lane so that it can function as a public street. Similar to the naming of Port Street, the name Dock Lane was chosen based on the area's maritime history.

These five new roads are significant public improvements for Eisenhower East, providing pedestrian circulation with sidewalks, street trees, and other amenities.

F. Eisenhower Avenue Metro Station Improvements

The City's vision for the Eisenhower East neighborhood is a "dynamic urban mixed-use community that encourages the use of transit." With this goal in mind, WMATA, Hoffman and the City collaborated to develop a plan to improve the Eisenhower Avenue Metro Station area, and in September 2008, WMATA issued a Final Report of its "Eisenhower Avenue Station Access Improvement Study."

The Hoffman Company, WMATA, and the City are working jointly on a draft Memorandum of Understanding related to the parties' respective responsibilities for implementing the improvements outlined in the WMATA Final Report. This MOU contains detailed information about the scope of work for three project areas: 1.) Bus Loop Improvement; 2.) Expanded Eisenhower Station Square; and 3.) Station Improvements. The City Manager's Office will finalize the negotiations and execution of the MOU.

Bus Loop Improvements

As envisioned by the EESAP, one component that the 2008 WMATA study addresses is improvements to the bus and Kiss and Ride facilities at the existing station. As part of the first Stage 2 DSUP for Blocks 9A, 9B, 11, or 12, whichever occurs first, the applicant is required to prepare a plan for the construction of the bus loop improvements and explore the possibility of eliminating or relocating the existing Kiss and Ride facilities. These improvements are hereinafter referred to as the "Bus Loop Improvements."

The Bus Loop Improvements include relocation of three bus bays on the west side of the Metro Station to the east side of the Station, beside the three existing bus bays. This consolidation of the six bus bays will improve transit operations and pedestrian flow. In addition, the Kiss and Ride functions currently located beneath the aerial platform will be accommodated along Swamp Fox Road as on-street spaces. Car-share reserved parking spaces, taxicab spaces, and shuttle spaces will also be located along Swamp Fox Road.

For purposes of this application, the Bus Loop Improvements also include construction of certain new public streets, including Swamp Fox Road, Southern Street, and Anchor Street, adjacent to the Station. These streets will be constructed by the applicant on land to be contributed by WMATA and Hoffman.

Expanded Eisenhower Station Square

A key focal point of the *Eisenhower East Small Area Plan*, the Expanded Eisenhower Station Square will be a transit plaza located at the metro station. This station plaza will be a central gathering space along Eisenhower Avenue within the Hoffman Town Center, which is immediately northwest of Blocks 11 and 12.

The 2006 CDD Amendment for the Hoffman properties also requires the applicant to dedicate land towards creation of Eisenhower Station Square, a new urban plaza that is bisected by realigned Swamp Fox Road, and to design and construct the eastern portion of Eisenhower Station Square part of the Stage 2 DSUP application for Blocks 11 and 12. The western portion of Eisenhower Station Square will be completed with the development of Block 9B.

Not included in these two areas is the space beneath the WMATA aerial platform. However, WMATA has expressed willingness to transfer the land under the platform to the City so that it can be seamlessly integrated into the Eisenhower Station Square open space – thereby expanding it significantly. Collectively, this area plus the east and west portions of Eisenhower Station Square, are hereinafter referred to as the "Expanded Eisenhower Station Square," which is approximately 30,000 square feet in size.

The Expanded Eisenhower Station Square will include informal seating areas, public art, plantings, a fountain, LID technology, and decorative paving. In addition, the statue of President Eisenhower currently located in the Holland Lane rotary will be relocated to this urban plaza. Funding for this portion of the project will be shared by the applicant – who is responsible under the terms of the CDD for design and construction of approximately 1/3 of the full Expanded Eisenhower Station Square – and the City. The City will use existing grant funds to pay for this portion of the project.

Station Improvements

The final collection of improvements to the Eisenhower Metro Station area is referred to as the "Station Improvements," located entirely on WMATA property. These improvements will be the responsibility of the City, as part of the transfer of approximately 1.4 acres of land from WMATA for the Bus Loop Improvements and Expanded Eisenhower Station Square noted above. Funding for these improvements will come from existing Federal Transit Administration grant funds and funds contributed by the applicant in lieu of making road improvements to Eisenhower Avenue along Block 12 (this project is now funded by VDOT.) The Station Improvements project will consist of new sidewalk paving, new waiting shelters and canopies for the bus platform and taxi waiting area, and other amenities such as bike racks.

G. Open Space

Block 19 Open Space

A small portion of the site, less than ½ acre, is located on the northern side of Block 19 (see *Attachment F*). This area will be severed from the site when Port Street is constructed and will be further reduced in size when Eisenhower Avenue is widened. The area contains a stream (the Old Cameron Run channel) and wooded buffer, which is considered a resource protection area (RPA) and is protected from encroachment by development or impervious surfaces in order to maintain water quality. The stream in this RPA daylights on the Hoffman property and flows east eventually to Hooff's Run. The area of the RPA is the most western portion of the future Eisenhower Park. Future dedication of open space on other properties to the east will ultimately link the park to the African American Heritage Park on the east side of Holland Lane.

The *Eisenhower East Small Area Plan* (EESAP) and the *Eisenhower East Plan Implementation* anticipates that approximately 55,000 square feet of open space area within Block 19 will be dedicated to the City as part of the future Eisenhower Park. With the ATA/Lane development plan, approved in June 2009, the developer was required to dedicate approximately 40,000 square feet of land, all within the RPA, to the City. It was also anticipated at the time of that approval that the balance (approximately 15,000 sq. ft.) of the 55,000 square feet would be provided with the Hoffman application for Block 12.

Staff strongly suggested that the applicant dedicate this portion of the site to the City for inclusion into the future Eisenhower Park. Since the site is entirely within an RPA, there is no future development potential for this land. However, the applicant has been adamant that they are not required to dedicate any additional land in their ownership because the requirement to construct Eisenhower Station Square fulfills their open space obligation for Blocks 11 and 12.

As an alternative to dedication of this RPA open space area, staff is recommending certain requirements to preserve and enhance the potential use of this open space; including the provision of a connection to the 6 ft. pervious stone dust trail within the RPA buffer area on the Lane property as well as enhancements within the RPA such as a continuation of the wildflower meadow on the adjacent Lane site, additional trees and retention of this area in its natural state, all of which will improve the environmental and visual quality of the area. In addition, staff is recommending that a tree conservation and protection plan be provided for the wooded portions of the tract and that a perpetual public access easement be provided over the privately owned open space so that neighbors and local pedestrians will have an opportunity to experience the natural environment and stream.

Roof Top Decks and Amenities

The applicant is proposing two large private amenity decks, each approximately ½ acre in size, on Blocks 11 and 12. Additionally, roof top open space areas with additional amenities will be provided for each of the residential towers. The two amenity decks will be connected by a pedestrian bridge that will span Dock Lane. This bridge will be open and designed to fit in with and enhance the architecture of the buildings.

The applicant has indicated that the amenities for the apartment towers are not fully programmed yet, but are anticipated to include a club room, gym, business center, library/e-lounge, movie room, outdoor recreational areas (pool, putting green, grilling areas, hot tubs, rock climbing wall, and roof-top observation deck/lounge on 11W and 12. Block 11E will share a club room with 11 W.

The Block 11 amenity deck, directly above the grocery store, is the slightly larger of the two main amenity decks and will include a pool and hot tubs with a large sun deck area and a shade trellis with landscape planters and sitting areas.

Eisenhower Station Square

The *Eisenhower East Small Area Plan* (EESAP) and the Eisenhower East Plan Implementation provides for a system of open space areas in the form of urban plazas, parks and conservation areas. Developers are required to either contribute to or design and construct these open space areas as part of their respective development projects. In this case, the developer is required to

design and construct an urban plaza at the Eisenhower Metro Station (Eisenhower Station Square) in conjunction with the development of Blocks 11 and 12. No other ground level open space areas are required for either Blocks 11 or 12; however, a smaller ground level plaza is provided at the intersection of Port Street and Eisenhower Avenue and large private above-grade plazas are proposed for each block.

The *EESAP* originally envisioned a 28,000 square-foot urban square (Eisenhower Station Square) on the south side of Eisenhower Avenue and the west side of the metro station. The plan describes this plaza as "a major gathering and social space along Eisenhower" that will "anchor the southern end of Swamp Fox Road, the major north south shopping street and the route to the entertainment complex."

With the approval of the Stage I DSUP, the plaza was revised as a result of a new north-south extension of Swamp Fox Road to allow better traffic circulation and access to Blocks 9A and 9B. The plaza was divided into two plazas; a 9,200 square-foot plaza adjacent to the metro station to be designed and constructed by the applicant with the subject application and an approximately 11,000 square-foot future plaza adjacent to Block 9B.

Additionally, WMATA has offered to the City the portion of the plaza that is under the above-grade platform, extending the size of the plaza east of Swamp Fox Road to approximately 20,000 square feet. WMATA would retain the area as a permanent surface easement for maintenance purposes. By having the property in City ownership, the City would be able to use the property for special events without obtaining permits from WMATA.

H. Pedestrian and Streetscape Improvements

The development of Blocks 11 and 12 will provide pedestrian and streetscape improvements that will enhance the area in accordance with the *Eisenhower East Small Area Plan* and associated design guidelines. In general, the streetscape for Blocks 11 and 12 will consist of minimum 14-foot-wide brick sidewalks with street trees, pedestrian scale lighting, and continuous sidewalks at all drive aisles serving the site.

Additionally, the *Eisenhower East Plan* identifies a hierarchy of street frontages with "A," "B," and "C" designations. On Block 11, the Anchor Street side is classified as an "A" frontage, the most restrictive guidelines to ensure the highest quality character and appearance. Block 12 has a more prominent location, with two "A" frontages – Anchor Street and Eisenhower Avenue. "B" frontages, or secondary street designations, are located along the Block 12 Port Street façade. Finally, Dock Lane, Southern Street, and the portion of Port Street serving Block 11 are classified as "C" frontages, which are considered the least public in nature and therefore, the least restrictive in design. Specific streetscape guidelines are associated with each type of frontage.

Dock Lane is required by the Stage 1 DSUP to be a 66-foot-wide street with a public access easement and is an important street within the overall grid street pattern in the Eisenhower East Plan area given that it provides a direct link to the Eisenhower Metro Station for this development as well as for other development to the east of the project. The street has recently taken on a more significant role as a major pedestrian route than was originally anticipated in the Eisenhower East Small Area Plan.

As discussed above, the EESAP classifies Dock Lane as a "C" street, which is "the least public in nature and the least restrictive in design intent." With the recently approved development for Blocks 19 and 20 (ATA site), a new "A" street envisioned by the Plan on the north side of the residential buildings on Block 19 was not required, placing more emphasis on Dock Lane as a major pedestrian street with direct access to the Metro station. With over one million square feet of mixed residential and commercial development on Blocks 19 and 20 and an equal or greater amount of development on Block 11 and 12, it is anticipated that Dock Lane will be a heavily used pedestrian street.

In order to ensure that Dock Lane is a quality pedestrian oriented street, staff has worked with the applicant to do several things; reduce the number of garage access points from 4 to 3; integrate more retail on the street, some in the form of "pocket retail" as discussed above; provide opportunities for outdoor seating between pockets of retail; maintain ample sidewalk width between the retail and the curb with street trees in tree grates; provide continuous level sidewalks over all driveways; and provide parallel parking on the street with special concrete pavers that mimic the treatment of the parking spaces in the surface parking lot for Harris Teeter.

Harris Teeter Parking Lot

The CDD allows for a maximum 160 space surface parking lot on Block 11, solely in conjunction with a grocery store tenant on that block. Additionally, conditions of the CDD require that the parking lot be in compliance with the landscape requirements of Section 11-410(cc)(6) of the Zoning Ordinance and the City of Alexandria Landscape Guidelines.

The current parking lot layout provides for approximately 150 parking spaces. The applicant has indicated that Harris Teeter is satisfied with that amount of surface parking. The reduction in ten spaces from that specified in the CDD is necessary to provide certain landscape features in order to find conformance with the Zoning Ordinance and landscape guidelines. Even with the reduction of the ten spaces, the applicant needs some modifications to minimum requirements for landscape islands provided and the width of required landscape strips. Staff has worked closely with the applicant in the design of parking lot and landscape features and supports the requested modifications.

In order to accommodate landscaping within the parking lot, Southern Street had to be shifted to the south into a VDOT easement for a stormwater pond on the southern end of the property. Staff and the applicant worked on numerous alternatives for the alignment of Southern Street and believe the current alignment works, pending VDOT approval. This alignment allows a landscaped island in the middle of the parking lot to function as a stormwater/bio-swale feature, as well as supporting vegetation for shading of parked cars. Periodic breaks in the landscaped islands are provided for shoppers and their carts. In addition, the applicant has agreed to provide pervious pavers in the parking spaces to further enhance natural drainage within the parking lot.

I. Traffic and Transportation

Area Traffic Impacts

Trip Generation

The proposed development on Blocks 11 & 12 is generally consistent with the East *Eisenhower Small Area Plan* (EESAP). A traffic impact study for Blocks 11 and 12 was submitted for this project, which updated the Hoffman Master Plan Traffic Impact Analysis dated October 2005. Based on the applicant's traffic study, the development will generate 407 AM peak hour trips and 727 PM peak hour trips. These numbers include a 24% vehicle reduction during the AM peak hour and a 28% vehicle reduction during the PM peak hour based on the proposed transportation demand management (TDM) strategy.

Comparison of Peak Hour Traffic Conditions

The applicant analyzed peak hour intersection volumes using appropriate procedures, as detailed in the 2000 Edition of the Highway Capacity Manual. Traffic analysis results are summarized in Table 2 below for key area intersections.

Table 2. Peak Hour Level of Service and Delay for Key Area Intersections

Study Intersection				
	Existing Conditions		2020 with Development*	
	AM	PM	AM	PM
Eisenhower Avenue and Mill Race Lane/Port Street	A 2.6	A 3.4	C 26.9	C 30.7
Eisenhower Avenue and Mill Road	A 8.8	B 10.9	E 57.9	E 63.0
Eisenhower Avenue and Swamp Fox Road	C 21.5	B 12.0	C 30.7	D 45.3

Note: Intersection delay is measured in seconds/vehicle

*2020 Scenario assumes improvements to Eisenhower Avenue consistent with the EESAP and the Hoffman Master Plan Traffic Impact Analysis (Eisenhower Avenue is assumed to be a six-lane divided roadway and additional side street approach lanes are added at the following intersections: 1. Eisenhower Avenue & Mill Race Lane/Port Street, 2. Eisenhower Avenue & Mill Road, and 3. Eisenhower Avenue and Swamp Fox Road)

Pedestrian, Bicyclist, and Transit Improvements

In Blocks 11 & 12, Dock Lane will serve as an important pedestrian link, providing pedestrians in Blocks 19 & 20 and Blocks 11 & 12 convenient access to the Eisenhower Avenue Metro. In conjunction with the Eisenhower Avenue widening project, a shared use path will be created along the south side of Eisenhower Avenue to support both pedestrians and bicyclists. Finally, in partnership with the city and WMATA, a continuous bus canopy will be provided along the east side of the Metro station to shelter bus riders from inclement weather.

Amendment to the Transportation Management Plan

In accordance with Condition 7 of CDD#2005-0002, which accompanied the Stage 1 DSUP approvals, the applicant was required to submit an amendment to the Transportation Management Plan since the adjusted gross floor area will increase due to affordable housing bonus density. In October 2009, VHB, Inc. submitted a revised traffic impact study. The traffic study determined the changes to the traffic volumes as a result of the bonus density will not

significantly impact surrounding intersection operations. Therefore the existing TMP measures (Condition #33 of the TMP-SUP#2005-0115) are adequate, and all units, including those added with the bonus density, will be subject to the previously approved TMP with associated fees.

J. Parking

The *Eisenhower East Small Area Plan* promotes limited parking throughout the district to reduce the number of single occupancy vehicles and encourage transit use. Calculated under the EESAP parking ratios, the maximum number of parking spaces permissible for the Hoffman properties is 12,316. A maximum of 12,060 parking spaces were approved as part of the 2006 CDD amendment. The CDD conditions also compel the preparation and enforcement of a Parking Management Plan with each Stage 2 DSUP application, requiring fair market rates for single occupancy vehicle (SOV) parking, except that free parking is required for vanpool vehicles and for retail customers.

As part of the Stage 1 DSUP approvals for each block, the permissible maximum number of parking spaces was determined on a block-by-block basis. The number of underground parking levels was also approved in the Stage 1 DSUPs. In conjunction with the proposed density bonus request associated with the provision of affordable housing, the applicant is requesting additional parking spaces over and above the total Stage 1 DSUP approval. For Block 11, 924 garage spaces and 160 surface spaces were approved, and for Block 12, 238 garage spaces were approved, for a total of 1162 structured and 160 surface lot spaces (See Table 1). In the current proposal, a total of 1505 garage spaces and 150 surface spaces are requested. As per the analysis in the original CDD approval, the current proposal is within the intent of the previous CDD approval and *EESAP* provisions. Specifically, the residential parking ratio is approximately 1.2 per unit (including visitor parking) or 1.09 per unit (excluding visitor parking) and the retail parking ratio for both the grocery store and the retail on Block 12 is approximately 3 per thousand. These parking ratios are also generally consistent with the ratios in the recently approved development on Blocks 19 and 20. Parking garage entrances and exits for this project are located along Dock Lane.

Although the *Eisenhower East Small Area Plan* does not have specific requirements for visitor parking, staff has added conditions recommending that 9 percent of the total provided residential parking spaces in the parking garage be reserved for visitors to the residential units – this would equate to 130 spaces. The general City policy for visitor parking, which is not a technical requirement in the *EESAP* neighborhood, requires that a minimum of 15 percent of provided parking be allocated as visitor parking. Given the proximity of the Eisenhower Metro Station and the goal of encouraging transit use, staff recommends a reduced amount of visitor parking. In addition, if the utilization rates of the visitor parking spaces in the Blocks 11 and 12 garages are low, staff is recommending that the applicant submit a study for staff review to reconsider the visitor parking ratio and to possibly adjust to allow more residential parking if necessary.

Modification to increase compact parking space ratio

Section 8-200(E) of the Zoning Ordinance requires that no more than 30 percent of the total required retail parking for this project be compact-size spaces. Of the 150 proposed surface parking spaces for the grocery store use, 49 (33 percent) are compact. This surface parking lot has several site constraints that have challenged the design of this space. First, the existing above-grade high-tension power lines and poles restrict the configuration of the parking lot

layout and the location of landscape islands and parking spaces. Second, the requirements of the Stage I DSUP to comply with City Landscape Guidelines and to screen the parking lot further limit the size of the parking lot. Finally, in working with staff, the applicant has reduced the number of proposed parking spaces from 160 in the Stage 1 DSUP approval to 150 in the current application. Given these constraints and revisions, staff supports a modification to allow 3 percent more compact parking spaces in this parking lot.

On-street parking

In addition to the off-street parking spaces, approximately 15 new on-street spaces will be created with the construction of the new streets surrounding Blocks 11 and 12: Anchor Street, Port Street, Dock Lane, and Southern Street. Staff has added conditions requiring that the applicant install City parking meters on each of these streets, including the private street. These new on-street spaces will provide additional short-term parking for visitors.

K. Building Design

Background:

This project was previously approved by Planning Commission and City Council under a Stage 1 DSUP in February 2006. The Stage 1 DSUP included approvals for use, adjusted gross floor area (AGFA), number of parking spaces, levels of underground parking, preliminary building massing, and height. The massing that was proposed by the applicant, as shown below, included strongly articulated and stepped building forms. (*Illustrative B* – below:)



Illustrative B: Approved Stage 1 DSUP Massing

The applicant later returned with a fundamentally different proposal in March of 2009, consisting of three equal-height towers, two on Block 11 on top of the proposed grocery store and two levels of podium parking, and a third tower on Block 12 over one level of retail and five levels of podium parking (*Illustrative C* – below:)

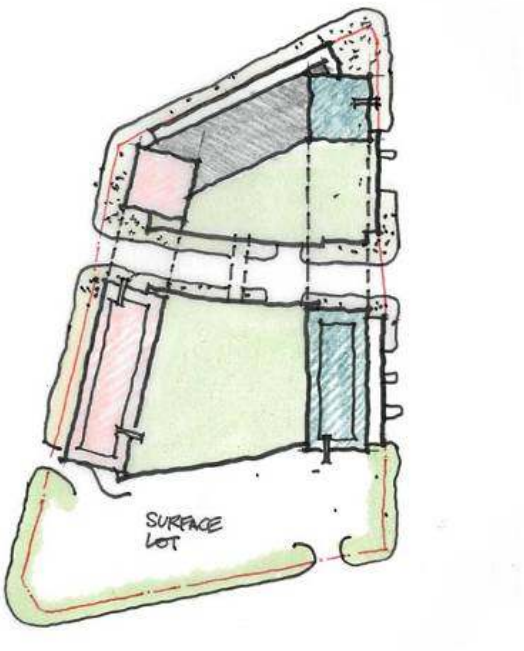


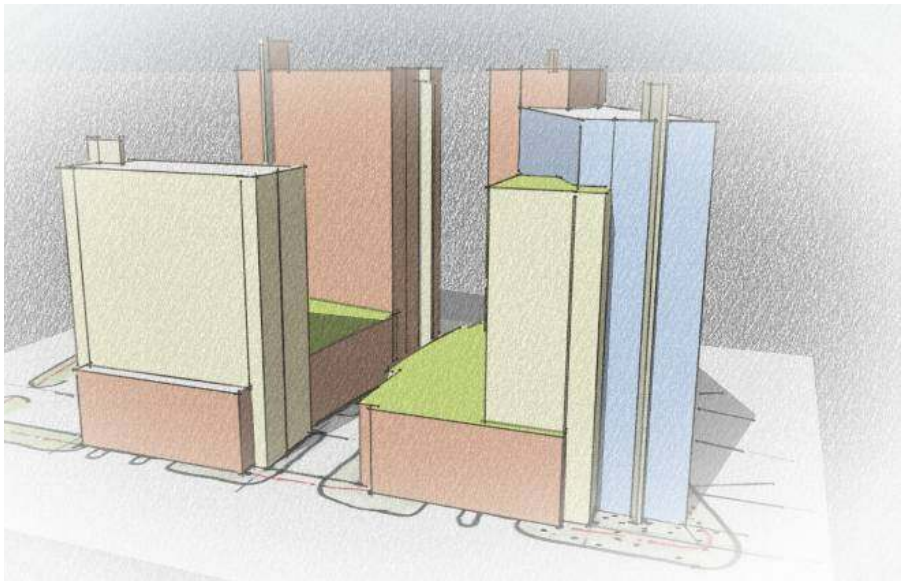
Illustrative C: Applicant's Initial Stage 2 Design

In this design, there were two levels of underground garage proposed over the entire site (with the exception of the surface parking lot, which is encumbered with a DVP underground easement that precludes below-grade construction.) Staff expressed concerns with several aspects of this design: the lack of three-dimensional articulation and building top expression; the repetitive quality of three same-height towers with the identical skin treatment, regardless of site context; the dated appearance of towers sitting on a podium; the treatment of Dock Lane, with blank parking garage walls and speed ramps running continuously along both sides; and a lack of ground-level public open space. Although Dock Lane was designated in the EESAP as a "C" street, design evolution that occurred during the approval of the neighboring Lane project to the east has effectively changed the character of this street into a more important pedestrian thoroughfare, connecting the Lane project and existing residential to the east with the Eisenhower Metro station, through the subject property. In keeping with this, staff has encouraged the applicant to make Dock Lane a more pedestrian-friendly street. This included suggestions to move or reduce the number of garage ramps, lower podium heights to increase solar access to the street, and above all create more active uses on Dock Lane. Staff repeatedly asked to add a second entrance to the proposed Harris Teeter on Dock Lane, which the tenant opposed. Staff felt strongly that the primary retail tenant in this development should not "turn its back" to Dock Lane and Eisenhower Avenue. Subsequent revision of garage ramps to their current configuration would allow such a connection, but the space opened up is currently shown as a secondary retail space on Block 11 with the secondary entrance to the grocery store located on the façade facing the Metro station. To further activate Dock Lane, the applicant has proposed a series of small "pocket retail" spaces – basically micro shops – that would support small retail uses, and add life and activity to the street frontage. For further discussion of the Dock Lane issues, see also the Block 12 Parking discussion (below.)

Schematic Design Evolution:

Subsequently, staff met with the applicant on an ongoing basis to work through these concerns. Applicant stated that the project's economics made strong three-dimensional stepping or plan setbacks problematic, and proposed achieving height variation by seeking additional height through the provisions of the affordable housing density bonus. Staff was generally supportive of seeking additional height for this site, in view of its prominent position on Eisenhower Avenue, potential enhancement of the City skyline, and its location immediately adjacent to a Metro station. Staff worked with applicant to develop several alternate massing and architectural expression strategies in diagram form, which stressed a variety of building heights and expression (*Illustrative D* – below:)





Illustrative D: Staff Massing Studies

The revised project, now containing five levels of underground garage, was taken to the Carlyle/Eisenhower East Design Review Board (which is advisory for this project) for several hearings and work sessions, and the design has made significant progress (*Illustrative E* below) although the Board has asked the applicant to continue to refine the design in a number of areas, including final façade expression, color and materials.

Current Design:

Staff analysis of the current design, based on submissions dated February 16th and March 16th and March 23rd, 2010, recognizes that Applicant has made substantial progress with the building design, but notes a few remaining areas of concern, which staff believes could be resolved at Final Site Plan with the applicant and their design team. Staff therefore recommends approval of this Stage 2 DSUP application, with the conditions listed in the Building Section of the Recommendations.



Illustrative E: Current Design, as of 3/24/10

The current design is an evolution of the schemes discussed above: it retains the idea of three towers above a retail and parking base, but with a lower, and in staff's opinion, more successful base treatment. The variety in height is achieved through the fundamental massing of the towers, which step up in height counterclockwise from the southeast corner, across from the Lane project, to Eisenhower Avenue, to the tallest building at the southwest corner of the site, facing the Beltway and the Metro station. To achieve a stronger skyline, applicant has also proposed the creation of two-story penthouse units at key locations, which help to break the horizontal plane of the building top, and create the sense of vertical "tower" elements embedded in the larger building slab. Additional three-dimensional sculpting of the building forms is located on key areas of the façade with a series of projecting and receding planes (achieving a five foot depth in certain locations) to modulate the façade. There is additional variation created through color and fenestration changes. While early attempts using the color method seemed flat and unsuccessful, the applicant's team has continued to work on ways to make these plane changes read more strongly, and staff now feels that they can achieve an appropriate level of expression of base-middle-top and articulation. Staff also notes that the design has made a stronger visual connection between the building tower and base at key locations, by carrying the tower expression (whether solid or glass) all the way down to the base, or even to the ground.

An additional area of concern has been color. Both staff and applicant have agreed that the three buildings need to read as parts of a whole, but staff continues to feel that there should be subtle, but distinct, variations between the color and material treatment of the individual buildings – first, to respond to the highly varied conditions that surround the site, and second, to emphasize the most important focal points of the project – such as the corner that overlooks the RPA and Eisenhower Avenue, the tallest building fronting the Metro, or the view from the Capital Beltway. It is important for this project to be distinguished from the color schemes of the existing Paradigm/Mill Race residential project across Eisenhower Avenue, and the approved Lane project to the east. The applicant had a productive meeting with the DRB on this issue on March 18th and the color scheme for this project is on the right track. The applicant will continue

to work through the final site process with Planning & Zoning and the DRB to refine the color and materials solutions for this important project.

The building tops are another area where the building design is very strong, although additional refinement will be needed during the final site plan process. The applicant has proposed a series of highly articulated "lantern" elements to cap the key building corners. These lantern elements will be lit at night and act to give the building tops variety and interest. The issue of distinctive building tops has been a major concern for the City and this project has effectively addressed this by creating building tops of differing heights and utilizing specially lit design features. The detailed design of the lantern elements and how these elements tie into the rest of the tower design needs to be further refined during the final site plan process.

The building base is a final area that has simply not received a great deal of attention, due to the complex problems of massing and elevation that have been addressed above. It is currently shown as being constructed primarily of an architectural concrete masonry material (Arriscraft – the same material used for the base of the Potomac Yard Fire Station) which may not be appropriate for all areas of such a prominent project. In this regard, staff needs more information and will continue to work with applicant to refine this part of the building.

In view of the above, staff is recommending approval of the design of this major project, as reflected by the drawings dated February 16th, 2010, as amended by design sketches dated March 16th and 23rd, 2010, and with the condition that the applicant will continue to work with staff and the DRB to resolve the final colors and materials, building top expression, and base elements.

Parking/Open Space Issue on Block 12:

Since the applicant's decision to depart substantially from the approved Stage 1 DSUP, staff has consistently remarked on the lack of public open space on this project, and the closed character of Dock Lane, both of which became even bigger issues at the point when applicant chose to request greater height. Even though staff supports this request for additional height in terms of the opportunity to create a stronger skyline and greater variety of building heights, they feel that the addition of a significant amount of GFA should be offset by a comparable public benefit, and that there is an opportunity on Block 12 for such a contribution.

Staff has also consistently noted great inefficiency in the one on-grade and two above-grade sections of garage that have been shown for combined retail and residential parking on Block 12. Using the applicant's own area calculations, these three, very small and irregularly shaped garage plates park a total of only 96 cars in 68,000 SF. This means that each parking space in this garage takes up more than 700 square feet, compared to an industry standard of around 350 SF/car. Staff has studied an alternate design (see illustrations, below), which considers the redesign of entry, aisle and circulation geometry in the five levels of garage *below Block 12 only*. Staff studies showed that the increased efficiency could accommodate all of the cars currently shown parked above-grade on Block 12 *and* allow removal of all 68,000 SF of above-grade garage (a building area comparable to *two* Charles Houston Recreation Centers.) This design change would also consolidate all of the retail parking for Block 12 on a single level, with a simple one story elevator connection to grade and the retail space along Eisenhower Avenue. It permits the creation of more than a third of an acre of high-quality, south-facing public open space on Dock Lane, (comparable in size to Hunter-Miller Park,) while still saving the applicant a substantial amount of construction cost. This park could include high-quality outdoor dining

opportunities for future restaurants in Block 12, and is also large enough to accommodate retail kiosks, such as the ones found in Bryant Park and elsewhere in Manhattan. The plan changes also allow for greater retail depth (an industry-standard 70-80 feet, versus the 50 feet shown in the current proposal,) and the elevator location – close to Eisenhower Avenue - allows for complete flexibility in retail tenant sizes (versus the current proposal, which requires a passageway at some point, cutting the retail space in half.) This consolidated retail space gains substantial exposure as well, since it would also be visible *and* accessible from the newly-created open space, and its single parking entrance on Port Street is immediately visible to anyone coming to the retail, whether from Southern Street, Dock Lane or Eisenhower Avenue eastbound or westbound. Replacing the two ramps on Dock Lane with a single entry on Port Street also adds a significant number of on-street parallel parking spaces on Dock Lane (from 11 to 17.) Elimination of the above-grade parking structure also allows increased efficiency by relocating tenant and leasing office spaces currently shown on a single-loaded corridor on the second floor facing Port Street to the main building corridor, along with a net gain of 3 – 4 additional dwelling units, and elimination of an exit stair necessitated by the long dead-end corridor in the current proposal. Finally, removal of three levels of mechanically-ventilated garage would save total construction costs in the neighborhood of $4 million. While these changes would involve some minor adjustments to column and core locations in Block 12, it should be noted that this piece of the project has been identified by the Applicant as Phase II, and there is therefore ample time to make these design changes without impacting the construction schedule for the overall project.



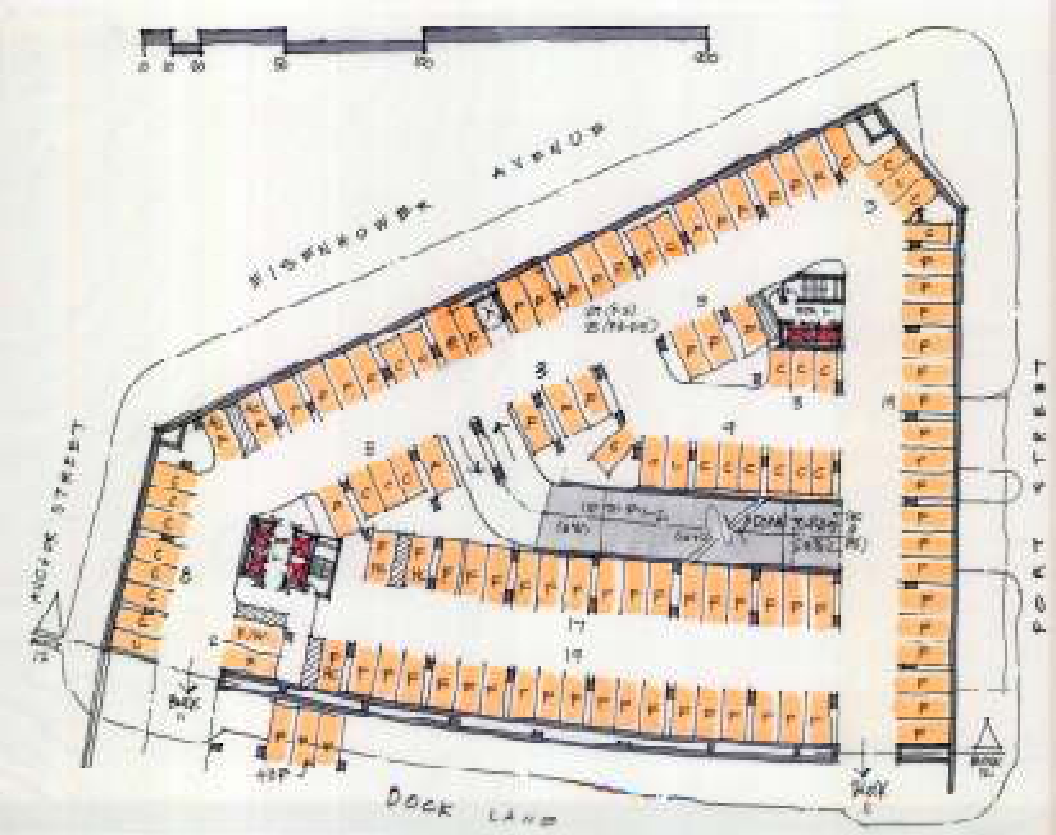
Illustrative F: Staff Alternate Ground Floor Plan - Expanded Retail Space shown in blue
Note that retail elevator location gives direct access to Eisenhower Avenue and lease space.



A Bryant Park Kiosk (about 20’ square)
Could supplement retail activity in open space.



Illustrative G: Staff Alternate First Garage Plan (P-1 Level) - Retail Parking is shown in blue, and could easily be expanded by moving the division between retail and residential garage sections.



Illustrative H: Staff Alternate Garage Plan Levels P2-P5 – More Efficient Parking Layout

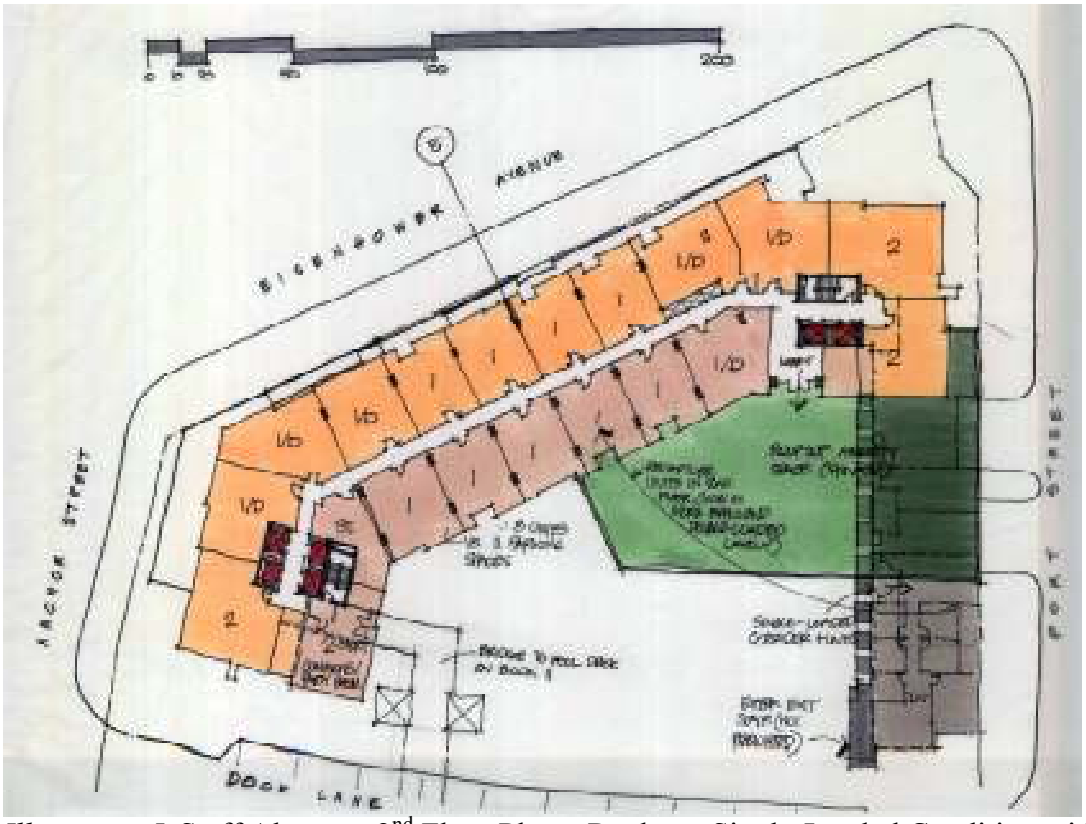
A study of the proposed garage for Block 12 (designated by the Applicant as Phase II) shows that reconfiguration of the garage could yield much greater efficiency, higher parking yield, ground level open space, and a more efficient floor plan with additional residential units on level 2, with a total net gain (on Block 12 only) of 19 parking spaces:

	APPLICANT PROPOSAL					STAFF PROPOSAL			
LEVEL	FULL	COMP.	TOTAL			FULL	COMP	TOTAL	
2	27	12	**39*, ****			-0-	-0-	**-0-**	
MEZZ	24	8	**32*, ****			-0-	-0-	**-0-**	
G	20	4	**24*, ****			-0-	-0-	**-0-**	
P-1	51	30	**81**			71	30	**101**	
P-2	47	48	**95**			85	33	**118**	
P-3	47	48	**95**			85	34	**119**	
P-4	47	48	**95**			85	34	**119**	
P-5	46	53	**99**			85	37	**122**	
TOTALS:	309	251	**560**			411	168	**579**	
%'S	55%	45%				71%	29%	+19 SP	

*) Applicant proposes a total of 95 cars on three above-grade levels - totaling approximately 65,000 square feet, which translates into $3.5 to 5 million of construction. In

addition, this parking is very inefficient (over 750 square feet per car, versus a standard of around 350 square feet each.) The area freed up by elimination of the above-grade parking can provide over one-third of an acre of ground-level open space. The area on the 2nd floor formerly occupied by garage can then be used for additional residential units (yielding several additional units, and eliminating a redundant exit stair and long single-loaded corridor.)

**) Applicant proposes 53 retail spaces on two separate, small levels, which makes searching for a parking space difficult; staff proposal provides 54 retail spaces on a single level, with one-stop elevator connection to retail shops and Eisenhower Avenue.



Illustrative I: Staff Alternate 2nd Floor Plan – Replaces Single-Loaded Condition with Double-Loaded

A final note: the bridge that is shown connecting Blocks 11 and 12 can still be accommodated if these changes are carried out. There is also absolutely no change suggested for Block 11, which has been designated as Phase I.

The applicant is completely unwilling to consider this change as they believe that some limited above-grade parking is essential to the success of their retail uses on Block 12. Staff is not making the provision of open space on Block 12 a condition of approval; however, believes that this is an issue that the Planning Commission and City Council should discuss with the applicant.

Compliance with Design Guidelines:

The massing and orientation of the three proposed buildings are consistent with the intent of the EESAP and the *Eisenhower East Design Guidelines*. Staff and the Eisenhower East Design Review Board have worked with the applicant to refine the massing and building design for this project. Like the recently approved Blocks 19 and 20 project, the design of Blocks 11 and 12 has moved away from the typical combination of red brick and white precast – which is common to the area – to a composition of three colors of brick, metal and glass. However, this design remains consistent with the Design Guidelines, which require vertical proportions, high quality materials and detailing, a well-defined base-middle-top composition, and strong design elements at the top of all three buildings, which have been designed as an ensemble.

Block 11: Specific Compliance with the Eisenhower East Design Guidelines

Under the *Eisenhower East Design Guidelines*, Block 11 has both "A" (Anchor Street) and "C" (Dock Lane, Southern Street, and Port Street) frontages. These frontage guidelines outline specific design requirements for buildings and the adjoining streets. "A" frontages define the character and tone of the district. "C" streets provide a means of access to service entries and parking structures as well as tertiary streets through the neighborhood.

The Block 11 proposal digresses from the design guidelines in a few respects. Curb cuts are prohibited along "A" streets. The design proposal includes a drive aisle along Anchor Street into a surface parking lot serving the grocery store use. This curb cut concept was previously approved by City Council as part of the Stage 1 DSUP. Since the previous approval, the design of the surface parking lot has been improved to incorporate increased plantings, landscape screening, and porous pavers.

Second, setbacks at a certain height above grade are required, and few setbacks are provided on both buildings. However, the intent of the setback requirements is to ensure that taller buildings have a pedestrian friendly mass and scale. Although the project does not comply with these requirements, the buildings incorporate an engaging and highly articulated base with active use space and projecting bays, fulfilling the intent of the setback requirements within the vocabulary of a more contemporary expression.

Finally, for "A" street façades… In general, although the Block 11 project deviates slightly from a few guidelines under the "A" frontage requirements, staff is supporting these areas of non-conformance, since the design decisions in question give significant merit to the buildings.

Block 12: Specific Compliance with the Eisenhower East Design Guidelines

Under the *Eisenhower East Design Guidelines*, Block 12 has "A" (Anchor Street, Eisenhower Avenue, northern portion of Port Street), "B" (southern portion of Port Street) and "C" (Dock Lane, Southern Street, Port Street) street frontages. "B" streets connect primary streets to each other and to service streets, and provide access options throughout the neighborhood. "A" and "C" frontages have been described in the previous section. These frontage guidelines outline specific design requirements for buildings and the adjoining streets.

Setback-to-Height Ratio Modification

As part of this proposal, the applicant is also requesting a waiver of the setback-to-height ratio requirements under Section 6-403a of the Zoning Ordinance, which states that a building is required to be set back from the centerline of the street it faces a distance equal to at least half the height of the building at every point. Building heights on Blocks 11 and 12 range between 370 and 339 feet tall respectively, and the distance between buildings across Dock Lane is approximately 66 feet. Under Section 6-403a of the Zoning Ordinance, the buildings along Dock Lane for this block would be required to step back substantially or overall heights would need to be reduced, assuming the building footprints and towers are in their current location. As discussed earlier, the building massing approved in the Stage 1 DSUP for Blocks 11 and 12 consisted of a higher street wall along Dock Lane but lower overall tower heights. In the current proposal, the applicant expressed the desire to open up Dock Lane and consolidate more floor area on the building towers. The building massing in the current proposal was also determined based on the following: the desire to orient the rooftop amenity space and residential units for sun exposure; the site constraints related to the high-tension power lines on Block 11; and the desire to provide sun exposure on Dock Lane. For these reasons, staff supports a modification under Section 6-403a of the Zoning Ordinance for Blocks 11 and 12.

Building Signage

The Hoffman Coordinated Sign Plan (SUP-0163), approved in 1998, includes signage standards for all of Hoffman Town Center, including this site. Staff has included conditions requiring the design and development of additional signage for business signs, interpretive signs and specific signage for the grocery store so that it will be prominent from key locations approaching the site, including the Port Street and Dock Lane intersection, the eastbound Eisenhower Avenue and Swamp Fox Road intersection, and the elevated Metro Station platform.

L. Green Building

Under the City's new Green Building Policy adopted in April 2009, this development project would be required to achieve the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified level for New Construction or equivalent. Several green building elements that will accompany this proposal include: native plantings to reduce potable water use for irrigation, high-albedo roof materials on site and on building roofs, locally sourced materials, low-e glazing, energy efficient lighting and HVAC systems, and EPA WaterSense low-flow plumbing fixtures.

In lieu of the LEED system, the applicant has expressed interest in pursuing certification under the Green Globes Design system, which is owned and operated by the Green Building Initiative (GBI). Used in Canada and the U.S., Green Globes is a Canadian-based system that has been adapted for use in the U.S. Figure 4 contains a list of Green Globes certified projects. Both LEED and Green Globes originated from the Building Research Establishment Assessment Method (BREEAM), an environmental certification system launched in the United Kingdom in 1990.

The applicant has cited a few reasons for preferring to obtain certification through Green Globes over LEED. They have expressed that Green Globes is more user-friendly, providing guidance throughout the green building certification process. In addition, the applicant is interested in the

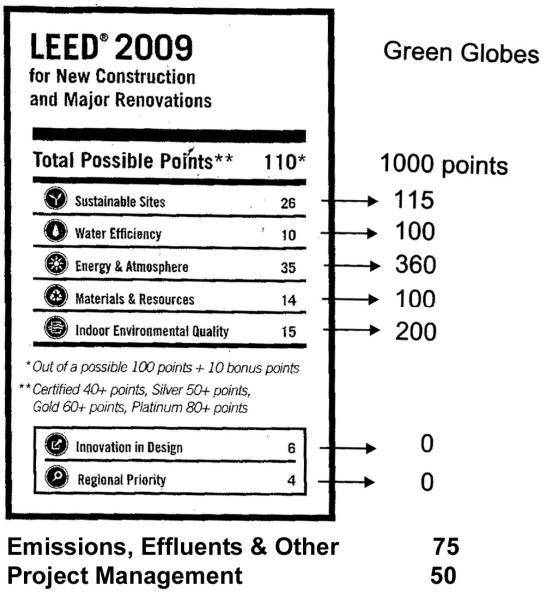
option for obtaining points for conducting a Life Cycle Assessment (LCA) of building assemblies and materials that is offered under Green Globes but not through LEED.

Although staff recognizes these advantages, staff is not certain that Green Globes is currently an equivalent system to LEED. The "Green Building White Paper for the City of Alexandria" prepared by Environmental Resources Management (ERM) dated December 25, 2007 notes that the two systems which appear to meet most of the criteria set for the City are LEED and Green Globes. The white paper attests that "both rating systems include many of the same green building criteria and are similar in content." However, under the City's Green Building Policy, and consistent with the ERM white paper, LEED is currently considered the City's preferred system. Staff has several reservations with the Green Globes system. First, the energy modeling procedures of the two systems are not equivalent; Green Globes is more simplified for purposes of being more accessible and user friendly. LEED has more stringent requirements stipulating who on the project team is permitted to perform the energy modeling. Second, entry to obtaining 1 Green Globe is lower than entry to achieving the LEED Certified level. Third, there are differences in the reporting and verification requirements for both systems. These differences and other staff concerns are not discussed here, as a detailed analysis and comparison of the technical differences between LEED and Green Globes is beyond the scope of this report.

To address the discrepancies between the two systems, staff has several recommendations. Since eligibility for 1 Green Globe begins at the 35 percent level, staff is requiring that a minimum of 40 percent of the possible points be achieved, the minimum threshold for the LEED Certified level. See Table 3 below for a comparison of the LEED and Green Globes points systems. If the applicant opts for Green Globes certification, staff is recommending the following conditions to address the concerns described earlier, creating a more level playing field between the LEED and Green Globes systems:

- Achievement of a minimum of 40 percent of the total possible Green Globes points;
- A third-party assessment, which is the New Construction (NC) Stage I and II assessment under the GBI Green Globes system;
- A GBI-certified energy modeling analysis to achieve a minimum score of 75 based on EPA's National Energy Performance Rating System; and
- If the project becomes eligible, a certified Energy Star rating of 75 based on EPA’s National Energy Performance Rating System.

Table 3. Comparison of LEED and Green Globes points systems.



In light of these recommendations, it is important for the City to monitor and evaluate the comparative performance metrics between the Green Globes and LEED systems - including current and future versions - to ensure that future development proposals desiring to pursue Green Globes certification will be on par with LEED.

M. Mechanical Penthouses

The applicant is also requesting permission to build taller mechanical penthouses than the 15-foot maximum height currently permitted under the Zoning Ordinance. Section 6-403(B)(2)(b) of the Zoning Ordinance requires a special use permit to increase the penthouse height beyond the permitted 15 feet. Staff supports the applicant's request for 34-foot tall penthouses on Blocks 11 and 12 because the elevators will be providing access to the roofs and the additional height is necessary both to accommodate increased mechanical overruns and to meet current code requirements for the high speed elevators required in the residential buildings. The applicant has committed to keep this height as low as technically feasible as they progress through detailed design of the building.

In addition, the applicant is requesting a special use permit to build more than one penthouse on Block 12. The added penthouse is needed because there are two elevators serving the building. Staff supports the request for incorporation of an additional penthouse on Block 12 for these purposes and has worked with the applicant to integrate the penthouse design into the overall building design.

N. Public Art

The 2006 CDD amendment included a condition of approval requiring that the applicant prepare a plan for sculpture and public art as part of the submission of the first Stage 2 DSUP for the

Hoffman properties. This Public Art Plan must be reviewed and approved by the Planning Commission and City Council.

The document submitted and included as *Attachment H*, along with a submitted map designating locations throughout the Hoffman holdings for future locations of public art, represents a cohesive plan for the location and type of public art that will be provided throughout the Hoffman holdings, which comprise the majority of the Eisenhower East neighborhood. Staff and the applicant have worked to develop a Public Art Plan which lays out processes for selection and implementation of public art. Additional refinements to the Public Art Plan will be made prior to final site plan – specifically, historic and interpretive goals will be incorporated into the Public Art Plan upon creation of the Historic Interpretive Plan. The Public Art Plan will also provide for opportunities to interpret history in the design and signage of the open space in the area. These refinements will crystallize the vision for the area to serve as a framework for determining the type of art or specific art piece for each location identified in the Plan. Staff is recommending approval of the Public Art Plan as provided in *Attachment H*.

O. Encroachment into Resource Protection Area

This property contains a Resource Protection Area (RPA) on the northeastern portion of the property. The *Eisenhower East Small Area Plan* requires that this RPA be bisected by a public road, Port Street. The remnant RPA is then disconnected from the live stream and surrounded by highly urbanized development, severely compromising its functional ecosystem benefits. The applicant has requested and received an administrative approval from the Director of Transportation and Environmental Services to encroach into the RPA under Section 13-116, (B) of the Environmental Management Ordinance. The applicant has agreed to provide off-site mitigation to more properly restore the functionality of a Resource Protection Area elsewhere in the city.

P. Encroachment into Public Right of Way for Electrical Transformer Vaults

Staff had several meetings with the applicant and Dominion Virginia Power on the location of several large electrical transformer vaults needed to serve the project. After exploring all options, including locating the vaults within the Virginia Dominion Power easement under the surface parking lot, it was concluded that the only feasible location for the vaults was under the sidewalk in the Port Street right-of-way. Staff has worked with the applicant on revising the preliminary plan to that ensure the location of the vaults will not conflict with the ability to provide street trees between the vaults and the curb. Additionally, staff has added conditions requiring the applicant to obtain and maintain a policy of general liability insurance in the amount of $1,000,000, which will indemnify the applicant and the City against all claims, demands, suits, etc., and all costs related to any bodily injury or property damage which may occur as a result of the granting of the encroachment. Therefore, staff supports the requested encroachment into the public right of way for the location of the transformer vaults.

V. COMMUNITY

Staff and the applicant have contacted business and homeowner associations in the vicinity to inform the community of the project. A presentation has been made to the surrounding community, which includes the Meridian at Eisenhower, Carlyle Towers, and other residential

groups, and the Eisenhower Partnership. The Blocks 11 and 12 development proposal was also discussed at length at several publicly noticed Design Review Board meetings, and the community had opportunities to ask questions and engage in the design review for the development. The project has also been discussed at meetings of the Federation of Civic Associations. Overall, there was support for this project and concerns were not expressed regarding the development proposal.

VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director, Planning and Zoning;
Thomas Canfield, City Architect, Planning and Zoning;
Gwen Wright, Chief, Development;
Gary Wagner, RLA, Principal Planner;
Natalie Sun, AICP, LEED AP, Former Staff Member;
Shanna Austin, Transportation and Environmental Services;
Daniel Imig, Transportation and Environmental Services;
Matt Melkerson, Transportation and Environmental Services;
Bethany Carton, Recreation Parks & Cultural Activities; and
Eric Keeler, Office of Housing.

VII. GRAPHICS

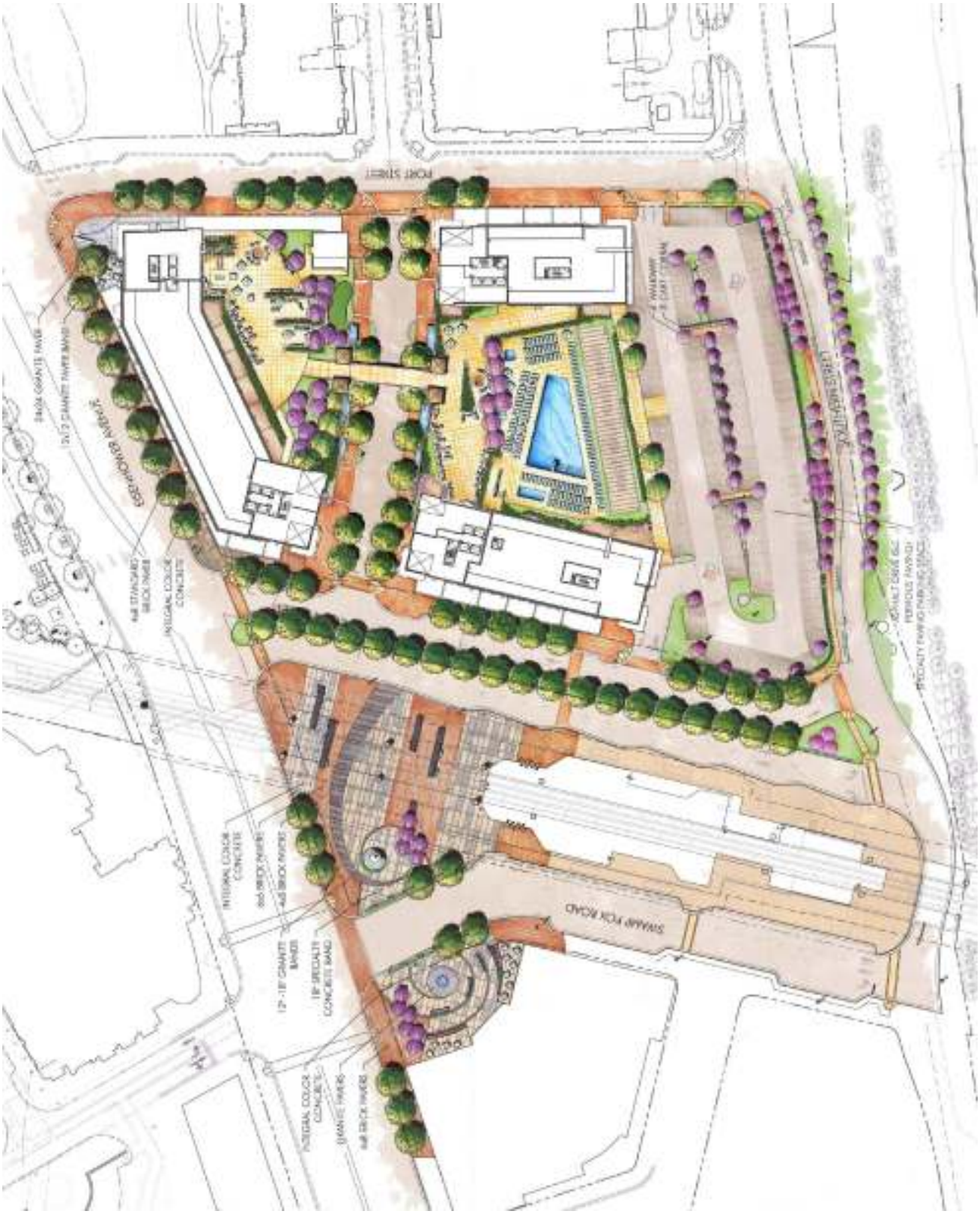


Figure 1. Site Plan

Figure 2. Block 11 summary compliance table – Eisenhower East Design Guidelines.

	Design Guidelines	Development Proposal	Consistent
Land Use	Residential & Retail	Residential & Retail	Yes
Density	626,456 sf AGFA	674,259 sf AGFA	No*
Height	250’	Varies: 277’-370’	No**
Building setbacks	o Meet the build-to-line at the streetwall o Min. 7’ setback at specific heights above the sidewalk o Buildings on all other streets except Eisenhower and C-frontages, shall have 40’-60’ streetwall	o Meets build-to line o Setbacks vary from visual only to 5’ to 20’ o Buildings have 40’ streetwall (typical)	Yes Yes Yes
Architectural Articulation	o Site shall be a signature architectural site with articulation o Architecturally significant façade: North façade o Required architectural feature: West and East sides of site	o High quality, highly articulated architecture o Key building corners, including north façade, are accented o Features provided facing Metro Station and Capital Beltway	Yes Yes Yes
Street Tree Plan	o Port St., Anchor & Dock Ln.: Golden Raintree or Japanese Pagoda	o Port St., Anchor & Dock Ln.: Golden Raintree	Yes Yes
Street Frontage Design Principles: Street Frontage Plan	Street Frontages: o Buildings shall front the street o Main pedestrian entries o Active uses on all street frontages o Highest quality of architectural façade & streetscape treatment o No visible curb cuts/service alleys on A Streets o Structured parking shall be screened with active uses min. 30’ deep from building face o Architectural features may not extend more than 4’ past build-to-line & may not exceed 12’ in width. Projection must be 15’+ above sidewalk	o Buildings front the street o Main pedestrian entries on Anchor, Eisenhower, Dock and Port. o Active uses on Anchor, Eisenhower, Dock and Port o High quality, highly articulated architecture o No visible curb cuts/service alleys on A Streets o No above grade parking provided. o Certain canopies may be built to a width in excess of 12 ft. as shown in submission and supported by staff.	Yes Yes Yes Yes Yes N/A Yes

*Proposal includes bonus density SUP request for provision of affordable housing
**Staff supports waiver

Figure 3: Block 12 summary compliance table – Eisenhower East Design Guidelines.

	Design Guidelines	Development Proposal	Consistent
Land Use	Residential & Retail	Residential & Retail	**Yes**
Density	545,762 sf AGFA	641,964 sf AGFA	**No***
Height	250’	Varies: 277’-370’	**No****
Building setbacks	o Meet the build-to-line at the streetwall o Min. 7’ setback at specific heights above the sidewalk o Buildings on all other streets except Eisenhower and C-frontages, shall have 40’-60’ streetwall	o Meets build-to line o Setbacks vary from visual only to 5’ to 20’ o Buildings have 40’ streetwall (typical)	**Yes** **Yes** **Yes**
Architectural Articulation	o Site shall be a signature architectural site with articulation o Architecturally significant façade: North façade o Required architectural feature: West and East sides of site	o High quality, highly articulated architecture o Key building corners, including north façade, are accented o Architectural features provided facing RPA and Metro Station	**Yes** **Yes** **Yes**
Street Tree Plan	o Port St. & Dock Ln.: Golden Raintree or Japanese Pagoda	o Port St., Anchor & Dock Ln.: Golden Raintree	**Yes** **Yes**
Street Frontage Design Principles: Street Frontage Plan	Street Frontages: o Buildings shall front the street o Main pedestrian entries o Active uses on all street frontages o Highest quality of architectural façade & streetscape treatment o No visible curb cuts/service alleys on A Streets o Structured parking shall be screened with active uses min. 30’ deep from building face o Architectural features may not extend more than 4’ past build-to-line & may not exceed 12’ in width. Projection must be 15’+ above sidewalk	o Buildings front the street o Main pedestrian entries on Anchor, Eisenhower, Dock and Port. o Active uses on Anchor, Eisenhower, Dock and Port o High quality, highly articulated architecture o No visible curb cuts/service alleys on A Streets o Above grade parking facing Port St is screened by 40-55 ft of active use. o Certain canopies may be built to a width in excess of 12 ft. as shown in submission and supported by staff.	**Yes** **Yes** **Yes** **Yes** **Yes** **N/A** **Yes**

* Proposal includes MPA request for increased height

**Staff supports waiver

REEN UILDING INITIATIVE

Green Globes NC Certified Buildings

Building Name	City	State	Owner	Green Globes Rating	Date
Duncan Avenue Apartments - Bldg 1	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments - Bldg 2	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments - Bldg 3	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments - Bldg 4	Fayetteville	AR	University of Arkansas	1	2009
Duncan Avenue Apartments, Community Building	Fayetteville	AR	University of Arkansas	2	2009
ADEQ Headquarters	Little Rock	AR	Arkansas Department of Environment Quality	3	2007
William J. Clinton Presidential Center	Little Rock	AR	William J. Clinton Foundation	2	2006
Chandler Airport Commerce Center	Chandler	AZ	Irgens Development Partners, LLC	1	2008
5055 East Washington Street	Phoenix	AZ	Irgens Development Partners, LLC	2	2009
Tempe Gateway	Tempe	AZ	J-V: Opus West Corporation / US Airways	2	2009
Tolleson Commerce Center #1	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #2	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #3	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #4	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
Tolleson Commerce Center #5	Tolleson	AZ	Irgens Development Partners, LLC	1	2009
ASU Walter Cronkite School of Journalism	Phoenix	AZ	ASU / COP / KAET	2	2009
Barrel O'Fun	Phoenix	AZ	Sunstate Builders	2	2009
One Central Park East	Phoenix	AZ	Holder Construction	1	2009
Summit County MRF	Summit County	CO	Summit County	2	2006
Woodward at Copper Mountain	Copper Mounta	CO	Copper Mountain Resort	2	2009
Bethke Elementary School	Timnath	CO	Poudre School District	3	2008
Whole Foods Southglenn	Centennial	CO	Whole Foods Market, Inc.	1	2009
Frisco Depot Building B	Frisco	CO	Frisco Depot LLC	2	2009
Frisco Depot Building C	Frisco	CO	Frisco Depot LLC	2	2009
Pfizer Clinical Research Unit	New Haven	CT	Pfizer Inc.	3	2006
Newell Rubbermaid Inc.	Sandy Springs	GA	Greenstone Properties, Inc.	2	2008
Remington Medical Commons	Bolingbrook	IL	Remington Partners, LLC	1	2008
Whole Foods Dedham	Dedham	MA	Whole Foods Market, Inc.	3	2009
Apple Valley Liquor Store	Apple Valley	MN	City of Apple Valley	2	2009
Hayes Community & Senior Center	Apple Valley	MN	City of Apple Valley	2	2009
Alberici Headquarters	St. Louis	MO	Alberici Redevelopment Corporation	4	2006
Point at Morristown	Morristown	NJ	Washington Cattano LLC	2	2008
NewPage Corporate Headquarters	Miamisburg	OH	NewPage Corporation/ Bunnell Hill	3	2007
Victory Square Center	Hermiston	OR	Umatilla Morrow Head Start, Inc	2	2008
Koaxis, Inc.	Schwenksville	PA	Koaxis, Inc.	1	2008
AUS-020 Bank	Austin	TX	Capitol One	1	2009
Ysleta County	Ysleta	TX	County of El Paso	3	2009
Katherine K. Hanley Family Shelter	Fairfax	VA	Fairfax County	1	2007
Fairfax County (VA) Girls Probation House	Fairfax	VA	Fairfax County Juvenille Courts	2	2009
MeadWestvaco Headquarters	Richmond	VA	MeadWestvaco	4	2009
City Center Plaza	Bellevue	WA	Beacon Capital	3	2008
Blakely Hall	Issaquah	WA	Issaquah Highlands & Port Blakely Community	2	2006
Joshua Green Building	Seattle	WA	JGB LLC	3	2009
RenewAire, LLC	Madison	WI	Renewaire, LLC	2	2006
Home Savings Bank	Madison	WI	Home Savings Bank	2	2007
WEEBF Office Building	Madison	WI	Wisconsin Electrical Employees Benefit Fund	2	2006
Wisconsin Fertility Institute	Middleton	WI	Fem Partners	1	2007

Figure 4: Selected Green Globes Certified Projects



Figure 5: Building View from Eisenhower Avenue looking East



Figure 6: Eisenhower Avenue View looking West



Figure 7: Beltway View



Figure 8: PhotoMontage



Figure 9: Night View





Figure 10: Model





Figure 11: Model





Figure 12: Model



Figure 13: Bird's Eye View of Eisenhower Metro Station Square Design



Figure 14: Street Level View of Eisenhower Metro Station Square Design

VIII. STAFF RECOMMENDATIONS:

1. The final site plan for Blocks 11 & 12 shall not be released until the successful execution of a three-party agreement between Hoffman, the City and WMATA regarding the Eisenhower Station Improvements, Bus Loop Improvements, and Expanded Eisenhower Station Square, including the transfer of 63,905 sf (1.467 acres) of property from WMATA to the City for construction of necessary infrastructure. (P&Z)(T&ES)(RP&CA)(PC)

2. The final site plan shall be in substantial conformance with the preliminary plan originally submitted on dated 10/22/09, as amended by the applicant's replacement architectural and civil drawing sheets dated 11/05/09 and landscape drawing sheets dated 11/06/09 (the November 5, 2010 Preliminary Plan) with the changes to the building design reflected in the building design submission packages dated February 16, March 16 and March 23, 2010 and comply with the following conditions of approval. (P&Z) (PC)

3. The applicant is responsible for obtaining agreements for the dedication of all public rights-of-way, except in regard to the WMATA right-of-way noted in Condition 1 and VDOT right-of-way noted in Condition 4. In the first case, it shall be the responsibility of the City, and in the latter the City and the applicant will work jointly to obtain agreements for these dedications. Agreements for the dedication of all public rights-of-way must be reached prior to the release of the final site plan**.** The deeds of dedications shall be recorded prior to the release of the first certificate of occupancy for either Block 11 or 12.

A. PEDESTRIAN/STREETSCAPE

4. Provide the following pedestrian improvements as shown in the preliminary plan or referenced attachments to the satisfaction of the Directors of P&Z, RP&CA and T&ES:***
   a. Subject to the overall construction phasing plan referenced in Section L of this document, complete all pedestrian improvements prior to the issuance of the first temporary or permanent certificate of occupancy permit.
   b. Install ADA accessible pedestrian crossings serving the site.
   c. All brick sidewalks within the public right-of-way shall comply with the City's Memo to Industry 05-08.
   d. Sidewalks shall be flush across all driveway crossings.
   e. All newly constructed curb ramps shall be concrete with detectable warnings and shall conform to VDOT standards as outlined in a City Memo to Industry (3/07) available on-line: http://alexandriava.gov/tes/info/default.aspx?id=3522

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f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps, including future Port Street crossings, shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
g. Provide and install pedestrian actuated in-roadway warning lights or MUTCD approved rectangular rapid flash beacons for the mid-block Anchor Street pedestrian crossing connecting to Block 11.
h. Provide colored and imprinted concrete pedestrian crosswalks for all crossings within the public right-of-way, except at the intersection of Southern Street and Port Street, which shall be thermoplastic. Concrete crosswalks shall be H20 loaded and shall have 6" white lines on the outside edges of the concrete. All crosswalks shall be 10' wide.
i. Crosswalks on Dock Lane shall be installed and maintained by the applicant.
j. Thermoplastic crosswalks shall be standard, 6" wide white parallel lines with reflective material, 10' wide between interior lines.
k. Remove the northern crosswalk on Block 12 located at the Anchor Street and Dock Lane intersection, including the portion crossing the bus loop road.
l. Shift the crosswalk on Block 11 located at the Anchor Street and Dock Lane intersection to the south – including the portion crossing the bus loop road – in order to provide additional stacking room for buses.
m. Provide a decorative fence and densely planted shrubbery in the Anchor Street median to guide pedestrians to designated pedestrian crossings.
n. Provide special paving patterns to designate entrances per the *Eisenhower East Design Guidelines* in sidewalk areas outside of the public ROW.

Eisenhower Avenue:

o. Revise spacing of street trees along Eisenhower Avenue to be 25-feet on-center in compliance with the *Eisenhower East Design Guidelines*.
p. Subject to the maximum right-of-way dedication specified in CDD#2005-0002 Condition #22 which states: "67' south of the centerline shown on DSUP98-0042 shall be provided by Applicant," the applicant shall coordinate with the City on the Eisenhower Avenue widening project.
q. Update the internally illuminated street name signs at the intersection of Eisenhower Avenue and Mill Race Lane to include both Mill Race Lane and Port Street on the signs facing Eisenhower Avenue.

Port Street:

r. The minimum width of the sidewalk along Port Street shall be per the preliminary plan except at the southeast corner of Block 11 which shall be 10 feet (5 feet unobstructed) per ATTACHMENT A.
s. The applicant shall enact a land transfer agreement with the owner(s) of Block 19 to allow the construction of Port Street as well as the construction of a 14-foot-wide (8 feet unobstructed) brick sidewalk with street trees 25 feet on center.

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**** Condition must be fulfilled prior to release of the bond

t. Any proposed retaining walls on the applicant's property on Block 19 facing the RPA open space on that block as a result of the construction of Port Street shall be a stone veneer and include decorative metal railings.
u. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Port Street shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.***
v. Condition deleted. (PC)
w. Provide the street trees along Port Street at the southeast corner of Block 12 as shown on Sheet L3.03 of the preliminary plan, spaced 25 feet on center in accordance with the *Eisenhower East Design Guidelines.*
x. Provide one pick-up/drop-off space in front of the residential lobby on Port Street on Block 12.

Anchor Street:

y. The minimum width of the sidewalk along Anchor Street shall be per the preliminary plan.
z. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Anchor Street shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.***
aa. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, construction of sidewalks along Anchor Street shall be per the approved construction phasing plan noted in Section L of this document.***
bb. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, widen the sidewalk in the Anchor Street median at Southern Street to 6 feet.

Dock Lane:

cc. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Dock Lane shall be constructed, operational, and a public access easement shall be dedicated to the City.***
dd. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, construction of sidewalks along Dock Lane shall be per the approved construction phasing plan noted in Section L of this document.***
ee. The Dock Lane street section, including the sidewalks, size of parking spaces, and street trees in ADA-compliant tree grates shall be as shown in ATTACHMENT B.
ff. The visual treatment of the parallel parking spaces and pick-up/drop-off zones along Dock Lane shall be designed to match the treatment of the surface lot parking spaces on Block 11 or shall have color concrete pavers at the election of the Director of P&Z**.** (PC)
gg. Ensure all retail bays comply with required sidewalk widths.

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hh. Explore the provision of one pick-up/drop-off space in front of each residential lobby on Dock Lane.

Swamp Fox Road and Eisenhower Metro bus loop:

ii. Subject to the City successfully acquiring the necessary right-of-way from WMATA and the Hoffman/WMATA/City joint agreement, prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Swamp Fox Road shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.*** The applicant shall dedicate 9 feet of right-of-way to the City for this street.

jj. Prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, provide a 10-foot-wide temporary asphalt sidewalk along the west side of Swamp Fox Road from Southern Street to Eisenhower Avenue.***

Southern Street:

kk. Revise the site plan to provide the following:

i. A four (4) foot wide minimum landscape buffer and a six (6) foot wide minimum sidewalk along Block 11 as shown on ATTACHMENT C.

ii. Elimination of proposed parallel parking spaces along Southern Street to provide additional planting area within the parking lot and flow through islands for additional trees.

iii. Provide additional street trees along the north side of Southern Street as shown on ATTACHMENT C.

ll. Subject to the City and the applicant working jointly to successfully acquire the necessary rights-of-way from VDOT, and the City acquiring WMATA right-of-way and successfully executing the Hoffman/WMATA/City joint agreement, and prior to the issuance of the first certificate of occupancy for Block 11 or Block 12, Southern Street from Port Street to Swamp Fox Road shall be constructed, operational and dedicated to the City in accordance with CDD#2005-0002 Condition #23.*** (PC)

mm. Coordinate boundary information and final alignment of Southern Street with adjacent property (Block 20) to the east.* (P&Z)(RP&CA)(T&ES)

nn. Align Southern Street to the south as shown on the preliminary plan provided that the City and the applicant are successful in obtaining agreements for necessary right-of-way dedication from VDOT.

B. OPEN SPACE/LANDSCAPING

5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions and the *Eisenhower East Design Guidelines* to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:

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a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
b. Ensure positive drainage in all planted areas.
c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Continuous tree trenches shall be provided along streets where there are street trees. All trees shall have a minimum soil volume of 300 cubic feet.
d. All street trees adjacent to retail shall be 4' x 8' and have tree grates.
e. Provide detail sections showing above and below grade conditions for plantings above a structure. All plantings above structure shall comply with City of Alexandria Landscape Guidelines. Provide an exhibit documenting soil volume. (P&Z)(RP&CA)

6. Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RP&CA:
   a. Ensure all drawings are coordinated.
   b. Provide a narrative demonstrating compliance with the open space requirements for the project.
   c. Revise the crown coverage calculations in accordance with ATTACHMENT D.
   d. Replace Quercus trees along Dock Lane with Koelreuteria paniculata.
   e. Amend details for turf area over structure to align with manufacturer's recommendations. (P&Z)(RP&CA)

7. Provide the following additional modifications to the proposed surface parking lot on Block 11 to the satisfaction of the Director of P&Z:
   a. Additional screening of the surface parking lot from view of public streets, particularly along Port and Anchor Streets, per ATTACHMENT E.
   b. A maintenance plan for the flow through islands in the parking area. The plan shall include information on daily and long-term care, cleaning, and maintenance.
   c. Wheel stops for parking spaces adjacent to landscape areas.
   d. Final details of the parking lot to be determined at Final Site Plan. (P&Z)(PC)

8. The plans for the Eisenhower Station Square, included as part of the November 5, 2009 preliminary plan submission, as amended by the Design Review Board submission dated March 23, 2010, are conceptual in nature and shall be revised prior to release of the final site plan to, at a minimum, include the following to the satisfaction of the Directors of T&ES, RP&CA, and P&Z:

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a. Continue to work with staff and WMATA to provide a comprehensive plan for both plazas (east and west) for design and construction. The design of the urban squares shall be integrated with the design of the metro station and with the proposed development.
b. The plaza shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal and formal gatherings and events.
c. The plaza shall be created with the highest quality materials, paving, design and amenities.
d. With the Stage 2 DSUP application for Blocks 9A & 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space.
e. Final design and construction of the western plaza shall be in conjunction with a Stage 2 DSUP for Blocks 9A & 9B. The plaza shall include at a minimum, hardscaping and landscaping to accommodate informal outdoor gatherings, a fountain, benches, trash receptacles, and special lighting. The plaza shall be fully open to the public with a perpetual public access easement provided and depicted on the subdivision plat prior to the release of the final site plan.
f. Provided that the City agrees to reimburse the applicant (by form of credit to final site plan fee, building permit, and/or CO fee, at applicant's election) for all costs incurred in connection with designing the portion of the plaza that the applicant does not have the obligation to construct in the Stage 2 PDSUP Infrastructure Phasing Plan on Sheet 10 of the Preliminary Plan, the final design of the eastern plaza shall include the area under the metro platform and be completed prior to final site plan approval for the Stage 2 DSUP for Blocks 11 and 12. The plaza shall include at a minimum, hardscaping and landscaping to accommodate informal and formal outdoor events, shows and other activities for workers, retail patrons and visitors, as well as residents of the City. The square shall also include the following:
    i. Relocated Eisenhower statue as described in Condition 11 below;
    ii. Information or quotes within the granite paving area of the plaza and/or base of the statue in order to highlight the historic significance of President Eisenhower.
    iii. One readily accessible two phase 120 volt power source. Locate in coordination with City Staff.
    iv. Work with WMATA and the City to incorporate special lighting under the overhead Metro platform.
    v. Explore providing 5 to 7 additional ornamental trees in landscaped bands with additional benches in the plaza area around the statue.
    vi. Provide four medium sized shade trees or ornamentals on the east side of the metro platform.
    vii. Ensure that landscape bands do not interfere with pedestrian desire lines to and from the station.
    viii. Align granite band with crosswalk on east side of plaza.

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ix. On-site mock-up/sample of the stamped/imprinted concrete paving to be approved by T&ES and P&Z prior to construction to verify color and panels.

x. Integral color concrete is discouraged. Stained concrete is preferred. (City Council)

g. The final design of any proposed LID measures on either plaza or along Swamp Fox Road are subject to the approval of T&ES, RP&CA and P&Z.

h. The eastern portion of the park shall be dedicated to the City and constructed with the Metro bus loop road as may be provided in the Memorandum of Understanding for the Eisenhower Station Improvements, Expanded Eisenhower Station Square, and Bus Loop Improvements prior to the issuance of the first certificate of occupancy for either Block 11 or 12.*** (PC) (P&Z)(RP&CA)(T&ES)

9. Per Condition 27 of CDD#2005-0002, the applicant must plan and construct Eisenhower Station Square. In lieu of actually constructing the portion of the open space anticipated in this CDD Condition, the application shall contribute a maximum of $350,000 to the City, and the City and the applicant shall mutually reconcile the actual construction costs after the completion of construction. (PC)

10. The design for the open space plaza in the northeast corner of Block 12 shall be coordinated with the Historical Interpretive Plan and subject to the following:
    a. Consider provision of an artistic element of appropriate size in the plaza or on the face of the building that recalls the historic aspects of the site, including the historic 18th century landing/wharf and mill race in that location.
    b. Provide paving patterns that reflect the location of the mid-19th century shoreline and swamp in that location.
    c. Provide an interpretive marker in the plaza that highlights the historical aspects of the site.
    d. Consider provision of additional planting area and benches in the plaza.
    e. All planters shall be seatwall height. (P&Z)

11. Accept the relocation of the existing statue of President Eisenhower currently located in the Eisenhower Avenue and Holland Lane rotary to the future Eisenhower Station Square as indicated in the *Eisenhower East Small Area Plan* to the satisfaction of the Directors of P&Z, RP&CA and in accordance with the following:
    a. Final design of the base for any art piece, including identification of the artist and artwork, located in Eisenhower Station Square shall be coordinated with the artist and approved by the City.
    b. The applicant shall bear the cost for the relocation and installation of the statue of President Eisenhower, including the design and installation of the base with appropriate lighting.

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c. Upon completion of the statue base, provide a lump sum payment of $5,000 towards a maintenance fund for the statue of President Eisenhower. (P&Z)(RP&CA)

12. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
    a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
    b. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
    c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
    d. Install all lines beneath paved surfaces as sleeved connections.
    e. Locate water sources and hose bibs in coordination with City Staff.
    f. Ensure that irrigation system for Eisenhower Station Square is compatible with City's remote control Maxicom System. (Code Administration)(RP&CA)

13. Develop a palette of site furnishings in consultation with staff.
    a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings.
    b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features, and shall be provided in compliance with the *Eisenhower East Small Area Plan* and *Eisenhower East Design Guidelines*, and to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

14. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate materials, finishes, and details with adjacent buildings. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

15. The applicant shall submit a land transfer agreement to the owner(s) of Block 19 that equitably allows the construction of Port Street and the improvements required by this condition. An exhibit showing the required land transfer is shown on ATTACHMENT F. In the land transfer agreement between the applicant and the owner of Block 19, the following issues will be addressed:
    a. Ensure that a six-foot-wide stone dust trail with metal edging is provided at the time Block 19 is constructed as generally depicted in ATTACHMENT F. The trail shall connect to the proposed trail on Block 19 that is under separate ownership. The trail shall have a minimum 15-foot-wide public access easement and shall be designed and constructed to the satisfaction of the Directors of T&ES, RP&CA and P&Z.

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b. Ensure that a wildflower mix is provided at the time Block 19 is constructed in the area generally depicted in ATTACHMENT G to match the adjacent condition on the portion of Block 19 that is under separate ownership.
c. The limits of disturbance shall be limited to retain existing trees and grades.
d. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA and the City Arborist.
e. A fine shall be paid by the applicant in an amount not to exceed $10,000 for each tree to be preserved over 2" in caliper that is destroyed if the approved tree protection methods have not been followed. Trees less than or equal to 2" in caliper shall be replaced in kind with no fine. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit to the satisfaction of the City Arborist and in accordance with the City of Alexandria Landscape Guidelines.***
f. Condition deleted. (City Council)
(P&Z)(RP&CA)(PC)

16. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)

17. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site lighting and site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical locations of all associate service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (RP&CA)

18. The large, open space plaza on the third level shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for this rooftop open space shall include in addition to the elements shown on the Preliminary Plan, the following to the satisfaction of the Director of P&Z:
a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting.
b. Varied paving patterns and materials.
c. Adequate landscaping and irrigation systems consistent with a high-quality apartment building.
d. Lighting shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets.

Any additional rooftop gathering places shall be reviewed as part of the final site plan review process. (P&Z)

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C. RETAIL AND RESTAURANT USES

19. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, personal service uses, day care uses, and restaurants as defined below:
    a. retail shopping establishments as defined in Section 2-191 of the Zoning Ordinance, excepting appliance stores, auto parts stores, lawn and garden supply stores,
    b. personal service establishments as defined in Section 2-183 of the Zoning Ordinance, excepting appliance repair and rental, contractors' offices, laundromats, and pawnshops;
    c. day care centers, as defined in Section 2-133 of the Zoning Ordinance,
    d. restaurants, as defined in Section 2-190 of the Zoning Ordinance, and
    e. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. (P&Z)

20. The retail shopping establishments and personal service establishments as noted above are permitted uses and do not require either an administrative or a full SUP applications. (P&Z)

21. Quick-service restaurants and other pedestrian-oriented uses as approved by the Director of P&Z (as noted above) are permitted, but would require a full SUP application. (P&Z)

22. Day care centers may be approved administratively by the Director of P&Z, provided that any day care center approved under this provision complies with the conditions listed below. Day care centers that do not meet these criteria may be approved subject to a special use permit.
    a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users.
    b. Day care uses must not occupy more than 1/3 retail square footage on Blocks 11 and 12, exclusive of the large retail space (approximately 50,000 square feet) on Block 11. (P&Z)

23. A full-service restaurant may be approved administratively by the Director of P&Z, provided that any restaurant approved under this provision complies with the conditions listed below. Restaurants that do not meet these criteria may be approved subject to a special use permit.
    a. A full service restaurant is defined as one where all patrons are seated by a host or hostess, printed menus shall be provided at the tables, service is provided at the tables by a waiter or waitress, and tables are preset with non-disposable tableware and glassware. All other restaurants are considered quick service for the purpose of this condition.

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b. Restaurants shall close no later than 2:00 a.m.
c. Non-amplified, low-scale, acoustic entertainment may be permitted, but must be accessory to the restaurant use. Any advertising of the entertainment shall reflect the subordinate nature of the entertainment by featuring food service as well as the entertainment.
d. If low-scale, acoustic entertainment is proposed, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents.
e. Deliveries to the business shall not take place between the hours of 8:00 a.m. and 9:30 a.m., or between 4:00 p.m. and 6:00 p.m., Monday through Friday.
f. If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be nonvehicular (made on foot, via bicycle, etc.).
g. Alcoholic beverages may be sold for on-premises consumption only, and shall clearly be accessory to food sales.
h. Grease traps shall be located within the building. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
i. No food, beverages, or other material shall be stored outside.
j. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash or debris shall be allowed to accumulate on-site outside of those containers.
k. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
l. Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.
m. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees. (P&Z)(T&ES)

24. Restaurants - Outdoor Dining: outdoor dining is encouraged and may be permitted administratively by the Director of P&Z subject to the following minimum criteria and conditions:
a. All outdoor dining areas shall be accessory to an approved indoor restaurant.
b. An unobstructed sidewalk pathway with a minimum width of 8 feet shall be provided at all times.
c. Any permanent structures which are required for the outdoor seating area shall be subject to review and approval by the Director of P&Z.

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d. Any outdoor seating areas shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
e. The outside dining area shall be cleaned at the close of each day of operation.
f. One city trash container Model SD-42 shall be provided exclusively for the outdoor dining area. The trash container shall be emptied as the close of business each day.
g. All conditions associated with the primary restaurant use noted above, continue to be in force for the outdoor dining use. (P&Z)(T&ES)

25. The large retail space (approximately 50,000 square feet) on Block 11 shall be restricted in use to a grocery store. Any other proposed use for the space shall require a major amendment to the DSUP. (P&Z)

26. The large retail space on Block 11 shall have entrances facing the surface parking lot to the south and Anchor Street to the west. The entrances facing the southern parking lot shall be open during normal business hours and the entrances on Anchor Street shall be open during peak business hours. (P&Z) (PC)

27. The first level floor-to-floor height of the retail space on Block 12 and the non-grocery store retail space on Block 11 shall be a minimum of 20 ft. and the depth of retail spaces shall be per the preliminary plan. Exceptions to these requirements may be approved by the Director of P&Z on a case by case basis for exceptional interior design. This requirement shall not apply to retail service, back of house, kitchen and bathroom space. (P&Z)(PC)

28. Within each building containing ground floor retail, design opportunities shall accommodate a minimum of one exhaust vent shaft and grease trap shall be located within the retail space to accommodate ground floor restaurant uses and shall be depicted on the final site plan and all applicable building permits. (P&Z)

29. The "pocket" retail spaces along Dock Lane shall each have individual, operable entrances. They shall have coordinated retail lighting and signage. Limited outdoor seating associated with the "pocket" retail shall be allowed as long as it still allows for an unobstructed sidewalk pathway with a minimum width of 8 feet. (P&Z)

30. All retail entrances on Eisenhower Avenue, Anchor Street, Port Street and Dock Lane shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant. (P&Z)

31. A pedestrian connection from within the Block 12 parking garage facilities directly to Eisenhower Avenue shall be provided to serve the Block 12 retail spaces. (P&Z)

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32. Retail leases shall prohibit the placement of storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, and similar items which block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. (P&Z)

D. PUBLIC ART & PUBLIC HISTORY

33. The Applicant shall comply with the Public Art Plan in Attachment H. (P&Z)(RP&CA)(Arch)

34. Hire a professional consultant to prepare a Historical Interpretive Plan to identify themes and methods to incorporate and interpret elements of the heritage and historic character of the property into the design of open space and to prepare interpretive signage, which shall be erected as part of the development property. The Historical Interpretive Plan shall be coordinated with the Open Space Plan and the Public Art Plan and shall be submitted for approval prior to submission of the final site plan. The signage will highlight the history and archaeology of the site (pier discovered during archaeological work, relationship to mill and tail race location, historic landscape and development of Cameron at Hunting Creek navigation limits, etc.). The professional consultant hired by the developer shall provide text and graphics for the marker(s). The location, text and graphics for the signage shall be approved by Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA prior to release of the final site plan.* (Arch)(P&Z)(RP&CA)

E. BUILDING

35. Provide the following building refinements to the satisfaction of the Director of P&Z*:
    a. The Applicant shall continue to work with staff on the exterior building design to:
        i. Resolve the final color scheme and materials selection for the project to be in general conformance with the drawings submitted March 23, 2010.
        ii. Refine and define the building base elements in terms of height, extent, materials and details.
        iii. Integrate building rooftop accents with the facades below more effectively.
        iv. The applicant will work with staff on strengthening the expression of the building tops through strategies including use of color, increased percentage of glass, and stronger vertical expression. (PC)
        v. to strengthen and explore the use of strong accent colors and alternate materials and finishes for the vertical accent fins.
        vi. Use high-quality materials on principal facades, restricted to brick, precast concrete, natural stone, glazed or architectural masonry units, architectural metal, and clear, low-e glass. In addition, the penthouse

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materials shall be consistent with the rest of the building in type and quality.

vii. Redesign the large, blank expanse of masonry wall shown facing the corner of Eisenhower Avenue and Port Street, overlooking the RPA. Strategies to accomplish this could include either incorporating substantial glass areas or integrating public art into the wall surface.

b. Through-the-wall HVAC vent grilles, and other vents, shall, wherever possible, be located so as not to directly face streets (for example, turned to face into adjacent private balcony spaces). All such vents shall also be designed with high-quality grille work and of a color to match the material of the building and integrated into the facade design. During Final Site Plan, the applicant will work with staff on the location, style, materials and detailing of vent grills. (PC)

c. On the ground floor of both blocks, building/window system integrated louvers for fresh/outside air and exhaust, i.e. toilet and or non-grease laden kitchen exhaust for the designated retail areas shall be allowed to the satisfaction of the Director of P&Z.

d. Provide aluminum, double-insulated, quality windows for all glazed openings in all areas of the buildings.

e. Provide detailed design drawings (enlarged plan, section, and elevation studies, with shadows cast @ 45 degrees,) to evaluate the building base, entrance canopies, window treatments, balconies and railings, and other feature elements, including the final detailing, finish and color of these components, during final site plan review. Provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of façade treatment, but not necessarily show construction-level detail. Color architectural elevations shall be submitted during final site plan review.*

f. Provide detailed design drawings showing all architectural metalwork (balcony rails, transformer covers, garage doors, etc.) along with color, material and finish information for each. *

g. Provide design details including colors and materials for all balconies, decks, canopies, and rooftop spaces with the final site plan.*

h. Provide plan and section details of the conditions adjoining garage and loading bay doors. The doors shall be an opaque screen or mesh to minimize the projection of light from the garage or loading bay onto the adjoining street.

i. The final materials, details, and color selection shall be subject to review by the Eisenhower East Design Review Board and approval by the Director of P&Z prior to obtaining a building permit.**

j. On-site mock-up panels for the buildings on Blocks 11 and 12 shall be provided for final approval of the brick and metal materials and other major building materials (base, metal panels, windows, etc).** (P&Z)

36. The applicant shall coordinate with the Federal Aviation Administration (FAA) on any FAA-required reviews of the building proposal. (P&Z)

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37. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified, or 1 Green Globe for the entire project, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. The applicant shall achieve a minimum of a 40 percent of the 1,000 possible Green Globes points. If Green Globes certification is pursued, the applicant shall: (1) complete a third-party New Construction (NC) Stage I and II assessment; (2) conduct a GBI-certified energy modeling analysis to achieve a minimum score of 75 based on the Environmental Protection Agency's (EPA) National Energy Performance Rating System; and/or (3) achieve a certified Energy Star rating of 75 based on EPA's National Energy Performance Rating System if the project becomes eligible. Diligent pursuance and achievement of this certification shall be monitored through the following:
    a. Provide evidence of the project's registration with LEED or Green Globes with the submission of the first final site plan.*
    b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) or third-party NC Stage I assessment to the Green Building Initiative (GBI) prior to issuance of a certificate of occupancy.***
    c. Provide evidence of submission of materials for Construction Phase credits to USGBC or third-party NC Stage II assessment to the GBI within six months of obtaining a final certificate of occupancy.
    d. Provide documentation of LEED Certified certification from USGBC or achievement of 1 Green Globe from GBI within two years of obtaining a final certificate of occupancy.
    e. Failure to achieve LEED Certification project or failure to achieve 1 Green Globe for the entire project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)

38. The applicant shall work with the City for reuse of the existing materials as part of the demolition process, including leftover, unused, and/or discarded materials. (T&ES)

39. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)

40. The applicant shall use **EPA-labeled WaterSense** fixtures, or equivalent, to minimize the generation of municipal wastewater from the site. **A list of applicable mechanisms can be found at http://www.epa.gov/WaterSense/pp/index.htm.** (T&ES)

41. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

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F. SIGNAGE

42. A more detailed signage plan shall be included as part of the final site plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.*
    a. Condition deleted.
    b. Condition deleted.
    c. Condition deleted.
    d. Condition deleted.
    e. Condition deleted.
    f. Condition deleted. (PC)

43. Condition deleted. (PC)

44. Condition deleted. (PC)

45. Install a temporary informational sign on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a contractor or real estate 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)(T&ES)

46. Provide City standard park signage for Eisenhower Station Square. (P&Z)(RP&CA)

47. Provide City standard parking signage for the retail parking garage to the satisfaction of the Directors of P&Z and T&ES. The retail parking signage shall match the parking signs currently installed on the Block 14 Hoffman parking garage and the Block G parking garage located at 1925 Ballenger Avenue.

48. In the event that a City wayfinding program is implemented in the future, the applicant shall be required to participate in the program. (P&Z)(T&ES)(RP&CA)

G. HOUSING

49. The developer shall make a voluntary cash contribution of $3,333,151 to the City's Housing Trust Fund in keeping with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG). The portion of the contribution applicable to each building shall be provided prior to the issuance of the certificate of occupancy for that building.*** (Housing)

50. The developer shall provide the mix of fifty-six affordable set-aside rental units as set forth in the unit matrix submitted to the Director of Housing on April 15, 2010. The total

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gross floor area for the affordable set-aside units shall be equal to 1/3 of the affordable housing density bonus. The portion of the affordable units applicable to each building shall be provided as each building is occupied. (Housing)(City Council)

51. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60% of Washington D.C. Metropolitan Area Family Median Income (taking into account utility allowances and any charges for parking spaces) for a period of 30 years from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of such households annually. (Housing)(City Council)

52. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is made available for lease, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. (Housing)

53. Applicants receiving Section 8 assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility. (Housing)

54. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Units designated as affordable housing units shall be distributed throughout the first fifteen (15) floors of the residential development. Concentrations of affordable units will be avoided. (Housing)

55. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below $150, the affordable rents shall be reduced to maintain a differential of at least $150 at all times. (Housing)

56. The tenants of the affordable rental units shall be offered the same number of parking spaces made available to the tenants of similarly sized market rate units. The parking fee for the first parking space for each affordable rental unit shall be included in the maximum allowable rental rate permitted by this approval. All additional parking spaces shall be offered at market rate. (Housing)

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57. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 30-year affordability period. (Housing)

58. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager. (Housing)

59. In the event of a reduction in the approved gross floor area of the proposed development the contribution will be scaled down in proportion to the reduction in gross floor area, with any reduction in the number of affordable units subject to review by the Affordable Housing Advisory Committee and final approval by the City Manager. (Housing)

60. The developer will work with the City and ARHA to consider the possibility of providing 16 public housing replacement units to ARHA as an alternative to some or all of the aforementioned units. (Housing)

H. PARKING

61. The development shall be subject to compliance with the Parking Management Plan dated March 15, 2010. Any further revisions to the Parking Management Plan may be approved by the Directors of T&ES and P&Z. (T&ES)(P&Z)

62. Parking areas on Blocks 11&12 shall be allocated as follows:
    a. A minimum of 1027 and a maximum of 1445 parking spaces shall be provided in the Blocks 11&12 parking garages for residents. Nine (9) percent of the total provided residential spaces shall be reserved for visitor use and shall include all applicable signage. Residential parking spaces shall be separated from retail spaces. At such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units, the applicant may submit a parking study on the utilization of the visitor parking spaces for City determination on reducing the amount of visitor parking required for this project.
    b. A maximum of 60 parking spaces shall be provided in the Block 12 parking garage for retail uses.
    c. Any surface parking lot on Block 11 is limited to a maximum of 150 parking spaces and only permissible in conjunction with a grocery store tenant on that block.
    d. If the proposed grocery story that is a part of the application is eliminated, the applicant shall be required to file a major DSUP amendment.
    e. Provide controlled access into the garage for vehicles and pedestrians. The controlled access to the garages shall be designed to allow convenient access to the parking garages for residents, retail patrons and visitors, and through the use of market or higher parking rates, discourage the use of the above-grade parking

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garage in Block 12 by users other than retail patrons, residents and bona fide visitors of residents.

f. At the request of the applicant, revisions to the Preliminary Plan, which would allow more of the approved parking spaces to be relocated below grade, may be reviewed and approved by the Director of P&Z during the final site plan process. (P&Z)(T&ES)(RP&CA)

63. Provide 160 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. This condition complies with the bicycle parking requirements of the TMP. (T&ES)

64. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to maintain, enforce, and collect revenue from parking meters on private streets containing public access easements. The applicant shall have the right to use the parking spaces on private streets for construction parking without charge by the City. The public access easement for the private streets shall incorporate the terms of this condition. (P&Z)(T&ES)

I. CDD CONCEPT PLAN

65. Within 30 calendar days of approval of the Stage 2 DSUP for Blocks 11&12, submit a revised CDD Concept Plan incorporating and reflecting the amended CDD table showing Allowable Gross Floor Area (AGFA), height, parking and use. (P&Z)

J. EISENHOWER METRO STATION IMPROVEMENTS

66. Subject to the City successfully acquiring the necessary right-of-way from WMATA and per the Hoffman/WMATA/City joint agreement or Memorandum of Understanding, the applicant shall**:** 1) undertake all improvements described in the MOU agreement as being the responsibility of the applicant; 2) all such improvements shall be completed prior to issuance of the first certificate of occupancy permit for any building on Block 11 or Block 12; and 3) dedicate to the City any land in their ownership necessary for Eisenhower Station Square and the new bus loop prior to issuance of the first certificate of occupancy for any building on Block 11 or Block 12.*** (P&Z)(RP&CA)(T&ES)(PC)

67. Final negotiation and execution of the Hoffman/WMATA/City joint agreement or MOU on behalf of the City will be the responsibility of the City of Alexandria City Manager.(PC)

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K. SITE PLAN

68. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)

69. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
    c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
    d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
    e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
    f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
    g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
    h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
    i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
    j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.

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k. The lighting for the parking garages shall be a minimum of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.

l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

70. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors, however, if approved by the United States Postal Service, the top two floors of Block 12 and Block 11 E and the top four floors of 11 W may also have an alpha prefix (e.g. PH) to designate a penthouse level unit. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

71. Revise the right-of-way line located at the northeast corner on Block 12 to provide the right-of-way alignment shown on the preliminary #1 plan dated September 17, 2009. (P&Z)(T&ES)

L. CONSTRUCTION

72. The Applicant shall design and construct the Eisenhower Avenue widening improvements along Block 12, including but not limited to the sidewalk area, travel lanes and median, prior to the release of the final certificate of occupancy for Block 12. The design of these improvements shall be to the satisfaction of the Directors of T&ES and P&Z. If, however, the City notifies the Applicant, prior to the commencement of construction for either Blocks 11 or 12, that the City will be undertaking construction of the Eisenhower Avenue widening improvements including the frontage of Block 12, then the Applicant shall provide a payment of $795,882.00 to the City in the satisfaction of the Applicant's obligation under Condition 26 of CDD 2005-0002 to pay the equivalent of the actual cost of constructing the Eisenhower Avenue improvements. This payment is required prior to the release of the first certificate of occupancy for Block 11 or 12, provided, however, that in no event shall payment be made later than 24 months from the commencement of construction of either Blocks 11 or 12. (City Council)

73. Submit a construction phasing plan to the satisfaction of the Directors of P&Z and T&ES as part of the final site plan and building permit drawings. The construction phasing plan shall, at a minimum, be subject to the following:

a. If the development is constructed in more than one phase, all public and private streets shall be constructed as part of the first phase of development.

b. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the west side of Port Street between Dock Lane and Eisenhower Avenue at such point when certificates of occupancy

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have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.

c. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the north side of Dock Lane between Port and Anchor Streets at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.

d. If construction of the development on Block 11 precedes Block 12, provide a temporary 10-foot wide asphalt sidewalk on the east side of Anchor Street between Dock Lane and Eisenhower Avenue at such point when certificates of occupancy have been issued for a minimum of 95 percent of the residential units on Block 11 and until construction on Block 12 commences.

e. If construction of the development on Block 11 precedes Block 12, the interim parking lot use on Block 12 shall either be resurfaced, resurfaced and restriped for use as a parking lot, or seeded as an open grass area until commencement of construction on Block 12.

f. If construction of the development on Block 11 precedes the construction of Southern Street between Port Street and Mill Road, provide turning movement diagrams with the final site plan demonstrating access from/to the Block 11 loading zone can be accommodated with the available roadway network. (P&Z)(T&ES)

74. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES.* (T&ES)

75. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:

a. Include a plan for temporary pedestrian and vehicular circulation;

b. Include the overall schedule for construction and the hauling route;

c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;

d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code Administration)

76. Provide off-street parking for all construction workers without charge to the workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall cause a minimum subsidy of 50% of the fees for mass transit.

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Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:

a. Establish 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 that the availability of transit fare above will be posted immediately outside of the construction trailer.
b. Metro schedules and routes, bus schedules and routes for Eisenhower Avenue shall be posted immediately outside the construction trailer.
c. 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 five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.* (P&Z)(T&ES)

77. The sidewalk along Eisenhower Avenue shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

78. No major construction staging shall be allowed within the right of way along Eisenhower Avenue; provided, however, that the area dedicated for a third east bound lane by applicant may, at the discretion of the Director of T&ES, be the subject of a staging/lane closure agreement if pre-cast concrete is employed in the construction of Block 12 . The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. The construction schedule for the Eisenhower Avenue Improvements shall take precedence over any closures proposed by the applicant adjacent to Eisenhower Avenue.** (T&ES)

79. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)

80. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

81. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

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82. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)

83. Implement a waste and refuse control program during the construction phase of this development. 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 T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

84. Temporary construction and/or on-site 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 final certificate of occupancy permit.*** (P&Z)

85. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

86. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance.*** (P&Z)

M. WASTEWATER / SANITARY SEWERS

87. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

88. The applicant shall submit a letter to the director of T&ES that acknowledges that properties within the Stage 1 DSUP approval will participate if the City adopts a plan in the future to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. The letter must be submitted prior to release of the final site plan. (PC)

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N. SOLID WASTE

89. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of eight (8) City standard Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations as approved by the Director of T&ES. * (T&ES)

O. STREETS / TRAFFIC

90. Condition deleted. (PC)

91. Anchor Street shall be right in and right out only at the Eisenhower Avenue intersection. (T&ES)

92. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director of T&ES. (T&ES)

93. A pre-construction walk/survey of the site shall occur with T&ES Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

94. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The final site plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)

95. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

96. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

97. The slope on parking ramp to garage entrance shall not exceed 12 percent. In case the slope varies between 10% and 12% then the applicant shall provide trench drain

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connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES

98. Locate all private utilities without a franchise agreement or encroachment outside of the public right-of-way and public utility easements. (T&ES)

99. Transformer vaults located in the right-of-way shall have covers that are flush and match the material and design of the surrounding sidewalks or driveway aprons. (T&ES)

100. No BMPs shall be installed within the public right-of-way. Location of BMPs in private utility easements will only be allowed with written permission from the easement owner or demonstrate that such permission is not required.* (T&ES)

Q. WATERSHED, WETLANDS, & RPAs

101. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

102. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of T&ES. (T&ES)

103. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection area (RPA) by the following methods to the satisfaction of the Director of T&ES:

Resource Protection Area encroachments of 1,375 square feet (or that acreage shown on the final site plan) shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance manual" by the Chesapeake Bay Local Assistance Department. Plantings shall be placed on Block 19 north of the run according to final site plan approval. All invasive species within the same area on the north side of the run shall be removed prior to RPA replanting. This replanting shall be coordinated with the Eisenhower Avenue widening and shall occur within 6 months of completion of the widening project. (T&ES)

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R. BMP FACILITIES

104. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

105. Provide BMP narrative and 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)

106. 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:
    a. Constructed and installed as designed and in accordance with the approved final site plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.**** (T&ES)

107. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

108. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's 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)

109. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
    a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs)

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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.

b. 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 Homeowners 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:

110. 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)

111. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond.****(T&ES)

112. 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)

S. CONTAMINATED LAND

113. Indicate whether or not there is any known soil and groundwater contamination present. 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, Office of Environmental Quality. (T&ES)

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114. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

115. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
   a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
   b. Submit a Risk Assessment indicating any risks associated with the contamination.
   c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
   d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
   e. Applicant shall submit 5 copies of the above. The remediation plan must be included in the final site plan.* (T&ES)

T. NOISE

116. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). If necessary, as a result of this study, identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, metro tracks and Eisenhower Avenue traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

117. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)

118. All exterior building mounted loudspeakers are prohibited and no amplified sound should be audible at the property line. (T&ES)

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119. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 6:00am. (T&ES)

120. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

U. AIR POLLUTION

121. 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)

122. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

123. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

124. No material may be disposed of by venting into the atmosphere. (T&ES)

125. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of T&ES. (T&ES)

V. ARCHAEOLOGY

126. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

127. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

128. The final certificates of occupancy for each phase shall not be issued until the applicable interpretive elements have been constructed and interpretive markers have been erected.*** (Archaeology)

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W. DISCLOSURE REQUIREMENTS

129. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
    a. That Eisenhower Avenue is a major arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues.
    b. The Metro tracks exist today and there is no expectation that they will be removed. Metro traffic along said tracks may increase.
    c. I-495 is a major interstate highway with traffic expected to increase over time. (P&Z)(T&ES)

130. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP 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. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
    a. The principal use of the garages and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
    b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
    c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
    d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
    e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
    f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.***(P&Z)

131. The applicant shall present a disclosure statement to all renters, and condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following:
    a. That retail uses including but not limited to restaurants, bakeries, banks bookstores, clothing, clothing accessories, department stores, drugstores, dry cleaners, florists, groceries, jewelry, restaurants and any similar use deemed by the Director of P&Z shall occur within the first floor retail spaces and that outdoor dining will likely be associated with any restaurants and the retail uses will

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generate noise and truck traffic on the public and internal streets surrounding the project and will have extended hours of operation. (PC)

b. The specific language of the disclosure statement to be utilized shall be provided to the City for approval by the Director of P&Z and City Attorney, prior to release of any certificates of occupancy for residential units.*** (P&Z)

132. Notify prospective tenants/buyers in lease agreements and/or disclosure documents that Dock Lane is a private street and that storm sewers located within the site are privately owned and maintained. (T&ES)

133. Notify prospective tenants/buyers in lease agreements and/or disclosure documents, that the mid-block crossing street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)

134. The applicant or its agent shall furnish each prospective tenant/buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of T&ES. (T&ES)

X. ENCROACHMENTS

135. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of $1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)

136. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)

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CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

R - 1 For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

Transportation and Environmental Services

F - 1 The site is located within the 1000-foot "zone of potential contamination" adjacent to a historic landfill and within the boundaries of a historic methane gas producing swamp. Contamination issues have been documented at three adjacent properties including a section of Eisenhower Avenue along the northern property line of Block 12. These reports are available for review in the OEQ office. (T&ES)

F - 2 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 3 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 5 Include all symbols, abbreviations, and line types in the legend. (T&ES)

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F - 6 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 7 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single-family residenced. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 8 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sanitary/storm sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

F - 9 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary/storm sewer then the vertical separation between the bottom of one (i.e., sanitary/storm sewer or water main) to the top of the other (water main or sanitary/storm sewer) shall be at least 18" for sanitary and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary/storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to

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installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

F - 10 No water main pipe shall pass through or come in contact with any part of sanitary/storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 11 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary/storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 12 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

F - 13 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 14 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 15 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 16 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 17 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

F - 18 The maximum right-of-way dedication from the applicant for the Eisenhower Avenue improvements (including sidewalks and/or pedestrian/bicyclist paths) contemplated by the City is addressed in CDD#2005-0002 Condition #22 states: "67' south of the

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centerline shown on DSUP98-0042 shall be provided by Applicant." The City and applicant specifically understand that any sidewalk on the south side of Eisenhower Avenue and/or pedestrian/bicyclist shared-use path with a minimum unobstructed width of 10 feet, shall be located within 67' south of the centerline shown on DSUP #98-0042.

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-113 (d) of AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 4 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 5 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)

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C - 6 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access; provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 7 In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)

C - 8 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)

C - 9 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

C - 10 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. 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)

C - 11 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)

C - 12 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

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C - 14 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 15 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 16 Underground all secondary utilities serving the site.***(T&ES)

C - 17 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.* (T&ES)

C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C - 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of T&ES will be acceptable. (T&ES)

C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

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C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 25 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. (T&ES)

C - 26 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. (T&ES)

C - 27 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 28 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. (T&ES)

Code Administration:

C - 1 Provide two Siamese connections per building located to the satisfaction of the Director of Code Administration. Code requirement met.

C - 2 A separate tap is required for the building fire service connection. Code requirement met.

C - 3 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. The applicant expects to have the building code analysis completed by next submission since the building needs to be completely designed. **Code requirement met, see sheet A-0.**

C - 4 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the Director of Code Administration. The Fire Service Plan shall be completed by Preliminary Plan

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Submission. **The two FDC's located along Port Street do not have any fire hydrants serving them. The two fire hydrants located along Southern Street can be relocated to serve the FDC's located along Port Street for compliance.**

C - 5 Fire Department ladder truck access is required for 48% of the perimeter of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. **Code requirement met.**

C - 6 Building is over 50 feet in height and as such is required to have ladder truck access to a 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. **Code requirement met.**

C - 7 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **Code requirement met.**

C - 8 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. Acknowledged by applicant.

C - 9 **Prior to submission of the final site plan #3, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Coordinator of Code Administration, 301 King Street, Suite 4200, Alexandria, VA 22314.**

C - 10 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 116.1.

C - 11 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

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C - 12 This structure contains mixed use groups [S-2 Storage, R-2 Residential, M-Mercantile], and is subject to the mixed use and occupancy requirements of USBC 508.

Police

Parking Garage Recommendations

R - 2 It is recommended that the section of the parking garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.

R - 3 It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R - 4 Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

R - 5 The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

R - 6 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

R - 7 It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

R - 8 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 9 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

R - 10 It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

F - 19 Archaeological investigations conducted on the Hoffman properties to date have located the eighteenth-century West family cemetery, remnants of an eighteenth through nineteenth-century mill race, and the foundations of Cameron Mills and of several historic residential structures, one of which may have served as an early tavern. A pier buried under deep fill was found in the northeastern section of Block 12. However, a recent geomorphological study along Eisenhower Avenue just to the north of this property has indicated that Blocks 11 and 12 were floodplain areas not conducive to human occupation. Based on this information, there is low potential for the recovery of additional significant archaeological resources, but this area is suitable for interpretation of the previous discoveries. No additional archaeological work is needed prior to construction, but statements on the plans are required to insure that information is recovered in the event that new finds are unearthed during construction.

F - 20 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

C - 29 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Alexandria Sanitation Authority

C - 30 Ensure all discharges are in accordance with City of Alexandria Code 4035. (ASA)

C - 31 Provide sanitary flow computations. (ASA)

C - 32 Follow the sanitary sewer connection and Adequate Outfall Analysis as stated in the July 1, 2007 Memorandum. (ASA)

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IX. STAFF RECOMMENDATION for CDD#2005-0002, DSUP#2005-0031 thru 0035 and SUP(TMP)#2005-0115

Staff recommends approval of the amended Concept plan and the amended Transportation Management Plan subject to compliance with all applicable codes and ordinances.

Note: The following conditions are brought forward from CDD#2005-0002 and TMP-SUP#2005-0115; Conditions 14, 15, and 31 have been amended.

A. GENERAL:

1. (**DEFINITION**) The term "Settlement Agreement" means the "Hoffman Town Center Land Use and Parking Compromise" under original date of December 14, 2004, as amended under date of August 24, 2005. (P&Z)

2. (**DEFINITION**) The term "Hoffman Process Agreement" means that portion of the Settlement Agreement so denominated and setting forth the sequence of submissions/approvals governing the process for approval of the development permits for the Hoffman Property development blocks within the Eisenhower East area. A copy of the Hoffman Process Agreement is attached hereto as Addendum 1. (P&Z)

3. (**DEFINITION**) As used in this document, the phrase "Stage 1 preliminary development special use permit" means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as "Preliminary Development Special Use Permit #1".(P&Z)

4. (**DEFINITION**) As used in this document, the phrase "Stage 2 preliminary development special use permit" means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as "Preliminary Development Special Use Permit #2". (P&Z)

5. Notwithstanding any contrary provisions in the Zoning Ordinance, the amended CDD Concept Plan (CDD#05-02 - hereby referred to as the Concept Plan), the amended Transportation Management Plan Special Use Permit (TMP-SUP # 2005-0115), the Stage 1 Development Special Use Permits, (DSUP#2005-0031, DSUP#2005-0032, DSUP#2005-0033, DSUP#2005-0034 and DSUP#2005-0035) shall remain valid until December 31, 2020. (CDD#98-05; Cond. #12)

6. The review and approval of the Stage 1 and Stage 2 Development Special Use Permits shall be as follows:
   a. The use, "Allowable Gross Floor Area" (AGFA), number of parking spaces, levels of underground parking, preliminary mass, and height shall

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be reviewed and approved as part of the Stage 1 development special use permit for each development block.

b. As part of its Stage 2 development special use permit application, the applicant shall submit the final massing, design, scale, articulation, and footprint of the building(s) and other related factors including the checklist items not previously provided as part of the Stage 1 development special use permit, and in accordance with the Eisenhower East Design Guidelines applicable to the site.

c. During the review of the Stage 2 development special use permit application, the scale, articulation, footprint, massing, and other architectural and/or design components will be reviewed for compliance with the Eisenhower East Design Guidelines and approved in accordance with the Eisenhower East Design Guidelines, subject to the Paragraph d below.

d. In the event that the application of the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines as part of the review of a Stage 2 development special use permit results in the loss of AGFA on the block(s) under review, the applicant shall be permitted to consider an administrative transfer of an equivalent amount of AGFA to such other block(s) within the approved Concept Plan as the applicant proposes. If there is not agreement regarding the administrative transfer of the AGFA as requested, or the applicant chooses not to so request, the AGFA approved pursuant to the Concept Plan and Stage 1 development special use permit shall be permitted for that block and the City and applicant shall work together on the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines to configure the final massing.

e. Any other requirement for conformance to the Eisenhower East Small Area Plan and/or the Eisenhower East Design Guidelines hereafter referred to in the conditions for this revised concept plan or any DSUP or TMP SUP approved therewith that affects the development rights approved with the Stage 1 Development Special Use Permit shall mean conformance to the extent not inconsistent with the Concept Plan, TMP SUP #2005-0115; DSUP # 2005-0031; #2005-0032; #2005-0033; #2005-0034; #2005-0035; and #2000-0028. (P&Z)(PC)

7. Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 and 14 unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces

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causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z)(PC)

8. Block 1 shall be limited to the building configuration existing on January 1, 2006, and any alteration to the existing building (except interior alterations and alterations to the exterior facade) shall be subject to the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines, except that a parking structure with a maximum of 215 parking spaces may be constructed by Virginia Department of Transportation (VDOT) if necessary for the replacement of those spaces taken for the Stovall ramp realignment. (P&Z) (PC)

9. Prior to submitting a Stage 2 preliminary development special use permit application, the applicant shall submit a conceptual site plan for review by the City at least 90 days prior to submission of the preliminary development special use permit application for each block(s). (P&Z)

10. Each Stage 2 development special use permit application shall be subject to review by the Eisenhower East Design Review Board or successors prior to consideration of the preliminary development special use permit by the Planning Commission and City Council. The applicant shall submit architectural elevations, massing studies and other applicable information deemed necessary by the Director of P&Z for such review as part of the submission materials for review. (P&Z)

11. The applicant may transfer Gross Floor Area (GSF) of a use approved in the Concept Plan and a pro rata share of the Gross Floor Area (GSF) of the parking from that block from one block to another block as part of a Stage 2 development special use permit, subject to approval by the Director of P&Z and subject to the following:

    a. Change in the primary use of the property may be permitted within each CDD during the development approval process provided that the change is consistent with the principles and intent of the EESAP
    b. A change of use that results in the transfer of an equal amount of square footage from one parcel to another may be done administratively. A change that increases the amount of building area on a parcel shall be made as an amendment to the Master Plan. (P&Z)

12. All proposed and existing above grade utility lines for each block within the Concept Plan (excluding the VEPCO transmission lines) shall be placed below grade with the development and/or redevelopment of each block(s). The cost of

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locating the utility lines below grade shall be the sole responsibility of the applicant and/or its successors. All proposed and existing above-grade utility lines(excluding the VEPCO transmission lines) shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z) (T&ES)

13. The names of each public street dedicated for public use or a street with a public access easement within the Concept Plan shall require subsequent approval by the Planning Commission. (P&Z)

14. The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:

    a. Structured parking on all development blocks except Block 1 is limited to a maximum of 11,585 parking spaces, unless otherwise defined in this Paragraph.
    b. New surface parking on all development blocks except Block 1 is limited to a maximum of 150 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block.
    c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
    d. Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
    e. The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of 12,060 parking spaces (including during interim development).
    f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces. (P&Z) (PC)

B. BUILDINGS - USES:

15. The Allowable Gross Floor Area (AGFA), height, parking and use shall be governed by the following table, which shall also be reflected in the Concept Plan.

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking	Surface Parking	Height (Feet)
1	0	0	0	101,000	**101,000**	0	101,000	0	**101,000**	**215**	**100**	**Existing**
2	0	470,000	0	0	**470,000**	15,548	454,452	--**	**454,452**	**1,058**	**0**	**210**
3	0	300,000	0	0	**300,000**	9,633	290,367	--**	**290,367**	**675**	**0**	**210**
4	36,950	436,000	0	0	**472,950**	13,442	459,508	225,570	**685,078**	**2,281**	**0**	**220**
5	24,050	0	260,000	0	**284,050**	9,282	274,768	55,073	**329,841**	**Shared with Block 4**	**0**	**220**
6*	33,500	1,002,000	0	0	**1,035,500**	0	1,035,500	0	**1,035,500**	**0**	**0**	**Note 3**
7*	136,000	0	0	0	**136,000**	0	136,000	0	**136,000**	**0**	**0**	**Note 3**
8*	31,000	461,430	0	0	**492,430**	0	492,430	0	**492,430**	**375**	**0**	**Note 3**
9A	0	0	0	170,000	**170,000**	8,190	161,810	389,396	**551,206**	**2,172**	**0**	**220**
9B	30,000	800,000	0	0	**830,000**	34,658	795,342	67,800	**863,142**	**Shared with Block 9A**	**0**	**250**
11	**54,000**	0	**660,000**	0	**714,000**	**48,000**	**666,000**	**11,000**	**677,000**	**723**	**150 *****	**370**
12	**18,000**	0	**595,000**	0	**613,000**	**35,000**	**578,000**	**71,000**	**649,000**	**782**	**0**	**339**
14*	0	0	0	0	**0**	0	0	0	**0**	**2,883**	**0**	**Note 3**
22	0	0	0	0	**0**	0	0	0	**0**	**0**	**0**	**0**
24	0	180,000	230,000	0	**410,000**	9,074	400,926	--**	**400,926**	**600**	**0**	**200**
25A	0	0	180,000	0	**180,000**	4,160	175,840	--**	**175,840**	**379**	**0**	**200**
TOTALS	**363,500**	**3,649,430**	**1,925,000**	**271,000**	**6,209,930**	**186,987**	**6,021,943**	**819,839**	**6,841,782**	**12,143**	**250**	**N/A**

Note 1: Gross Floor Area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums and similar volumetric construction, not involving floor space are excluded.

Note 2: AGFA totals shall be applied in accordance with the EESAP.

Note 3: Per approved DSUP# 2000-0028

*** This block is an existing use under approved DSUP# 2000-0028 and is not the subject of a Stage 1 DSUP. Any re-development of this block will require submission of an amended or new DSUP.**

****GFA of the parking structure does not count towards AGFA.**

***** - Surface parking on Block 11 is permitted solely in conjunction with a grocery store.**

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Within 120 calendar days of approval, the applicant shall submit a revised Concept Plan, reflecting the table approved herein. (PC)

16. The Allowable Gross Floor Area (AGFA) is defined in the EESAP as the sum of all gross horizontal areas under a roof or roofs for all structures, including above-grade parking structures, which shall be measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums, and similar volumetric construction, not involving floor space are excluded. (P&Z)

17. The urban plazas and open space, shall be governed by the following table, which shall also be reflected in the Concept Plan. (P&Z) (PC)

URBAN PLAZA/OPEN SPACE					
			EESAP Site Area	DSUPs Site Area	Increase (Decrease)
Block	Type	Name	Square Footage	Square Footage	Square Footage
2/3	Neighborhood Square	West Side Gardens	34,800	34,800	0
4/5	Urban Square	Hotel Square	10,900	10,900	
6	Urban Square	Hoffman Town Center	Existing	Existing	
9B	Urban Square*	Eisenhower Station*	28,300	12,000	-16,300
22	Community Park	Eisenhower Park	116,000	116,000	
24/25A	RPA	Eisenhower Park/Meadows	75,000	75,000	
24/25A	Neighborhood Square	South Delaney Gardens	15,300	15,300	
Total			280,300	264,000	-16,300

** Note:9,200 square feet of the square is located on the adjoining WMATA property; 9,000 square feet is located within the straightened Swamp Fox Rd.*

*C. **PEDESTRIAN-STREETSCAPE:***

18. Within the right-of-way as required herein, a Sidewalk Area, which may consist of sidewalk, bike lane and/or tree wells/street tree areas and amenities, shall comply with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines and including the following:

Eisenhower Avenue

a. A minimum 22 ft. wide brick Sidewalk Area on the northern and southern portion of Eisenhower Avenue except on Block 6 and Block 8.

Typical Street, Excluding Southern Road and Streets approved with DSUP 2000-0028.

a. A 14 ft. wide brick Sidewalk Area on both sides, which shall consist of a tree well/street tree area and an unobstructed sidewalk.
b. On-street parking is encouraged.
c. Bulbouts with a 25 ft. radius shall also be provided at the intersections pursuant to the Eisenhower East Design Guidelines. (P&Z) (T&ES) (PC)

19. The sidewalk materials and sidewalk street furniture, amenities, lighting and pedestrian areas and streetscape design shall comply with the EESAP and Eisenhower East Design Guidelines. (P&Z)

20. The applicant shall prepare a plan for sculpture and public art as part of the submission of the first Stage 2 development special use permit for review and approval by the Planning Commission and City Council. (P&Z)

21. The urban plaza planned and/or approved for Block 8 shall be designed to connect to and be compatible with the adjoining Mill Race project. The Hoffman development team shall coordinate with the Mill Race development team and WMATA on the design of the areas between the two projects, including the connecting open space and the area under the Metrorail tracks. (P&Z)(CDD #98-05; Cond. 10)

D. STREETS - PUBLIC RIGHTS-OF-WAY:

22. All improvements for Eisenhower Avenue shall be public, and shall consist of the following.
    a. The following dimensions shall apply to the right of way for Eisenhower Avenue.

Eisenhower Avenue						
		Hoffman Right of Way (Feet)		Hoffman Median Width Without Turn Lanes (Feet)****		

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Stoval Street to Metro Underpass		122-125*		17-19		
Metro Underpass to Mill Race Lane/Port Street		134**		19-26		
Mill Race Lane/Port Street to Mill Road		134**		26		
Mill Road to Hooff's Run Drive		146 ***		38		

* 55' north of the centerline shown on DSUP 98-0042 (as previously dedicated as part of the requirements therein). 67'-70' south of the centerline shown in DSUP 98-0042 shall be provided by the Applicant.

** 67' south of the centerline shown on DSUP 98-0042 shall be provided by Applicant; north side owned by others

*** 73' south of the centerline shown in the survey titled Boundary and Topographical Survey of Parcel 079.00-01-02 produced by christopher consultants and dated 8/21/05 shall be provided by Applicant; north side owned by others

**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.

	NORTH SIDE OF EISENHOWER AVENUE			SOUTH SIDE OF EISENHOWER AVENUE		
		Sidewalk Area (Feet)**			Sidewalk (Feet)**	
Stoval Street to Metro Underpass		18			22	
Metro Underpass to Mill Race Road*		22			22	
Mill Race Road to Mill Road*		22			22	

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Mill Road to Hooff's Run Drive*		22			22	
* North side owned by others						
** The sidewalk size is subject to final engineering, however, in no event shall the applicant be required to provide more right of way than is shown above.						
Note: Width of Sidewalk Area on WMATA property on North and South side to be coordinated with WMATA						

(P&Z) (T&ES) (PC)

23. The following table sets forth the dimensions and elements for all streets other than Eisenhower Avenue. Except as provided herein, all streets in the Concept Plan, except those approved in DSUP 2000-0028, shall be public or provide public access easement, and shall be consistent with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines. Any changes to the Eisenhower East Design Guidelines shall require subsequent approval by the Planning Commission.

a. The following table sets forth the minimum right of way and other conditions that shall be provided for the streets listed, subject to the limitations set forth in the following table.

Street Right of Way, Except Eisenhower Avenue			
Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side	54'	Public Access

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	Gardens		Easement
Block 4/5	N/S interior street	54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	Public Access Easement
Block 11/12	Dock Street	66'	Public Access Easement
	Port Street	66'/54' *	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated
Swamp Fox Road	South of Eisenhower Avenue	9'	To be dedicated
Southern Road	Service Road to Swamp Fox	40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	42.5'	To be dedicated
Anchor Street	All	40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated
Mandeville Lane	All	Existing	Private

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Grist Mill Place	All	Private Service Road	Private
* Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of 54' - 66'.			

b. Where a public access easement is provided, it shall be a perpetual public access easement for vehicles and pedestrians.

c. Mandeville Lane shall be constructed, operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5. In addition, Mandeville Lane shall be constructed, and operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 approvals except as may be precluded by a Federal Government tenant in block 6.

d. Condition deleted.

e. Condition deleted.

f. The North /South interior street for Block 2 or Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block.

g. The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5.

h. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the certificate of occupancy for the adjacent building.

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i In the event the City acquires the necessary right of way from WMATA as contemplated herein, the East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 11 or Block 12.

j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The applicant shall dedicate 9 ft. of right of way to this street. The City shall acquire the remaining 57' for the right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit.

k. The North/South street to the West of Block 11 and Block 12 (adjoining WMATA and denominated Anchor Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The applicant shall dedicate 40 ft. of right of way to this street. The City shall acquire the remaining 26 feet of right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 26' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit.

l. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the North/South street East of Block 11 and Block 12 (denominated Port Road in the Concept Plan) shall be constructed, operational prior to a certificate of occupancy for Block 11 or Block 12. The street shall be 66 ft. from Eisenhower Avenue to Dock Lane and 54 feet from Dock Lane to Southern Street.

m. The North/South interior street and the street around South Dulaney Gardens shall be constructed, operational prior to the issuance of the first certificate of occupancy for Block 24 or Block 25A.

n. Southern Road from Port Street to the service drive at the West side of Block 9A shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or 9B, provided the City acquires the necessary right-of-way from WMATA. Southern Road from Port Street to Swamp Fox Road shall be constructed,

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operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or 12, provided the City acquires the necessary right-of-way from WMATA. The applicant shall dedicate 40.5 ft. of right-of-way for this street between the service drive at the West side of Block 9A and the Metro underpass. The applicant shall dedicate 42.6 ft. of right-of-way for this street between the Metro underpass East to Port Street. The City and the Applicant shall negotiate with VDOT for the dedication of the remaining right-of-way to achieve a full right of way width of not less than 50 ft. The surface parking lot on block 11 shall comply with the surface parking lot landscaping requirements in Section 11-410(cc)(6) of the Zoning Ordinance, except as may be modified by the Planning Commission or City Council in the Stage 2 DSUP for Blocks 11 and 12. If the landscape or right-of-way requirements in the Stage 2 DSUP result in fewer than 160 surface parking spaces on Block 11, the applicant may convert up to 35,000 square feet of retail space to residential use on Block 11. As part of the construction of Southern Road, the applicant shall be required to coordinate with VDOT to provide plantings and landscaping within the adjoining VDOT right-of-way. If approved by VDOT, the applicant shall be required to prepared a landscape plan and install landscape screening as approved by the City and VDOT. The landscape plan shall accompany the block withing the CDD which requires the construction of Southern Road and shall be reviewed and approved by the Planning Commission and City Council as part of the Stage 2 development special use permit process for the applicable block.

o. Park Road shall be constructed, operational and dedicated from Eisenhower Avenue to the East end of Block 25A prior to the issuance of the first certificate of occupancy for Block 24 or 25A.

p. All other road shall be constructed, operational and dedicated (or a public access easement granted) prior to the issuance of the first certificate of occupancy for the block adjoining the road.

q. Dimensions of Mill Road shall be as shown on DSUP 2000-0028. (P&Z) (T&ES) (PC)

24. The preliminary subdivision plats included in the Stage 1 development special use permit application shall be revised to include all sidewalk and streets areas within the area shall be a dedicated for public right-of-way, unless otherwise specified herein. The validity of the subdivision plats shall be concurrent with the Stage 1 development special use permit in compliance with the subdivision regulations of the Zoning Ordinance. (P&Z)

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E. PHASING:

25. The applicant shall dedicate the necessary public right-of-way as set forth in Condition 22 and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:

    a. Upon formal request from the City, the applicant shall dedicate the right-of-way required by Condition 22 from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.
    b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
    c. Dedication of the right-of-way required to provide the full right-of-way at Block 25A shall be made at the time of redevelopment of Block 25 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.
    d. (T&ES) (P&Z) (PC)

26. If the Eisenhower Avenue improvements including but not limited to the Sidewalk Area, travel lanes and median are funded by the City and constructed by the City or a designee, the applicant shall, as a condition to approval of stage 2 preliminary development special use permit for Block 9B, Block 12, Block 24 and/or Block 25A , the applicant shall provide a payment to the City equivalent to the actual cost of construction of the improvements that would have been the responsibility of the applicant at the cost incurred at the time of construction. (P&Z) (T&ES) (PC)

27. As part of the submission of the first Stage 2 development special use permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first, the applicant shall prepare a plan for the construction of the improvements for the vehicle and bus loop and the eastern portion of Eisenhower Station Park improvements described in Condition #31C. (“Bus Loop Plan”),. The applicant shall coordinate with the City and WMATA in that design and to explore the possibility of eliminating and/or relocating the "Kiss and Ride" surface parking lot as part of the Bus Loop Plan. The final design and configuration of the streets, plaza and pedestrian circulation in the Bus Loop Plan shall be approved as part of the Stage 2 development special use permit for either block 9 or blocks 11 and 12.. Provided that the City acquires all necessary rights of way from WMATA , the

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Bus Loop Plan improvements shall be constructed by the applicant, operational and dedicated prior to the issuance of the first certificate of occupancy permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first. (P&Z)(T&ES) (PC)

28. As part of the submission of the first Stage 2 development special use permit for Block 9A or 9B, the applicant shall submit a design for the construction of the Southern Street connection along the southern portion of the Block 9A and Block 11, including a connection to Eisenhower Avenue on the East side of Block 11 and Block 12 (denominated Port Street on the Concept Plan). The applicant shall also coordinate with the adjoining property owner for Block 20 to explore the possibility of connecting the Southern Road to Mill Road at the time Southern Street is required to be constructed by the applicant. The connection to Eisenhower Avenue shall be constructed prior to a certificate of occupancy permit is issued either for, Block 11 or Block 12. (P&Z) (T&ES) (PC)

29. The first Stage 2 development special use permit application pursuant to the Concept Plan shall be accompanied by an Infrastructure and Open Space Phasing Plan (Phasing Plan), which shall be revised, updated and resubmitted with each subsequent Stage 2 development special use permit application. The Phasing Plan is intended to inform the City regarding the applicant's projected timing and nature of infrastructure and open space construction activities, and to ensure that the construction of the infrastructure and open space is completed in a comprehensive manner for the entire Concept Plan. Each Phasing Plan shall include the following:
    a. A general outline for each block, infrastructure and open space element, including the most up-to-date projection of the times when construction of the different blocks, uses (i.e., office, retail, hotel and residential), open space and infrastructure are likely to commence.
    b. An outline of the events required to coordinate, design and manage the implementation of the infrastructure shown in the CDD Phasing Plan in a comprehensive manner.
    c. Notwithstanding the foregoing, the applicant shall not be bound by the order or phasing in the Phasing Plan. (P&Z)
    d. Condition deleted. (City Council)

F. OPEN SPACE AND LANDSCAPE

30. The portions of Eisenhower Park located on property owned by the applicant shall be improved and dedicated to the City consistent with the Eisenhower East Small Area Plan and with the following:

a. Eisenhower Park - The Meadows (Block 22 and Block 31), shall consist of amenities such as a recreational trail and a meadow for active sports and passive recreation in conformance with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.
b. All improvements shall be installed and completed by the applicant and accepted by the City, prior to the space being dedicated to the City.
c. Relocate Park Drive to the north consistent with the EESAP alignment.
d. Dedication of the land required for Eisenhower Park from Block 22 shall take place at the same time as required in these conditions for dedication of the land required for Eisenhower Park from Block 24.
e. Dedication and construction of Eisenhower Park shall occur in conjunction with the development of each of the adjoining blocks (Block 24, Block 25A), pursuant to the following:
    i. The Stage 2 development special use permit application for Block 24 and/or Block 25A shall be accompanied by a design plan for Eisenhower Park, which shall be reviewed and approved as part of the Stage 2 DSUP. The approval of a Stage 2 DSUP for either block 24 or 25A shall also require the construction and dedication of that portion of the land for Eisenhower Park adjacent to that block and the construction of a pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.
    ii. The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12).
    iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within block 24 and/or 25A, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA) (PC)

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31. The applicant shall dedicate land or a perpetual public access easement to the City, on property that is owned by the applicant, which shall provide public access to open space (including, where appropriate, access for bicycle purposes), for the following open spaces and urban squares within the Concept Plan area for Blocks 2, 3, 4, 5, 9A, 9B, 10, 24 and 25A and along the RPA, consistent with the following:
    a. West Side Gardens shall be two rectangular shaped urban squares with a minimum of 34,800 sq.ft. located on blocks 2 and 3. The primary purpose of this park-open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monument or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 2 and/or 3. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. Construction shall occur in conjunction with the development of Blocks 2 and/or 3, and shall be completed prior to the certificate of occupancy for Blocks 2 and/or 3.
    b. Block 4 and 5 Square shall be a rectangular shaped urban square with a minimum of 10,900 sq.ft. At least 30% of the area should be designed to accommodate informal community gatherings. Construction shall occur in conjunction with the development of Blocks 4 and/or 5, and shall be completed prior to the certificate of occupancy for Blocks 4 and/or 5. A structure such as a pavilion may be permitted within the space if approved by the City. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 4 and 5. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. OK
    c. Eisenhower Station - shall be an urban plaza and open space area at the Eisenhower Metrorail Station, divided by Swamp Fox Road, with a minimum area of 12,000 sq.ft. on the western portion of the street and 9,200 sq.ft. on the eastern portion of Swamp Fox Road. This space shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal community gatherings and events. As one of the principal focal areas of Eisenhower East, the Eisenhower Station plaza shall be created with the highest quality materials, paving, design and amenities. With the Stage 2 development special use permit application for Blocks 9A and 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space. The eastern portion of the park shall be constructed with the metro bus loop road which is required to be constructed as part of the first Stage 2 development special use permit for Blocks 11 and 12 or 9A and 9B, whichever occurs first. Final design and

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construction of the western plaza shall be in conjunction with a Stage 2 development special use permit for Blocks 9A and 9B. The western portion of the park shall be constructed with Block 9B.

d. South Dulany Gardens - shall be a rectangular shaped urban square with a minimum of 15,300 sq.ft. and surrounded by Dulaney Street and Park Drive. The primary purpose of this park- open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monuments, or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 24 and/or 25A. Construction, will occur in conjunction with the development of Blocks 24 and/or 25A, and shall be completed prior to the certificate of occupancy for Blocks 24 and/or 25A. (P&Z) (RP&CA) (PC)

G. AFFORDABLE HOUSING:

32. The applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005. (Housing)(PC)

H. TRANSPORTATION MANAGEMENT PLAN:

33. The applicant shall create a program and implement a reporting system to encourage the use of mass transit, carpooling, teleworking, and ride-sharing and to discourage the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which at a minimum shall consist of the following:

    a. A TMP coordinator with experience in this occupation shall be designated for the project. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months.. The TMP coordinator shall be provided for the individual project until the overall TMP for Eisenhower East is implemented.

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b. The applicant shall participate with other developments in Eisenhower East in a mutually agreed upon cooperative planning and implementation of projects and/or programs to reduce the use of single-occupant vehicles for travel to, from and within the Eisenhower East area.

c. Transit, ridesharing, staggered work hours/compressed work weeks, parking restrictions, the elements of the parking management plan and the other program elements shall be promoted to prospective tenants, residents and to employers.

d. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents, employers, and employees– including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained.

e. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.

f. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.

g. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all blocks and buildings. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

h. Discounted bus and rail fare media shall be sold on-site to employees and residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.

i. The project shall have an overall goal of a 30% non single-occupant-vehicle travel. Individual parcel goals shall be 10% to 40%, depending on specific use and proximity to the Eisenhower Metro Rail Station. The project shall have a goal of a minimum of 32 % of the employees using

transportation other than single-occupancy vehicles during the peak time periods.

j. At full occupancy of each building, a survey of residents and employees for each block shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.

k. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. The initial report shall be submitted one year from the time of initial occupancy of any new building.

l. The applicant and/or building tenants shall encourage use of a staggered work hour program for office workers including the promotion of the program among existing and prospective employees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.

m. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.

n. The applicant shall fund at an annual rate of $ .15 per occupied square foot of commercial space and $60 per residential unit use, with an annual increase consistent with the CPI Index, a transportation management account to be used exclusively for the transportation activities listed above. As determined by the Director of T&ES and P&Z, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for similar uses.

o. The applicant shall be participate in the provision of a separate shuttle(s) for the proposed development and/or an Eisenhower East bus-shuttle service as required by the City.

p. The applicant will provide semi-annual reports to the Office of Transit Services and Programs on the TMP fund. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.

q. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that

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the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP Programs.

r. Bicycle racks shall be provided in quantities sufficient to meet demand . Personal amenities (showers, lockers etc.) shall be provided for those who wish to walk, run, or bike to work.

s. That the shall applicant prepare, as part of its leasing agreements, appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, prior to any lease agreements.

t. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.

u. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z) (T&ES) (PC) (City Council)

34. The applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:

a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.

b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.

c. Single occupancy vehicle (SOV) parking at fair market rates.

d. Reserved, conveniently located, and free vanpool parking spaces

e. Reserved, conveniently located, and discounted carpool parking spaces.

f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.

g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.

h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer

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provides a $100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of $100 to all transit users.

i. Spaces defined as "short-term" parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage. (P&Z)(PC) (CDD 98-02; Cond. #11)

34A. The following Legal/Procedural conditions shall apply to the TMP SUP:

1. The TMP SUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)

2. The TMP SUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)

3. Except as otherwise provided in conditions #23, #25, #27 and #28 of the Concept Design Plan (2005-0002), all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located, shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)

4. Except as otherwise provided in condition #25 of the Concept Design Plan (2005-0002), the dedication and/or acquisition of right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner upon the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP for each such block, prior to the issuance of a certificate of occupancy for the first building constructed on such block.

5. Notwithstanding anything to the contrary contained herein or in the Concept Plan or EESAP, no parking ratios shall apply.

I. CONCEPT PLAN CONDITIONS DELETED.

35. **CONDITION DELETED** (formerly cond. #4 of CDD 98-0002)

36. **CONDITION DELETED**

37. **CONDITION DELETED** (formerly cond. #5 of CDD 98-0002)

38. **CONDITION DELETED** (formerly cond. #6 of CDD 98-0002)

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39. **CONDITION DELETED** (formerly cond. #7 of CDD 98-0002)

40. **CONDITION DELETED** (formerly cond. #1 of CDD 98-0002)

41. **CONDITION DELETED** (formerly cond. #2 of CDD 98-0002)

42. **CONDITION DELETED** (formerly cond. #3 of CDD 98-0002)

43. **CONDITION DELETED** (formerly cond. #8 of CDD 98-0002)

44. **CONDITION DELETED** (formerly cond. #9 of CDD 98-0002)

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Note: The following are General Stage 1 DSUP Conditions and Blocks 11 and 12 Stage 1 DSUP Conditions included here for reference purposes. The table in Condition #45A has been amended by CDD#2009-0002.

I. General Stage 1 Preliminary Development Special Use Permit Conditions (DSUP # 2005-0031, 0032, 0033, 0034 and 0035)

45A. The Allowable Gross Floor Area (AGFA), height, parking and use shall be governed by the following table, which shall also be reflected in the Concept Plan.

Block	RETAIL (GFA)	OFFICE (GFA)	RESIDENTIAL (GFA)	HOTEL (GFA)	SUBTOTAL (GFA)	GFA Exclusion	TOTAL GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking	Surface Parking	Height (Feet)
2	0	470,000	0	0	**470,000**	15,548	454,452	--*	**454,452**	**1,058**	**0**	**210**
3	0	300,000	0	0	**300,000**	9,633	290,367	--*	**290,367**	**675**	**0**	**210**
4	36,950	436,000	0	0	**472,950**	13,442	459,508	225,570	**685,078**	**2,281**	**0**	**220**
5	24,050	0	260,000	0	**284,050**	9,282	274,768	55,073	**329,841**	**Shared with Block 4**	**0**	**220**
9A	0	0	0	170,000	**170,000**	8,190	161,810	389,396	**551,206**	**2,172**	**0**	**220**
9B	30,000	800,000	0	0	**830,000**	34,658	795,342	67,800	**863,142**	**Shared with Block 9A**	**0**	**250**
11	50,000	0	430,000	0	**480,000**	19,968	460,032	166,424	**626,456**	**924**	**160****	**250**
12	15,000	0	445,000	0	**460,000**	16,536	443,464	102,298	**545,762**	**238**	**0**	**250**
22	0	0	0	0	**0**	0	0	0	**0**	**0**	**0**	**0**
24	0	180,000	230,000	0	**410,000**	9,074	400,926	--*	**400,926**	**600**	**0**	**200**
25A	0	0	180,000	0	**180,000**	4,160	175,840	--*	**175,840**	**379**	**0**	**200**
TOTALS	**156,000**	**2,186,000**	**1,545,000**	**170,000**	**4,057,000**	**140,491**	**3,916,509**	**1,006,561**	**4,923,070**	**8,327**	**0**	**N/A**

Note 1: Gross Floor Area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums and similar volumetric construction, not involving floor space are excluded.

Note 2: AGFA totals shall be applied in accordance with the EESAP.

***GFA of the parking structure do not count towards AGFA.**

****** Surface parking on Block 11 is permitted solely in conjunction with a grocery store.**

45B. The Stage 1 Development Special Use Permits, (DSUP2005-0031, DSUP 2005-0032, DSUP 2005-0033, DSUP 2005-0034 and DSUP 2005-0035) shall remain valid until December 31, 2020. (PC)

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45. Landscape plan(s) will be provided with each future submission for each block/development site and at a minimum, include the following:
    a. Landscape plan will be provided, designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.
    b. Landscape plan shall be provided in accordance with Landscape Guidelines for the City of Alexandria, Virginia and shall include:
        i. Reference Standards and Specifications/Notes
        ii. Protection and Preservation of Existing Vegetation
        iii. Specification and Location of All Plant Material
        iv. Street Trees and Plantings in Parking Areas
        v. Crown Coverage Calculations
        vi. Bioretention Plantings
        vii. Maintenance Standards and Requirements
    c. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia.
    d. Landscape plan shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.
    e. Specification and Grading of all plant material shall be in accordance with The American Standard for Nursery Stock (ANSI Z60.1)-latest and most current edition as produced by the American Association of Nurserymen; Washington, DC.
    f. In the absence of more strenuous specifications, plantings shall be installed in accordance with Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
    g. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas, and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings.
    h. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings.
    i. All planted areas, with exception of roof areas, shall have fully external on-site building access for maintenance equipment, personnel and associated materials.
    j. All plantings associated with surface parking areas for development sites and those associated with the Eisenhower Metro Station shall comply with Landscape Guidelines for the City of Alexandria, Virginia.

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k. All planted areas shall be served by an irrigation and water management system that is designed, developed, detailed, executed and maintained to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities.

l. Irrigation and water management plans shall be prepared and sealed by an Irrigation Designer who is class certified for work of this complexity and licensed to practice in the Commonwealth of Virginia.

m. Every effort to retain existing trees and vegetation shall be made dependent upon development site and specific site conditions. Preservation methods and/or removal of all existing trees and vegetation shall be performed with prior approval by the City Arborist, and in accordance with Landscape Guidelines for the City of Alexandria, Virginia. (RP&CA)

46. The subdivision plat shall be revised to include all sidewalks within the area to be dedicated for public right-of-way as required by the EESAP not within a public access easement. (P&Z)

47. Underground parking shall not be permitted under areas to be dedicated for open space or areas to be dedicated for public streets. (P&Z)

48. As part of the Stage 2 development special use permits, install pedestrian crossing improvements at all intersections. (T&ES)

49. All open space and landscape information shall be prominently located in the General Notes and Tabulations Section of each submission, and referenced on appropriate drawing sheets as part of Stage 2 DSUP. (RP&CA)

50. Landscape plan shall comply with the most current and up to date edition of the Eisenhower East Small Area Plan (EESAP) to the extent the EESAP is not inconsistent with the Concept Plan or the Stage 1 DSUPs approved therewith and Design Guidelines for Eisenhower East as produced by the City of Alexandria, Virginia. Landscape plans shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia.(RP&CA)

51. Street and site lighting, site furnishings, signals and signs shall be located and coordinated to maximize accommodation of street and on-site plantings. Horizontal and vertical location of all associated service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings.(RP&CA)

52. All pedestrian facilities and public spaces shall comply with applicable ADA accessibility standards and guidelines. (T&ES)

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53. Expand "Approval Process Note" on Cover Sheet to read as follows: "Utility layout, pipe sizes, BMP locations, etc, shown as part of DSUP #1 are approximate and for informational purposes only. Preliminary utility layout, pipe sizes, material, BMP location and size, etc., will be provided during the DSUP #2 and finalized during the Final Site Plan process. All items related to utilities will be reviewed and approved by the City during the DSUP #2 process." (T&ES)

54. Add a note to Drainage Area Map that states that "Storm sewer pipes and BMPs shown are preliminary and are for information only. Final location and design will be determined during DSUP #2 and Final Site Plan review and approval." (T&ES)

55. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)

56. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of Alexandria Zoning Ordinance shall be met. (T&ES)

57. On future plan submissions, pertinent information from the TMP plan shall be incorporated into each of the preliminary plans for staff evaluation of transportation amenities and requirements. (T&ES)

58. Provide slopes for all ramps within the garage. Note that ramps shall not exceed 8%. Applicant shall provide bike racks in the garage. Quantity to be determined based on square footage of office, retail and/or residential space. (T&ES)

59. Provide a lighting plan with the future stages of the development site plan process to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police. (T&ES)

60. All private utilities without a franchise agreement or encroachment are to be located outside of public right-of-way and public utility easements. (T&ES)

61. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

62. Provide handicap ramps as needed across driveways entrances and all pedestrian thoroughfare. (T&ES)

63. Provide bearings and distances on the new road alignment. (T&ES)

64. The submitted plan does not indicate whether or not there are any known areas of groundwater contamination associated with the project site as is required with all

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preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers be encountered at the site, the applicant shall immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)

65. The storm water collection system is part of the Taylor Run watershed. All on-site storm water curb inlets and public curb inlets located within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

66. Provide BMP narrative and complete pre and post development drainage maps that include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B, as applicable. (T&ES)

67. Provide mechanisms to control water quality volume and runoff. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Bill Skrabak, Director of Department of Environmental Quality, 301 King Street, Room 3900, Alexandria, VA 22314 outlining his intent. (T&ES)

68. The project site lies within the Timber Branch Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)

69. Comply with the City of Alexandria's storm water management regulations regarding water quality including phosphorus removal requirement and water quality volume default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

70. Provide BMP narrative and complete pre and post development drainage maps that include areas that contribute surface runoff from beyond project boundaries and includes adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. Submit this information with the Stage 2 DSUP. (T&ES)

71. 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

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professional shall submit a written certification to the Director of T&ES that the BMPs are:

a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)

72. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Wwales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

73. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the final site 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)

74. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's 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)

75. Due to the close proximity of the site to the Metrorail and CSX tracks the following conditions shall be included in the development requirements:

a. Applicant shall prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

77. 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:

    a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
    b. That Eisenhower Avenue is a major six-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (T&ES)

78. All exterior building mounted loudspeakers are prohibited If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. 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. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. No material may be disposed of by venting into the atmosphere. (T&ES)

79. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

80. Due to historic uses at the site and potential for contamination, the following condition shall be included:

    a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
    b. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code Enforcement)
    c. The internal streets which are located over the underground parking structure shall conform to H-20 loading requirements.(Code Enforcement)

81. 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)

82. 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

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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)

83. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:

    a. The Applicant shall furnish the Homeowner's 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.
    b. 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. (T&ES)
    c. Otherwise the following condition applies:
        i. 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)

84. 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)

85. 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

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of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)

86. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
    d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

87. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

IA. Legal Procedural Matters:

87A: The following legal/procedural conditions apply to and be approved with all of the DSUPs as applicable:

1. Existing uses and approvals on the subject property shall be allowed to continue until the redevelopment of the block pursuant to the Stage 2 DSUP and such uses and approvals shall not be invalidated by the approval of this Stage 1 DSUP. Changes in use of existing buildings shall be permitted, subject to compliance with the underlying zoning district.

2. Nothing in the Stage 1 DSUP, the Stage 2 DSUP or any amendments thereto shall affect the vested rights status of the existing approval on Block numbers 6, 7, 8 and 14 (DSUP #2000-0028) (Settlement Agreement Condition #8)

3. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)

4. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)

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5. Except as otherwise provided in Conditions #23, #25, #27 and #28 of Concept Design Plan #2005-0002, the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of right of way on property that is not the subject of the DSUP and all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block where the property is located and shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)

6. Except as otherwise provided in Conditions #27 and #30 of the Concept Design Plan (2005-0002), the city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for dedication of open space on property that is not the subject of the DSUP and all property dedicated for open space shall be dedicated as part of the redevelopment of the block where the property is located and prior to the issuance of the certificate of occupancy for the first building on such block.

7. The city and the applicant agree that changes in use or modifications to existing buildings (facades or interiors not increasing floor area) shall be authorized prior to the approval of the Stage 2 Development Special Use Permit and shall not require any dedication of right of way or open space. (Settlement Agreement Condition #5)

8. The city and the applicant agree that the Stage 1 DSUP, the Stage 2 DSUP or any amendment thereto shall not include a requirement for a monetary contribution to the Eisenhower East Open Space Fund. (Settlement Agreement Condition #10)

9. Except as otherwise provided in Conditions #25 of Concept Design Plan #2005-0002, the dedication and/or acquisition of all right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner at the time of the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP, prior to the issuance of a certificate of occupancy for the first building constructed on such block.

10. Subject to the maximum parking limits contained in the Concept Plan, no parking ratios shall be applicable

11. The city and the applicant agree that should the applicant need to locate a government tenant on blocks 2 and 3, such as DoD, in connection with responding to a market opportunity or relocating existing Hoffman tenants, the applicant and City will work in good faith to provide for an alternate development scheme on this site to accommodate the security needs of such tenant (Settlement Agreement Condition #7).

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12. The city and the applicant agree that the underlying zoning on the 13.29 acre parcel owned by Hoffman Family, LLC., Tax Map #79.02-01-01, (Parcel 79.02) would provide for density at a 1.0 FAR with a site plan and exclusions from FAR for above grade parking. Development at the underlying zoning level would not require dedication or construction of areas shown as new parks and streets in the EESAP. Development at the underlying zoning level will be located so as not to preclude construction of areas shown in the EESAP as new parks and streets. Upon any adoption of a resolution by City Council authorizing the condemnation of land or buildings on Parcel 79.02 for parks or streets, this restriction precluding development on areas planned for streets and parks shall cease to be effective. Any such resolution condemning all or any portion of Parcel 79.02 and all valuation proceedings thereafter will consider Parcel 79.02 as having an underlying zoning of 1.25 FAR. Above grade parking built on this parcel would be appropriately screened by buildings or otherwise and meet any applicable design guidelines of the EESAP. (Settlement Agreement Condition #2) (PC)

M. Blocks 11 and 12 (DSUP # 2005-0034)

123. The design and type of screening on the southern portion of the surface parking lot on block 11 shall be submitted and approved as part of the Stage 2 development special use permit for Blocks 11 and 12. (P&Z)

124. The existing features shown on sheet 5 & 6 are not legible. Provide a clearer plans with future submissions. (T&ES)

125. The existing total site area is indicated as 6.42 Ac. and the proposed total site is depicted as 5.98 Ac. Provide information regarding inter parcel exchange of land and indicate where the deficit or surplus of land has been allocated. (T&ES)

126. The zoning tabulation provided on sheet 2 indicates that there is structured parking associated with the proposed buildings. Identify the location of such parking and if parking is contained within the buildings, provide information regarding how many levels of underground parking. (T&ES)

127. Clearly indicate the treatment of existing sandfilter depicted on the existing conditions plan sheet #5, it appears that the vault would be removed. Clarify whether it will be relocated or a new one will be provided. (T&ES)

Block 11

128. Provide Emergency Vehicle Easements (EVE) on Dock, Port, Southern and Anchor Streets. (Code Enforcement)

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129. Provide information on overhead power lines as to whether they will remain overhead or be undergrounded, Overhead lines in proximity to proposed location of Block 11 structure eliminates ladder truck access that cannot be considered for the South building face. (Code Enforcement)

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Note: The following are General Stage 1 DSUP Code Comments included here for reference purposes.

CITY DEPARTMENT CODE COMMENTS

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

Transportation and Environmental Services:

C-1 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.

C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.

C-3 The sanitary sewer tap fee must be paid prior to release of the plan. Sanitary sewer fee rate is determined by City Council authorized rates at time of first final site plan submission.

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 placed underground.

C-8 Provide site lighting plan to meet minimum city standards.

C-9 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.

C-10 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.

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 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-13 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-14 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 The type of ownership will affect parcels and fire separation requirements and shall be addressed as early as possible in Phase 2 of the DSP process. The applicant shall indicate whether ownership of the parking structure and office building will be a sole owner or a separate ownership for each structure proposed.

F-2 The design of the parking structure shall include location of handicap parking spaces adjacent to elevator access and shall be addressed in Phase 2 of the DSP process. Handicap persons shall not be required to cross travel lanes to access elevator lobbies and shall be addressed in Phase 2 of the DSP Process.

F-3 Submit the required Fire Access Study and general hydrant locations or general locations of Emergency Vehicle Easements shown as part of Phase 1 DSP requirements.

F-4 Submit utility and infrastructure information as part of Phase 2 DSP. The existing total site area is indicated as 7.5 acres and the proposed total site area is depicted as 7.79 acres, clarify discrepancy or correct numbers. (T&ES)

R-1 As part of Phase 2 DSP submission, 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.

C-1 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement.

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C-2 A separate tap is required for the building fire service connection. Show tap location and size of fire lines.

C-3 Buildings over 50 feet in height are required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet form the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.

C-4 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.

C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-6 Prior to submission of the Final Site Plan #1 and as part of Phase 2 of the DSP Process, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.

C-7 The final site plans shall show placement of fire easement signs.

C-8 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-9 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.

C-10 These structures contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC 302.3.

C-11 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.

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C-12 The public parking garage floor must comply with USBC 406.2.6 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 2901). This parking garage is classified as an S-2, Group 2, public garage.

C-13 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.

C-14 This underground garage is required to have an automatic sprinkler system throughout the structure in compliance with USBC406.4.1 and 903.2.11.

C-15 The proposed buildings must comply with the requirements of HIGH-RISE building (USBC 403).

C-16 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

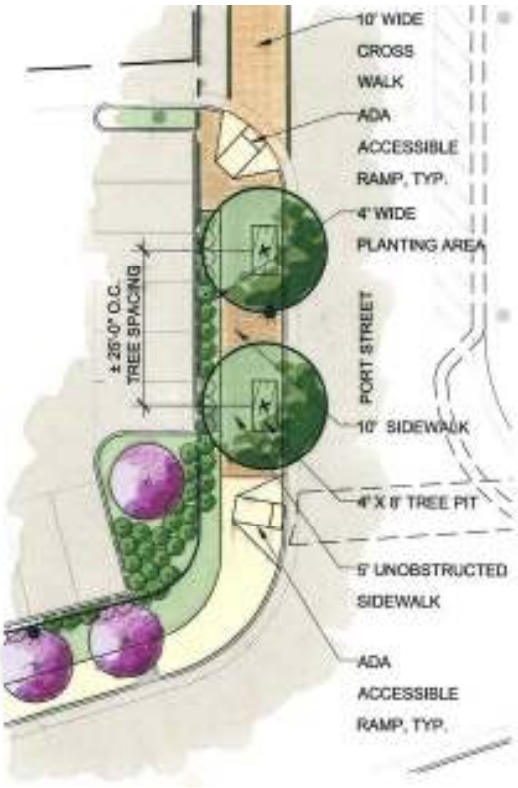
a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
b) The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

C-17 If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

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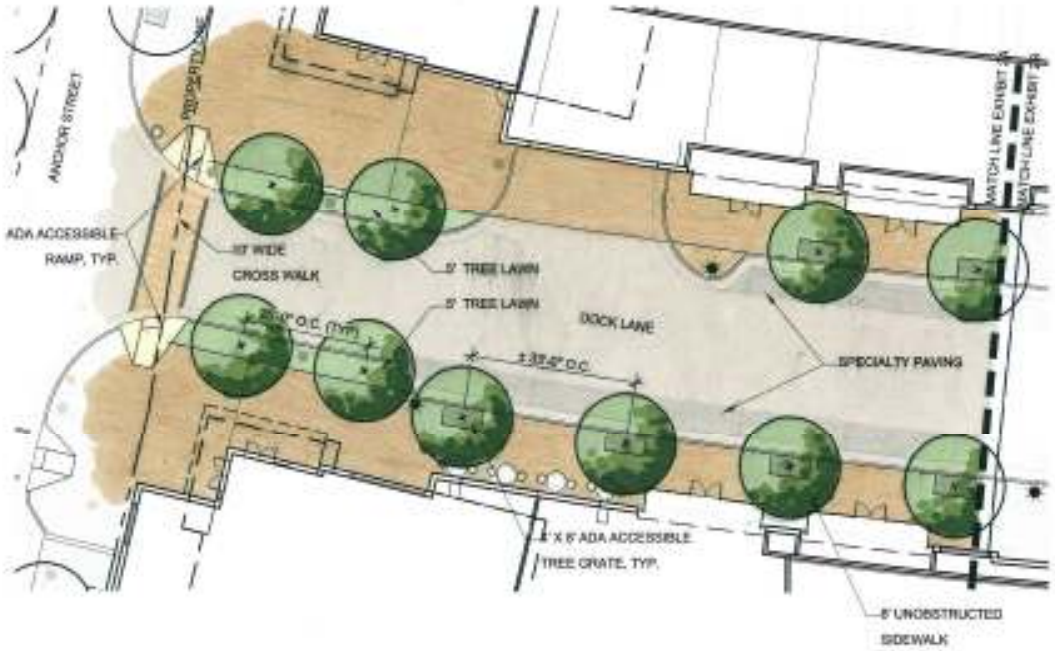
ATTACHMENT A





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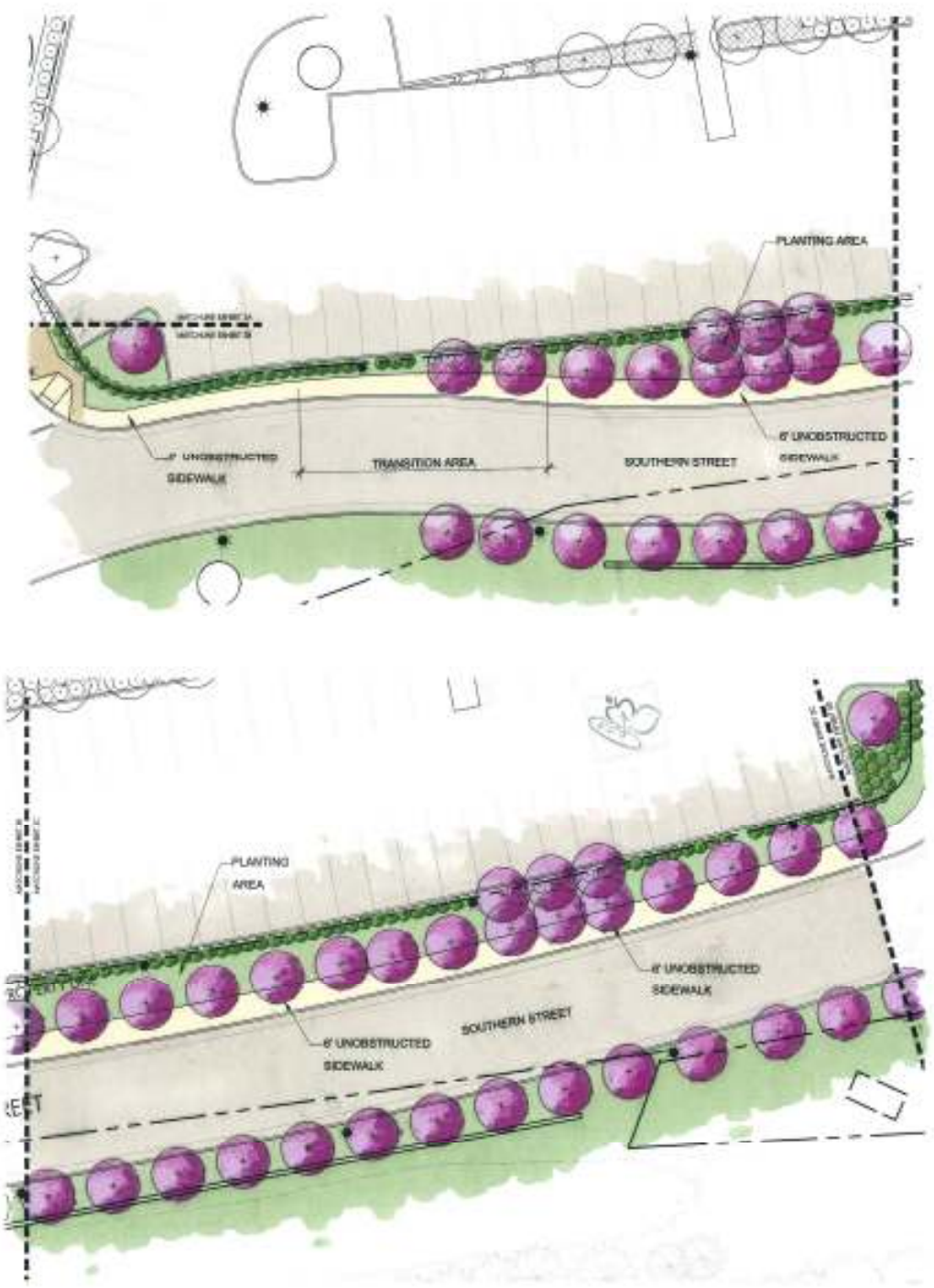
ATTACHMENT B





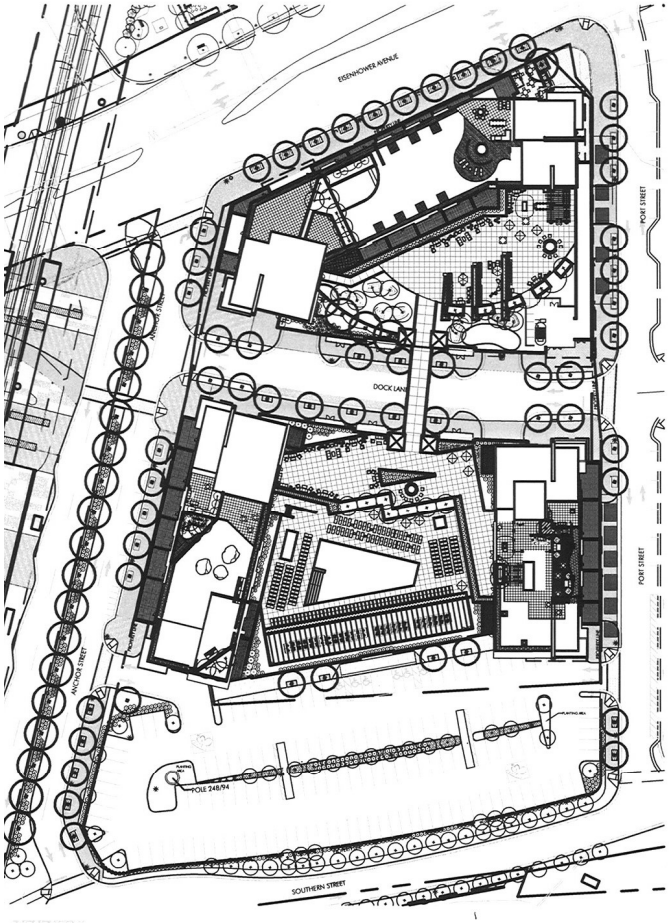
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ATTACHMENT C



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ATTACHMENT D



PROPOSED CROWN COVERAGE

PROPOSED LANDSCAPE - SITE GROUND LEVEL (ESTIMATE)	QUANTITY	CCA (SF)	TOTAL
(A) LARGE SHADE TREES	0	1250	0
(B) MEDIUM SHADE TREES	2	750	1500
(C) MEDIUM ORNAMENTAL/EVERGREEN TREES	0	500	0
(D) SMALL ORNAMENTAL/EVERGREEN TREES	11	250	2750
SHRUBS	5	2	10
TOTAL SF			4260

PROPOSED LANDSCAPE - 3RD FLOOR (50%) (ESTIMATE)	QUANTITY	CCA (SF)	TOTAL
(A) LARGE SHADE TREES	0	625	0
(B) MEDIUM SHADE TREES	4	375	1500
(C) MEDIUM ORNAMENTAL/EVERGREEN TREES	7	250	1750
(D) SMALL ORNAMENTAL/EVERGREEN TREES	15	125	1875
SHRUBS	436	1	436
TOTAL SF			5561

PROPOSED LANDSCAPE - OPTIONAL ROOF (50%)	QUANTITY	CCA (SF)	TOTAL
(A) LARGE SHADE TREES	0	625	0
(B) MEDIUM SHADE TREES	4	375	1500
(C) MEDIUM ORNAMENTAL/EVERGREEN TREES	0	250	0
(D) SMALL ORNAMENTAL/EVERGREEN TREES	11	125	1375
SHRUBS	36	1	36
TOTAL SF			2911

PROPOSED LANDSCAPE BIORETENTION	QUANTITY	CCA (SF)	TOTAL
(A) LARGE SHADE TREES	0	1250	0
(B) MEDIUM SHADE TREES	13	750	9750
(C) MEDIUM ORNAMENTAL/EVERGREEN TREES	0	500	0
(D) SMALL ORNAMENTAL/EVERGREEN TREES	0	250	0
SHRUBS	0	2	0
TOTAL SF			9750

PROPOSED STREET TREES - ALONG DOCK STREET AND BUS LOOP ON ANCHOR STREET	QUANTITY	CCA (SF)	TOTAL
(A) LARGE SHADE TREES	19	1250	23750
(B) MEDIUM SHADE TREES	16	750	12000
(C) MEDIUM ORNAMENTAL/EVERGREEN TREES	0	500	0
(D) SMALL ORNAMENTAL/EVERGREEN TREES	3	250	750
SHRUBS	0	2	0
TOTAL SF			36500
TOTAL			58982

	TOTAL SITE AREA	183,836 SF (4.22 AC)
	REQUIRED CROWN COVERAGE (25%)	45,959 SF
	EXISTING CROWN COVERAGE	0 SF
TOTAL:		
SCENARIO 1	PROPOSED CROWN COVERAGE W/O STREET TREES AND W/O OPTIONAL ROOF LANDSCAPING	19,571 SF
SCENARIO 2	PROPOSED CROWN COVERAGE W/ STREET TREES ALONG DOCK LANE AND LARGE SHADE TREES W/IN ANCHOR STREET BUS LOOP, AND W/O ROOF LANDSCAPING	**56,071 SF**

NOTE:
1. ALL SCENARIOS INCLUDE THE PROPOSED CROWN COVERAGE COUNTS FOR SITE GROUND LEVEL, 3RD FLOOR, AND BIORETENTION AREAS.

STUDIO39 Landscape Architecture, P.C.

HOFFMAN PROPERTIES BLOCK 11 AND 12 EXHIBIT 4 *CITY OF ALEXANDRIA, VIRGINIA*

Prepared for HOFFMAN FAMILY LLC *by* STUDIO39

JANUARY 20, 2009

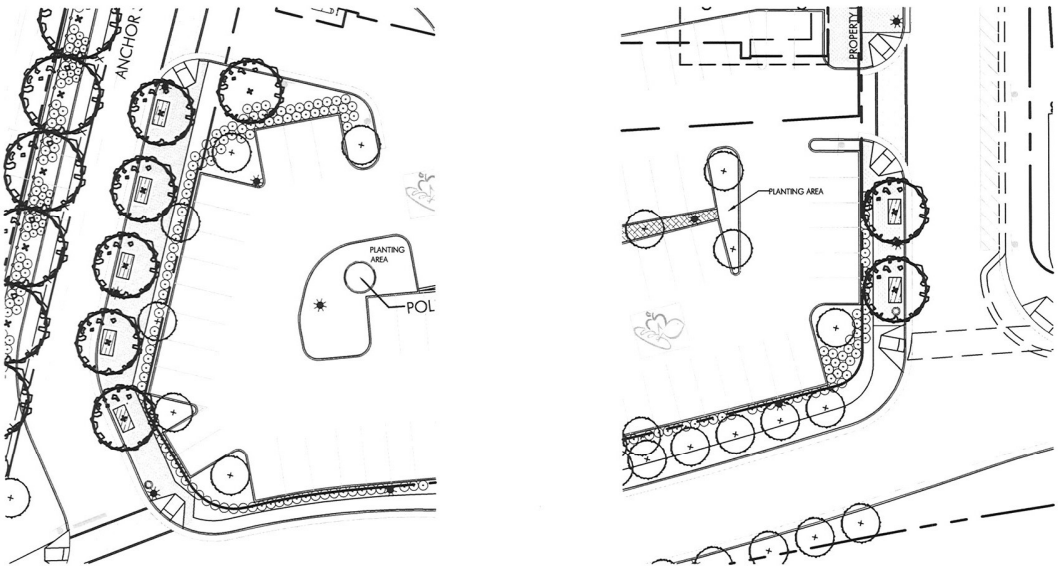
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ATTACHMENT E



LEGEND

PROPOSED ORNAMENTAL TREE

PROPOSED SHADE TREE

PROPOSED EVERGREEN SHRUB

STUDIO39 Landscape Architecture, P.C.

HOFFMAN PROPERTIES BLOCK 11 AND 12 EXHIBIT 5 *CITY OF ALEXANDRIA, VIRGINIA*

Prepared for **HOFFMAN FAMILY LLC** *by* **STUDIO39**

JANUARY 20, 2009

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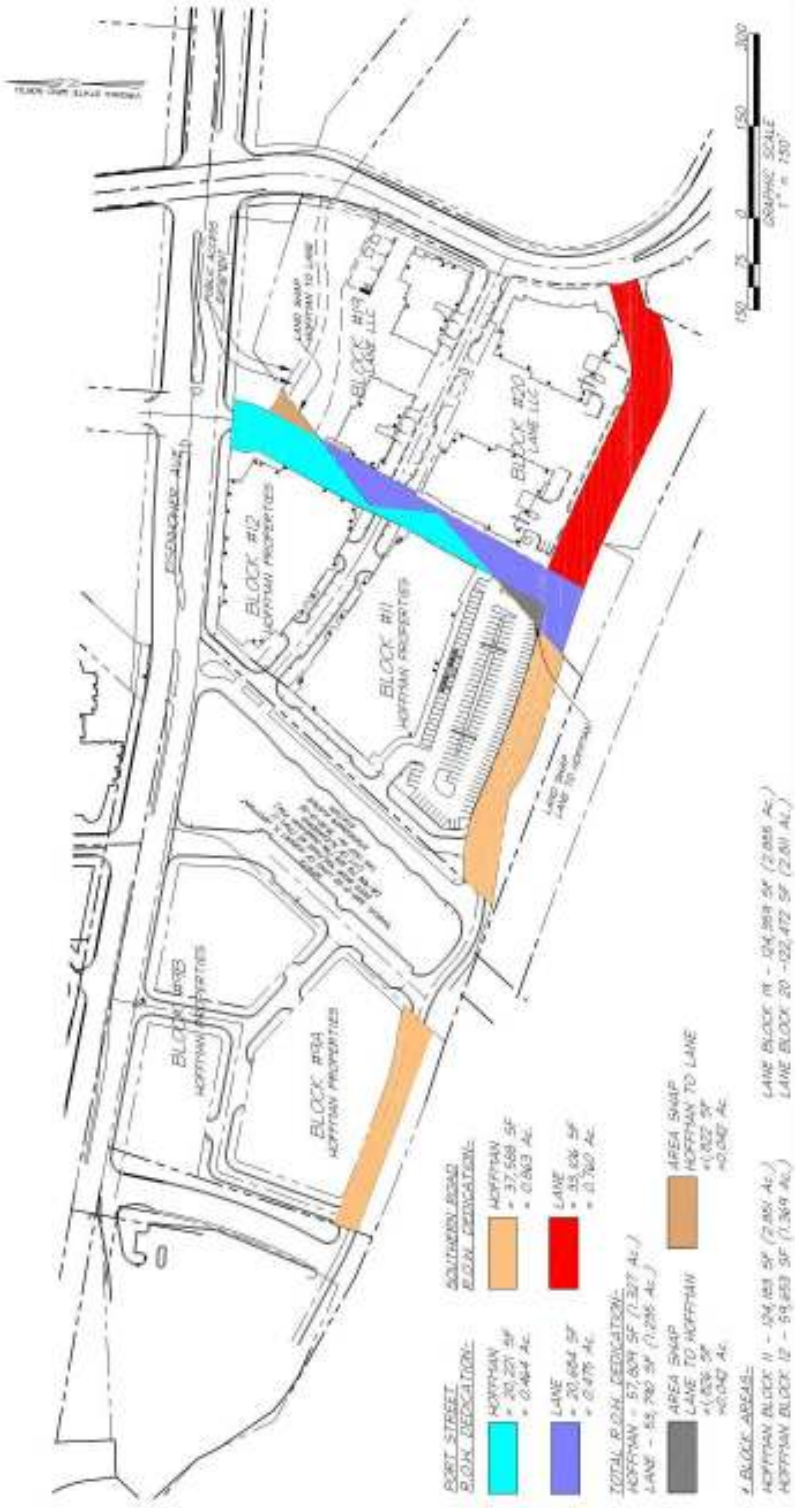
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ATTACHMENT F



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ATTACHMENT G

Alexandria, VA Upland Meadow Mix

% of Mix	Latin binomial
12	Elymus virginicus
2	Eragrostis spectabilis 'VA'
27	Schizachyrium scoparium 'PA'
16	Sorghastrum nutans 'PA'
8	Tridens flavus 'VA'
1	Aster laevis
1	Aster prenanthoides
5	Chamaecrista fasciculata 'PA'
5	Coreopsis lanceolata 'NC'
4	Monarda fistulosa
4	Penstemon laevigatus 'PA'
5	Rudbeckia hirta 'NC'
3	Senna hebecarpa 'NC/VA'
2	Silphium trifoliatum 'PA'
2	Solidago bicolor 'PA'
3	Zizia aurea
100	Total

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ATTACHMENT H

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Final Hoffman Public Art Plan
March 15, 2010

The Hoffman Coordinated Development District (CDD) Concept Plan (2005-0002) creates an exciting opportunity to look at a community as a whole and integrate public art in strategic locations to create a pedestrian experience throughout the development and enhance the cultural fabric of the community. The Eisenhower East neighborhood is rich in history which can be celebrated through public art. In order to provide a cohesive plan for the location and type of public art that will be provided throughout the development, Hoffman proposes the following goals and implementation strategy, coupled with the Public Art Opportunity Exhibit showing the proposed location for public art within the development, as the Hoffman Public Art Plan.

Goals:
The purpose of the Hoffman Public Art Plan is to provide a roadmap for the inclusion of public art that will strengthen the design of the Eisenhower East neighborhood. Public art can define a community, create a sense of place, celebrate a site's unique history, serve as an economic catalyst, engage and inspire the public, and add beauty to a space that will be enjoyed for generations to come. The goals of the Hoffman Public Art Plan:

1. Enliven and enhance the public experience by integrating a broad range of public art into the public open spaces, urban design, and architecture at locations shown on the Public Art Opportunities Exhibit.
2. Integrate the Eisenhower East history, as appropriate, with public art by incorporating the historical findings discovered in the City's archaeological research.
3. Provide Alexandria's Eisenhower East with a sense of identity, community and a connection to the local history and culture of the area.
4. Promote and support artists from the Washington Metropolitan Area.
5. Promote the benefit of public art within urban development.
6. Promote the economic vitality of the area by creating a destination.
7. Engage the community by providing opportunities for participation in the art selection process.
8. Integrate the public art opportunities with the Historic Interpretive Plan to the extent appropriate, as determined by the Office of the Arts and the Office of Historic Alexandria.

Community Involvement:
Community involvement in the art that is chosen for this neighborhood is imperative to ensuring that the history and culture of the neighborhood is captured in the art. Therefore, the Hoffman Public Art Plan proposes to establish a relationship with the community that will continue throughout the construction of the CDD Concept Plan development. The applicant for the corresponding block will hold at least one community meeting to get feedback and input from

the public and hear their concerns, goals and ideas for the implementation of each art project. Once the project begins, the applicant will hold additional community meetings and use electronic communications to periodically inform the public about the specific project.

Locations of Artwork:
The Hoffman Public Art Plan proposes general locations for public art opportunities shown in the Public Art Opportunities Exhibit. The location of such art is conceptual at this time and will be finalized with the approval of a stage 2 development special use permit for each block containing public art. Such opportunities could include integrating the art in the architecture, open space or public streetscape. Potential compositions could include but not be limited to the following:

1. Architectural Integration: Public art can be integrated as part of the actual building façade construction or an appendage to the building itself. The artist, working closely with the project architect, would incorporate their design as necessary to ensure aesthetic and structural integrity with respect to the buildings architecture. The art must be visible to the public from the streetscape and/or associated plaza site areas.

2. Landscape/Site Integration: Public art can be integrated within the landscape of the designed urban park sites. These urban parks would be publicly accessible and visible by the general public. The parameters of the artwork would be determined during the early design phases of the project to ensure proper integration.

3. Streetscape Integration: With the approval of the Department of Transportation and Environmental Services and Office of the Arts, the artist would position the public art as part of the landscape/hardscape within the internal and/or perimeter streetscapes of the design area. The art would be fully accessible to the general public and contribute to the overall pedestrian experience of the development's comprehensive street network. All art must be visible by the pedestrian and/or vehicular users of the streetscape.

Selection of Artist or Artwork:
The applicant is encouraged, but not required, to secure the services of a professional art consultant who will work with the project's design team early in the design process.

The applicant may choose from the following methods of artist selection: direct selection, limited selection or open selection.

Direct Selection:
Direct Selection is the selection of one artist without review of others. Use of direct selection method shall be justified in writing to Office of the Arts staff and the chair of the Public Art

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Committee. Direct selection should only be used when a professional art consultant has been contracted.

Limited Selection:
Limited Selection involves the review of artwork and qualifications of a shortlist of artists. Artists are placed on the list by the art consultant or any member of the selection committee. The selection committee will select 3 to 5 artists from the list to invite to submit a concept design. Finalist artists will be provided an honoraria (currently $2,000 per artist) to produce a maquette of the concept and present their proposal at an interview with the selection committee. The artist would be selected on the basis of artistic quality of proposal, ability to respond to project site and context, ability to work collaboratively with a design team, artistic quality of past work, health and safety considerations, and durability and maintenance of proposed artwork.

Open Selection:
Open Selection is when the selection committee solicits artists for their work examples to review. Portfolios would be critiqued on the basis of artistic quality of previous work, artist's ability to respond to project site and context, and ability to work collaboratively with a design team. Upon review of the portfolios, the committee would invite 3 to 5 artists to produce a concept design based on the established design criteria for the art area. Individual interview of the artist and review of their concepts would be conducted by the committee to determine the selected artists. The final artist would be selected on the basis of artistic quality of proposal, ability to respond to project site and context, ability to work collaboratively with a design team, artistic quality of past work, health and safety considerations, and durability and maintenance of proposed artwork. Open selection is encouraged for projects of major significance to the City.

With Limited or Open Selections, the applicant may use a committee to select the artist. The Selection Committee could be comprised of the owner, project's lead design architect, project's landscape architect, representatives from the Alexandria Commission for the Arts' Public Art Committee, tenant representatives (if applicable) and representatives from the City including the Office of the Arts and Office of Historic Alexandria.

The applicant will have the option to make a direct purchase of artwork taking into consideration feedback from the community, the history of the site, the goals and parameters outlined in this Hoffman Public Art Plan, and recommendations of a public art consultant. Direct Purchase of artwork should only be used when a professional art consultant has been contracted.

Funding:
The applicant will fund this public art plan to the extent necessary to ensure that the quality of the art (as described within) is commensurate with the quality of the art commensurate with other Class A development in Eisenhower East.

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**** Condition must be fulfilled prior to release of the bond

Maintenance:
Artwork can require specialized maintenance and periodic conservation to preserve its integrity and visual appearance. The artists will be required to provide a comprehensive maintenance plan to the applicant and the Office of Arts.

If the artwork provided as part of this plan is placed on or integrated within private property, it will be maintained by the applicant. If the artwork provided as part of this plan is placed on or integrated within public property, it will be maintained by the City.

The art dedicated as part of this public art plan shall not be considered a donation of art pursuant to the City's established art donation policy. All artwork provided in or for the public property pursuant to this plan shall be commissioned directly for the City and the application will not hold title or ownership to the same at any point in time.

Conclusion:
With each stage 2 development special use permit for the blocks within the Hoffman CDD, the applicant and the staff will use the Hoffman Public Art Plan as a mechanism to determine the specific locations and type of public art to be incorporated into the design, select the artist, identify the theme of the artwork, and commission the artwork to be provided.

Definitions:
Public art, as defined by this policy, is an original or limited edition work of art created by an artist or team of artists that is physically accessible to the public and which may possess functional as well as aesthetic qualities. Public art must be located in places where public life occurs, and may include plazas, open space, lobbies, or publicly viewable building façades.

A work of art may be functional and may include benches, bike racks, grates, landscaping or other design elements if designed by an artist as a unique and prominent feature for the project. Interior elements of buildings, with the exception of lobbies, and commercial signage are excluded.

An **artist** is defined as an individual who: realizes income through the sale, performance, publication, or commission of works of art; has previously exhibited, presented, performed or published works of art in museums, galleries or other recognized art venues; has formal training or education in a field of art; or has received awards or other forms of recognition from recognized arts organizations for his/her artistic accomplishments.

Asterisks denote the following:
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ATTACHMENT I

HOFFMAN COMPANY, LLC
2461 EISENHOWER AVE., LOBBY FLOOR
ALEXANDRIA, VIRGINIA 22331-0100

(703) 960-4700 • FAX: (703) 960-1754

HOFFMAN
TOWN CENTER

March 24, 2010

VIA EMAIL TO gwen.wright@alexandriava.gov
Gwen Wright, Chief, Development Division
Planning and Zoning
301 King Street, Suite 2100
Alexandria, Virginia 22314

RE: Hoffman, Blocks 11 and 12

Dear Gwen:

The Hoffman Family, LLC ("Hoffman"), as the applicant for a Stage 2 Development Special Use Permit approval for Blocks 11 and 12 (the "Application"), is submitting this letter to the City to confirm the existence of a valid and binding lease between Hoffman and Harris Teeter, Inc. which was entered into in September 23, 2008 (the "Lease").

As you know, part of the Application is the provision of first floor retail space for Harris Teeter within the proposed residential building on Block 11 and a surface parking lot for that Grocer. Under the terms of the Lease, Hoffman is obligated to provide 50,000 square feet of retail space and no less than 150 surface parking spaces *by December 31, 2013 or Harris Teeter may walk away from the Lease without penalty*. Any further delay in the docketing of the Application will imperil our ability to require Harris Teeter to open and operate.

The provision of 65,000 square feet of retail in Blocks 11 and 12 is a key component of establishing the necessary critical mass in EESAP for a successful retail environment in this plan area and Hoffman is desirous of fulfilling that goal.

To the best of the Applicant's knowledge, no Lease default exists on either the part of the Landlord or the Tenant under the Lease and Harris Teeter is actively working with us to further the opening of this store subject of course to all of their applicable Urban Design Criteria.

We appreciate all the efforts you and your staff have put into reviewing the Application and look forward to its approval.

Sincerely,

Michael Perine
Executive Vice President

CC: Faroll Hamer, Director, Planning and Zoning (via email)

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ATTACHMENT J

CARLYLE/EISENHOWER EAST DESIGN REVIEW BOARD

March 24, 2010

MEMORANDUM

TO: Alexandria Planning Commission and Alexandria City Council

FROM: Carlyle/Eisenhower East Design Review Board

SUBJECT: Proposal for development of Hoffman Blocks 11 and 12 in the Eisenhower East Small Area Plan

The Carlyle/Eisenhower East Design Review Board (DRB) serves in an advisory capacity on projects within the Eisenhower East Small Area Plan boundaries and, in that role, has had four separate meetings on the proposal by the Hoffman Company LLC for redevelopment of Blocks 11 and 12. This has been a rigorous process, with much discussion and analysis throughout the course of the four meetings. The process has resulted in major progress on the design of this significant project.

We feel the current proposal is very good and would like to forward our strong recommendation in support of the project. We would also like to commend the applicant for making numerous studies, changes and improvements during the design review process.

Throughout the review, the members of the DRB have been cognizant of the fact that this is a critical project for the City of Alexandria from many perspectives and particularly in terms of design. It is directly adjacent to the Eisenhower Metro Station; it is highly visible from the Beltway; and it is at a critical location on Eisenhower Avenue, adjacent to the Resource Protection Area on Block 19. This project is an opportunity for the City to demonstrate its commitment to smart growth and to transit-oriented development. It will symbolize the evolution of the East Eisenhower area from a neighborhood of unsightly parking lots and semi-industrial uses to a modern, vital, mixed-use center serving thousands of Alexandria residents.

The current proposal has a number of very positive elements:

- At 370 feet to the tallest point, the building next to the Metro Station will be one of the tallest buildings in the entire region and will make a major contribution to the City's skyline, well outside the historic district. Lower than the Masonic Memorial, this building will appropriately "step up" from the existing buildings in Carlyle toward the Eisenhower Metro Station. The overall effect is to create a "tent," a skyline silhouette with the most density at Metro and diminishing density and height as one moves eastward and farther away from transit.
- The buildings are tall and slim, forming a harmonious ensemble. The sophisticated massing, facade design and color palette are crisp and visually dynamic. Varying in

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height, each of the three towers has a distinctive top, including lantern elements that will be a landmark in the skyline at night.

- There is a significant public open space being created at the Metro Station, as well as a renovation of the station itself to make it more urban and pedestrian friendly in character. The design of the public space – called Eisenhower Station Square – has come a long way through the design review process. It includes elements of Low Impact Development, interpretative materials, and a relocation of the statue of President Eisenhower. The applicant also has tied design of Eisenhower Station Square to design of the streetscape and open spaces within the project, including the grocery store parking lot adjacent to the Beltway.

There are a few minor design issues that will need to be worked out as this project progresses towards construction, but this is normal at this stage in the process. All in all, we believe that this project is one that should be approved, and we look forward to seeing it take its place on the Eisenhower Avenue corridor.

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PC Docket Item #: 15
Project: EESAP Blocks 11 & 12

To: Planning Commissioners:
Fm: Planning & Zoning and T&ES Staff
Re: Docket Item # 15
EESAP Blocks 11 & 12 Extension
June 4, 2013

The applicant has demonstrated by that they have met the grandfathering provisions of the new State regulations. Therefore, Condition 104 reverts back to the original condition, which is below:

The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

Eisenhower East Blocks 11 & 12 Extension Request

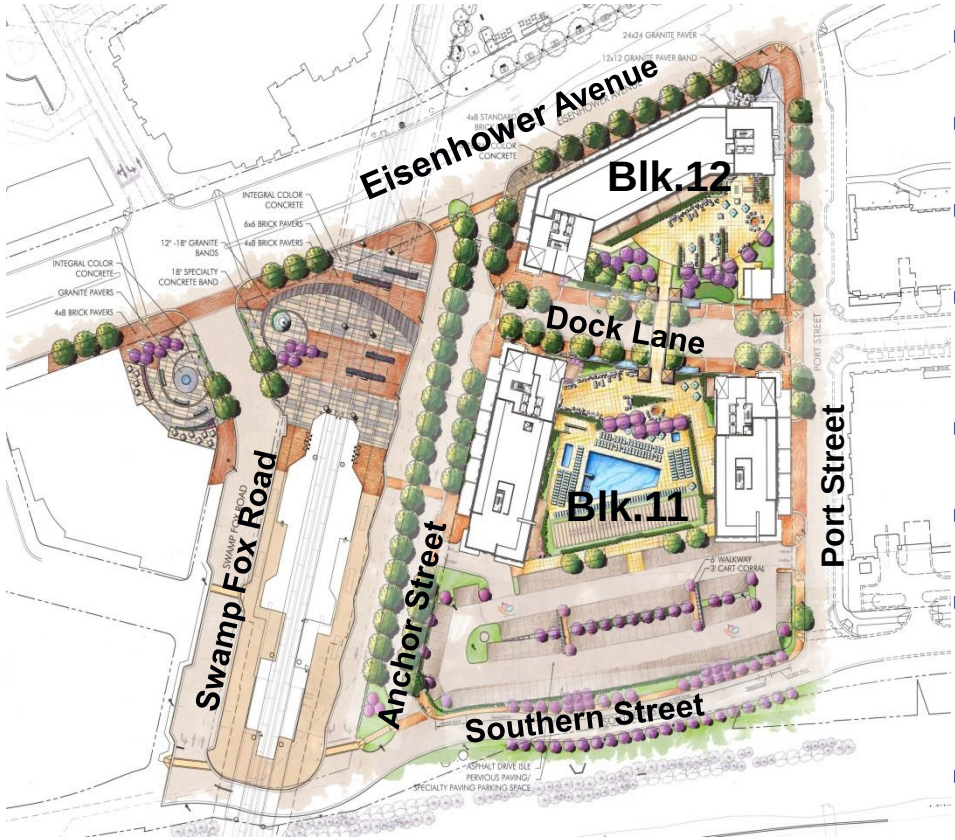
DSUP 2013-0008
City Council
June 15, 2013

Site Context



PLANNING & ZONING

Project Description



- Request: Extension of previously approved DSUP 2009-0004
- Zone: CDD#2
- Site Area: 4.26 ac.
- 1.3 Million Square Feet
- 3 Residential Towers with Ground Level Retail
- 1,505 garage parking spaces
- 150 surface parking spaces
- Improvements to the Eisenhower Metro Station including a major new plaza
- Four new streets
- 50-55 Affordable Housing Units
- Green Building Compliance

PLANNING & ZONING

Key Issues with Previous Approval

- Building design & environmental sustainability
- Improvements to the Eisenhower Metro Station and Urban Plaza
- Public Art Plan for all Hoffman blocks
- Pedestrian & streetscape improvements
- Affordable housing units & contribution
- Traffic, parking, & TMP

Key Issues with Extension

- Amendment to affordable housing condition for set aside units – from 30 years to 40 years
- Increase in number of bicycle parking spaces
- Allow possible bike facilities on Dock Lane, such as sharrows and signage
- Change to require construction of Eisenhower Ave widening along frontage
- Allow possible changes to brick sidewalks for ADA
- Amendments to BMP conditions to bring them up to current standards

Building Design



Street view of Blocks 11 & 12 from Eisenhower Ave.

PLANNING & ZONING

Building Design



Street view of Blocks 11 & 12 from Eisenhower Avenue Metro Station

PLANNING & ZONING

Building Design



View from the Capital Beltway

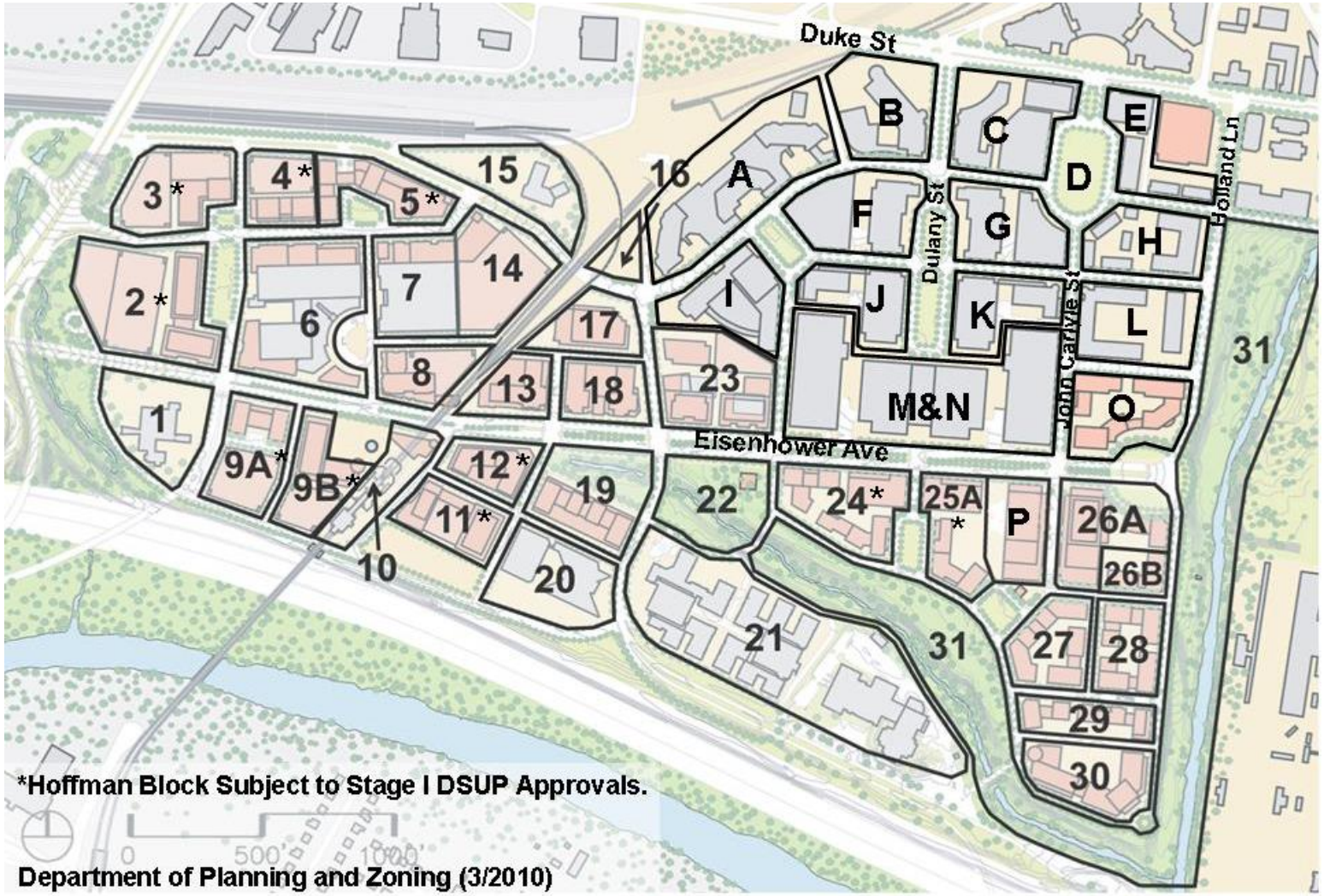
Conclusion – Applications

- Staff recommends approval of the extension with conditions as amended.



PLANNING & ZONING

Eisenhower East Blocks



PLANNING & ZONING

Legislation Details (With Text)

File #:	DSUP12-028	**Name:**	Eisenhower East Block 19- Residential
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	3/11/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	

Title: Master Plan Amendment #2013-0002
CDD Concept Plan #2013-0001
Development Special Use Permit #2012-0028
TMP SUP #2013-0027
Encroachment #2013-0001
2250 Mill Road - Eisenhower East Block 19 - Residential
Public Hearing and Consideration of requests for: A) an amendment to the Eisenhower East Small Area Plan chapter of the Master Plan to increase the building height and floor area for Block 19; B) an amendment to the CDD concept plan to adjust floor area and height limits and to correct a use designation; C) an amendment to a previously approved development special use permit, with site plan, (DSUP #2012-0023) to construct a residential building and open space including a density bonus for affordable housing per Section 7-700; D) an amendment to a previously approved transportation management plan, TMP SUP #2012-0065; E) encroachments into the public right-of-way; zoned CDD #2/Coordinated Development District. Applicant: Paradigm 2250 Mill LLC by Mary Catherine Gibbs attorney
Planning Commission Action: MPA #2013-0002 - Adopted the Resolution and Recommended Approval 5-0; CDD Concept Plan #2013-0001 - Recommended Approval 5-0; DSUP #2012-0028 - Recommended Approval 5-0; TMP SUP #2013-0027 - Recommended Approval 5-0; ENC #2013-0001 - Recommended Approval 5-0

Sponsors:

Indexes: CDD, Development SUP, Master Plan Amendment

Code sections:

Attachments: DSUP12-0028 Staff Report to CC.pdf
DSUP12-028 Presentation to CC

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	recommended approval	Pass

Title

Master Plan Amendment #2013-0002
CDD Concept Plan #2013-0001
Development Special Use Permit #2012-0028
TMP SUP #2013-0027
Encroachment #2013-0001
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Paradigm 2250 Mill LLC by Mary Catherine Gibbs attorney
Planning Commission Action: MPA #2013-0002 – Adopted the Resolution and Recommended Approval 5-0; CDD Concept Plan #2013-0001 – Recommended Approval 5-0; DSUP #2012-0028 – Recommended Approval 5-0; TMP SUP #2013-0027 – Recommended Approval 5-0;
ENC #2013-0001 – Recommended Approval 5-0

Docket Item #16A&E

Master Plan Amendment #2013-0002
Coordinated Development District Concept Plan #2013-0001
Development Special Use Permit # 2012-0028
Transportation Management Plan SUP # 2013-0027
Encroachment #2013-0001
Park Meridian – Eisenhower East Block 19
2250 Mill Road

Application	**General Data**	
Project Name: Park Meridian – Eisenhower East Block 19 **Location:** 2250 Mill Road **Applicant:** Paradigm Development Company, represented by Mary Catherine Gibbs	PC Hearing:	June 4, 2013
	CC Hearing:	June 15, 2013
	If approved, DSUP Expiration:	June 15, 2016
	Plan Acreage:	2.88 acres (125,588 sf)
	Zone:	CDD #2 / Coordinated Development District
	Proposed Use:	Residential
	Dwelling Units:	505
	Floor Area:	518,400 sf
	Small Area Plan:	Eisenhower East
	Historic District:	n/a
	Green Building:	Complying with Policy – LEED Certified or an equivalent program

Purpose of Application
Approval of a residential, high-rise building on Block 19 in the Eisenhower East planning area.
Special Use Permits, Modifications, and Other Applications Requested:
1. Master Plan Amendment for additional height and floor area 2. Amendment to the CDD Concept Plan 3. DSUP for residential development 4. SUP for affordable housing density bonus per Section 7-700 5. SUP for a Transportation Management Plan 6. Encroachment for architectural bay and transformer vault in Dock Lane

Staff Recommendation: APPROVAL WITH CONDITIONS

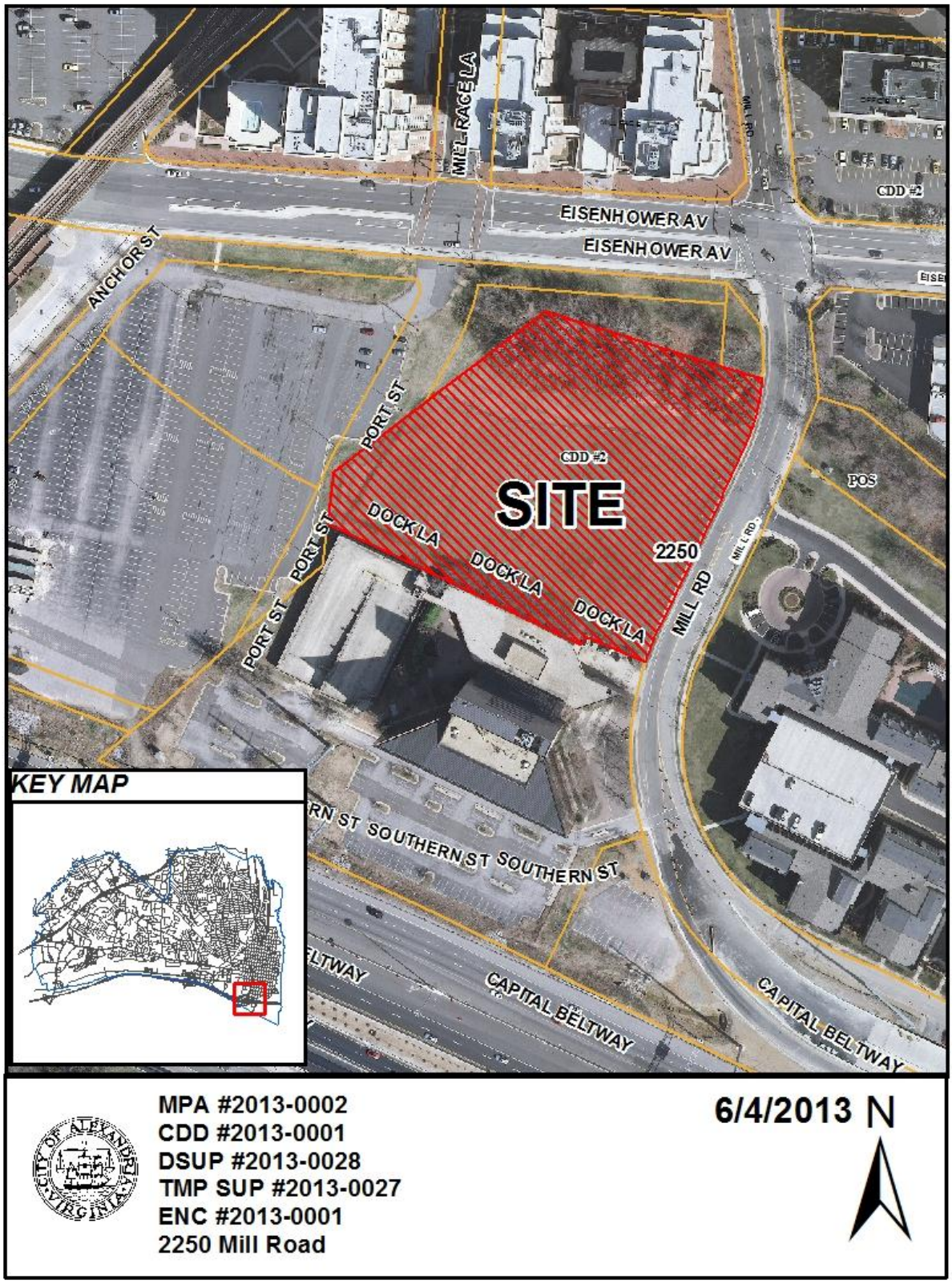
Staff Reviewers: Gary Wagner, gary.wagner@alexandriava.gov
Katye North, katye.north@alexandriava.gov
Gwen Wright, gwen.wright@alexandriava.gov
Tom Canfield, tom.canfield@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Mr. Macek, seconded by Ms. Lyman, the Planning Commission voted to **adopt** Resolution MPA #2013-0002. The motion carried on a vote of 5 to 0. Commissioners Komoroski and Wagner were absent.

On a motion by Mr. Macek, seconded by Ms. Lyman, the Planning Commission voted to **recommend approval** of CDD Concept Plan #2013-0001, DSUP #2012-0028, TMP SUP #2013-0027, and ENC #2013-0001, subject to compliance with all applicable codes, ordinances, staff recommendations and conditions. The motion carried on a vote of 5 to 0. Commissioners Komoroski and Wagner were absent.

Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers: Mary Catherine Gibbs, attorney representing the applicant, spoke in support of the application.


MILL RACE LA
MILL RD
CDD #2
EISENHOWER AV
EISENHOWER AV
ANCHOR ST
PORT ST
CDD #2
SITE
POS
DOCK LA
DOCK LA
DOCK LA
2250
PORT ST
PORT ST
MILL RD
KEY MAP
RN ST SOUTHERN ST SOUTHERN ST
LTWAY
CAPITAL BELTWAY
CAPITAL BELTWAY
MPA #2013-0002
CDD #2013-0001
DSUP #2013-0028
TMP SUP #2013-0027
ENC #2013-0001
2250 Mill Road
6/4/2013
N

I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends ***approval*** of Paradigm Development Company's request for a new high-rise residential building on Block 19 within the Eisenhower East planning area (see Graphics section for map of the Eisenhower East blocks). Although the proposal is a significant change from previous approvals for this block, the development remains consistent with the vision for Eisenhower East and will be a high quality addition to the neighborhood. The size and scale of this development and the careful integration of certain elements of the proposal into the larger Eisenhower East neighborhood did warrant careful review and consideration. A number of issues were studied for this project, including the following:

- The amendment to the Eisenhower East Small Area Plan (EESAP) for additional height and floor area for the building above what was originally envisioned by the Plan;
- The design of the BMP pond that functions as high quality, publicly accessible open space, while achieving important stormwater management functions;
- The overall building massing and tower feature:
- The density bonus for affordable housing; and
- The low parking ratio for the building.

The building's location along Eisenhower Avenue, close to the Eisenhower Avenue Metro station and Capital Beltway make it a good candidate for a tall, high density, residential use. The additional floor area promotes density in areas served by transit and adds approximately 32 affordable units to the neighborhood. The additional building height will provide a better transition from the 270-370 foot tall buildings proposed on Blocks 11 and 12 immediately to the west, and will help create a contributing building to the developing Alexandria skyline in this location. Additionally, the inclusion of a regional BMP pond that serves as public open space amenity and treats a significant volume of stormwater runoff is a further benefit for the City. Finally, the development furthers the goals of the Eisenhower East Small Area Plan and will add additional residents to this developing neighborhood, which in turn supports surrounding retail and office development envisioned by the Plan.

B. General Project Description

The Park Meridian proposal is for a 24-story, 505-unit residential building on Block 19 in Eisenhower East totaling 518,400 sf. The proposal would replace the previous approval for this block from 2009 for two residential towers totaling 474,000 sf. The building is designed as a single structure with three distinct building masses that increase in height from east to west. The building's tallest point is 284 feet on the west side of the site. Three levels of underground parking provide approximately 506 parking spaces for the residents of the building. The proposal also includes significant open space improvements to the north, which also function as a BMP pond. Finally, two new streets and streetscape improvements consistent with the Eisenhower East Small Area Plan will be constructed to break up this large parcel into a pedestrian friendly block.

With this proposal, the applicant has requested approval of the following applications:

1. Master Plan Amendment to increase the allowable height and floor area for this block;
2. CDD Concept Plan;
3. Development Special Use Permit for the building and open space;
4. Special Use Permit for additional density in exchange for affordable housing per Section 7-700 of the Zoning Ordinance;
5. Encroachment for a bay of the building and a transformer vault along Dock Lane; and
6. TMP Special Use Permit

II. BACKGROUND

A. Procedural Background

Since the adoption of the Eisenhower East Small Area Plan in 2003, the Planning Commission and City Council have reviewed and approved two different development concepts for Block 19. Both of these proposals were made by Lane Development. The first concept, approved in 2006, was for a building with two towers over a four story base. The second concept, approved in 2009, was a combined residential and office development with Block 20 to the south. This concept had two residential towers and two office towers. Each of these proposals included underground parking.

In 2012, since no development activity had occurred since the 2009 approval, a new owner of Blocks 19 and 20 requested an extension of the 2009 site plan approval for an additional three years. With that approval, the conditions were separated into two separate approvals for Block 19 and 20 to allow the blocks to develop independently. The Paradigm Development Company purchased the residential portion of the property (Block 19) and has proposed a new concept for the building. Since this is a significant change from the previously approved site plan, new approvals from the Planning Commission and City Council are required.

As with other developments in Eisenhower East, this project was also required to be reviewed by the Eisenhower East Design Review Board. In Eisenhower East, the Board serves as an advisory board that makes recommendations to the Planning Commission and City Council on the design of developments. The Board met five times since the concept plan was submitted in Fall 2012, and after much discussion and feedback, they have recommended approval of the development. A letter of support for this project is included as *Attachment #1*.

B. Site Context

Block 19 is located south of Eisenhower Avenue, east of the Eisenhower Metro Station, and west of Mill Road. The block is north of Block 20, which is the site of the existing American Trucking Association (ATA) building, immediately east of the Hoffman development on Blocks 11 and 12, and south of the Mill Race development on the north side of Eisenhower Avenue. The Eisenhower Avenue frontage consists of a Resource Protection Area (RPA), which is the western beginning of the Eisenhower Park (Blocks 22 and 31). The future Dock Lane connection

proposed between Blocks 11 and 12 will also separate Blocks 19 and 20. The future Port Street will be constructed along the western boundary between this property and Blocks 11 and 12.

The total area for this block is nearly 3 acres, although approximately a third of this is currently Resource Protection Area (RPA). The southern portion of Block 19 is relatively flat and currently undeveloped as a fenced lawn. The northern portion within the RPA is heavily vegetated with mostly invasive species and a few higher quality trees such as sycamores, and includes a stream running from a culvert at the west end of the property to a culvert at the east end that crosses under Mill Road. The topography within the RPA is much steeper, changing from elevation 14 at the highest point to elevation 6 at the lowest point of the stream bed.

C. Detailed Project Description

Requests and Applications
There are a number of applications that are requested for this development proposal. First, the applicant has requested a Master Plan Amendment to increase the maximum height by 34 feet and the allowable gross floor area for this block by 37,000 sf (more details about the amendment are provided in the Staff Analysis). Second, since the site is within a CDD, an updated CDD Concept Plan has been filed to reflect the current submission. A DSUP has been submitted for approval of the residential building and site layout, which includes a BMP pond and new streets. The applicant has also requested bonus density through Section 7-700, which requires approval of a special use permit. An encroachment has been requested for a bay of the building and an underground transformer vault along Dock Lane. Finally, the size of the development triggers the requirement for a Transportation Management Plan, which has been requested through a special use permit.

Site Plan and Building
The proposal for Block 19 consists of a high-rise residential building on the southern half of the property and a BMP pond which will be designed as public open space on the northern half of the block. The proposed building is designed as one U-shaped building that is visually organized as three components. The lowest wing is along the east side of the property and is 10 stories (approximately 100 feet). The center portion fronts the majority of Dock Lane and is 20 stories (approximately 200 feet). The tallest wing is along the west side of the property and is 24 stories (approximately 242 feet). A 42 foot tall architectural feature on this wing brings the overall building height to 284 feet. The overall floor area proposed for this building is 518,400 sf, which includes 505 units and various amenity spaces for the residents at the ground and upper levels. Additionally, there are three levels of parking providing 500 spaces that are excluded from the floor area since they are completely underground.

The primary entrance to the building is from the west side of the building facing the future Port Street, which will be constructed by this applicant or the Hoffman Company (whoever begins construction first) and will extend south from Eisenhower Avenue between Blocks 11 and 12, and Blocks 19 and 20. The applicant will also construct a segment of Dock Lane along the south side of the building, which will connect with the future Dock Lane to the west and intersect with Mill Road to the east. An entrance plaza with 6 parking spaces is located off of Port Street and Dock Lane to provide short term parking and access for the main building entrance. The plaza

has been carefully designed with special paving materials and landscaping to create an inviting space that could also be used as a public plaza when not occupied by cars. The sole entrance to the garage and loading dock is from Dock Lane. Dock Lane is designated as a "C" Street in the Design Guidelines, which is where loading docks and garage entrances are to be located.

The BMP pond will be constructed in the general vicinity of the existing stream and RPA on the north side of the block. Although, the pond will be privately owned and maintained, a public access easement will be provided to allow for use by the public. A curvilinear path crossing east to west through the site will serve as a dividing line between the public open space to the north and the private open space to the south between the two wings of the building. A second path designed as a boardwalk will allow for access over the southern edge of the pond. The boardwalk will be nestled among aquatic plants and provide several sitting areas. Both of these paths will link to a third path that loops around the pond to the north. Portions of this path will be on property owned by the Hoffman Company and the City, but the overall design will be one cohesive scheme. Additional details about the design of this feature are provided in the Staff Analysis section of this report.

III. ZONING

Property Address:	2250 Mill Road	
Total Site Area:	2.88 acres (125,588 sf) – Before street dedication 2.33 acres (101,624 sf) – After street dedication	
Zone:	CDD #2	
Current Use:	Vacant property	
Proposed Use:	Residential	
	Permitted/Required	Proposed
Allowable Gross Floor Area	395,000 sf	518,400 sf*
Number of Units	n/a	505 units (367 1-bed and 138 2-bed)
Height	250 feet	284 feet**
Parking (Maximum)	1.1 spaces per 1,000 sf of residential floor area = 570 spaces	506 spaces
Loading spaces:	n/a	2 spaces

* Requesting 37,000 sf of additional floor area through a Master Plan Amendment and 86,400 sf of additional floor area through Section 7-700.
** Requesting additional height through a Master Plan Amendment

IV. STAFF ANALYSIS

A. Consistency with the City's Approved Plans and Policies

Eisenhower East Small Area Plan

Block 19 is within the planning area for the Eisenhower East Small Area Plan. This Plan was adopted by the City in 2003 and envisioned a mix of office, residential, and retail uses for this neighborhood. Given the proximity to the Eisenhower Avenue and King Street Metro stations, higher densities were approved for the area. The Plan identified Block 19 as a residential site with 55,000 sf of open space on the north side of the block, which aligns with the existing RPA. The Paradigm proposal is generally consistent with what the Plan intended for the site, with the exception of the maximum height and floor area for the building. As part of this proposal, the applicant has requested a master plan amendment to revise the Plan to allow for additional height and floor area. A discussion of each request is provided below and the proposed revision to Figure 4-9 from the Plan is included as *Attachment #3*.

Height: The Plan currently permits a building height of 250 feet for Block 19. The majority of the building meets this height limit, but the tower feature at the west end is proposed at 284 feet. The livable space at the tallest portion of the building is 24 stories or 242 feet and the additional height above the 250 is for penthouse, elevator override and architectural embellishment, not livable area. In working with the Design Review Board on the massing and design for the building, a significant area of discussion dealt with creating an articulated and interesting roofline that would contribute to the developing skyline along Eisenhower Avenue. The building is broken into three distinct pieces that step up in height towards the Eisenhower Metro Station to the west. This increase in height is continued on Blocks 11 and 12 where the three tower heights are proposed at 277, 339, and 370 feet. Staff and the DRB are supportive of the additional height for this building given the impact the tower feature provides for the overall massing and the importance of creating a strong architectural form for this very visible building.

Floor Area: The Plan currently permits 395,000 sf for this block. The two previous approvals utilized the affordable housing density bonus (Section 7-700 of the Zoning Ordinance) to increase the overall floor area for the building by 20% (79,000 sf) for a total of 474,000 sf. The current proposal is for a 518,400 sf building, which exceeds the amount that could be permitted through the bonus density provision. As a result, the applicant has requested an additional 37,000 sf be added to the base floor area allowed for the development, which is approximately 10% of the original amount. This would increase the permitted AGFA for Block 19 to 432,000 sf. Using the 20% affordable housing density bonus on the new base would allow an additional 86,400 sf for the development, bring the new total to 518,400 sf. See the table below for a summary of these figures.

Base Allowable Gross Floor Area (AGFA) per EESAP	395,000 sf
Additional AGFA for Architectural Features and Public Improvements (~10% of Base)	37,000 sf
Adjusted Base AGFA	432,000 sf
Affordable Housing Bonus Density per Section 7-700 (20% of Adjusted Base)	86,400 sf
Total AFGA for site	**518,400 sf**

There are two primary justifications for approving an additional 37,000 sf for this building. First, the additional floor area can be directly connected to the tower feature since it provides the floor area needed to create actual units in this space rather than being designed as a shell. Unlike the lower levels, the units on these four levels will be more expensive to construct given the amount of operational areas (elevator, stairs, etc.) that need to be provided for a relatively small number of units. Eliminating a level or two from the main tower to make up the floor area for the tower units would not have been cost-effective for the developer and would have significantly decreased the overall efficiency of the building design.

Staff and the DRB felt very strongly that the tower be designed with units rather than as a shell. There was a concern that if the tower was not occupied, the feature may be subject to value engineering and the overall massing concept could be threatened. Additionally, the concept of such a large, inactive mass on top of the building seemed incompatible with the rest of the

building design. Since the additional floor area would directly support an improved building top and articulated roofline, which has been a concern expressed by the Commission, Council, and community for a number of projects, staff and the DRB believe the 10% bonus floor area is appropriate.

The second justification for the additional floor area is the significant public benefit that will be provided by the developer with the construction of the BMP pond. The benefits of the pond are discussed in greater detail in a separate section of the Staff Analysis, but in general, the pond provides stormwater treatment for nearly 70 acres. This accounts for a significant portion of the acreage required to be treated in the first phase of the new State stormwater management requirements at no initial or ongoing cost to the City. Furthermore, the design of the pond also functions as public open space. Over 55,000 sf of publicly accessible open space, as envisioned by the Plan, will be constructed and available to the community.

Considering these two aspects of the project, staff is comfortable with the additional floor area and supports the amendment to the Plan. As a site close to the Metro station and Capital Beltway and outside of the historic district, this is an appropriate area to focus additional density. The enhanced building architecture and the BMP pond are significant benefits to the City that justify the additional floor area for this building. Furthermore, the particular aspects of this development proposal and the request for additional floor are unique to this site and should not act as a precedent for future projects.

Eisenhower East Design Guidelines

As part of the review for the Design Review Board, staff and the DRB reviewed the proposal for compliance with the Eisenhower East Design Guidelines. In general, the development was found to be consistent with these guidelines (See *Attachment* #2). The residential building is broken into three distinct masses that step up in height towards the west. Building setbacks and a variety of high quality materials provide building articulation and draw attention to key building features, such as the tower. The building will be built to the Build-to-Line along Mill Road and Dock Lane. Although it is set back from Port Street, staff and the DRB believe the design of the entrance plaza and the relationship with the building entrance still creates the desired street presence along this street. Per the Guidelines, the garage and loading dock entrances are provided on Dock Lane, which is identified in the Plan as a C Street.

City Council Strategic Plan

The updated City Strategic Plan was adopted in 2010 and set seven goals for the City. This proposal is consistent with the Plan, in particular with the following goals:

- Goal 1: *Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy.*
- Goal 2: *Alexandria respects, protects and enhances the health of its citizens and the quality of its natural environment.*
- Goal 3: *A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.*

This proposal creates a high quality development along the very visible Eisenhower Avenue corridor as envisioned by City plans. High density development in Eisenhower East will further

encourage other development opportunities in this neighborhood and also shifts density and development pressure away from the City's historic neighborhoods. The development will comply with the City's Green Building Policy (see discussion below) which furthers the City's commitment to sustainable development. Furthermore, the proposal includes a BMP pond that, while providing over an acre of open space to the community, also provides important stormwater treatment for the larger area. Finally, the development is close to the Eisenhower Avenue Metro Station and several local and regional bus lines, which provides a number of multimodal options for the residents in addition to the developing bike and sidewalk network in Eisenhower East. The development will implement a transportation management plan to encourage the residents to take advantage of these alternate modes of transportation.

Green Building Policy

The City adopted a Green Building Policy in 2009 that established a desired level of green building certification for future development. Per the Policy, residential developments such as the Park Meridian are expected to achieve a certification level of LEED Certified or an equivalent certification from another third party rating system. The developer has indicated that they will comply with the Policy and commit to achieving LEED certification for the development. The building's location close to several transit options and neighborhood services will provide several credits for the project, in addition to credits that can be achieved for the stormwater management and treatment improvements.

B. BMP Pond

The concept of a BMP pond as part of this development is a change from the previous approvals for development on Block 19. Both the 2006 and 2009 approvals recognized the northern half of the site as a Resource Protection Area (RPA) and all building construction was focused south of the RPA boundary. The RPA would have counted towards the 55,000 sf of open space envisioned by the Plan as the Community Park. However, strict limitations for what can occur in the RPA would have limited the design of the Park to minimal landscaping improvements and a small east-west path to cut through the property. Passive recreation areas such as benches and connections to the stream were not permitted in those schemes. The new developer for this site approached the City about making more substantial improvements to the RPA in order to improve the building frontage along Eisenhower Avenue and create a more usable and engaging open space. In an area that is trying to develop as an urban neighborhood, it is important to the developer that the building be visible from the main street (i.e. Eisenhower Avenue) and if the building is set back from this street, the area in between be a high quality space that is available to the public as usable open space.

In discussing this further with the City's Office of Environmental Quality, the concept of a BMP pond in the RPA was proposed. In this particular location, State regulations allow the construction of a BMP pond in an RPA where it occurs between two culverts. In this case, there is a culvert on the west end of the RPA where water is discharged from upstream development, and there is another culvert on the east end, where water exits the site under Mill Road. A pond in this location would also allow for additional public open space amenities, such as a trail, boardwalk, seating areas and landscaping to be provided on this portion of the property. It also allows a portion of the underground garage to be constructed in the former RPA, although the

developer could have also designed the garage to be outside of the RPA had that boundary remained.

The idea for a BMP pond has in large part stemmed from the upcoming changes to the State regulations that will require significantly more stormwater treatment over the next 15 years. These regulations call for major reductions to storm sewer discharges of Nitrogen, Phosphorous, and sediment. In analyzing how these reductions could occur, staff has estimated that approximately 2,400 acres will need additional stormwater runoff treatment through some form of Best Management Practice (BMP). This requirement will be enacted in three phases, with 5% of the reduction required by 2018, 40% required by 2023, and 100% required by 2028. While this gives the City time to create an effective strategy for planning for the majority of these improvements, at least 120-300 acres of treatment is needed within the next 5 years.

There are five areas that staff has identified for achieving these treatment levels. In order to meet the requirements, it is likely that all of these options will need to be considered:

- BMP's installed with development and redevelopment projects after 2009;
- Regional stormwater management retrofits and new facilities;
- Retrofits on City property;
- Retrofits on City right of way; and
- Offsets.

A BMP pond on the north side of the Block 19 would provide a new stormwater management facility for the City to take credit for under the new regulations. Since the developer is hoping to start construction within a year of approval, it is likely that the pond would be completed in the next five years and the credit could be applied to the first phase requirement. The final design of the pond is still being reviewed and engineered, but initial calculations indicate the pond would provide treatment for nearly 70 acres, at a minimum pollutant removal efficiency of 20%. This accounts for a large portion of the initial acreage required to be treated. Furthermore, the pond would be constructed and maintained by the developer, which means the treatment credit comes at no cost to the City. This reduces the amount of public funds that will be needed to meet the treatment requirements. The developer is supportive of this strategy because it allows for a more urban and attractive open space between the building and Eisenhower Avenue.

Staff met internally to discuss whether a BMP pond was appropriate for this block and whether it justified the loss of the RPA, and a number of points in support of the pond were made. First, the water quality treatment achieved by the pond versus the RPA is significantly greater. The pond will be designed to treat nearly 70 acres, while improvements to the existing RPA could only treat about 3 acres. Second, as mentioned, the cost to construct and maintain the pond will be borne by the developer. Rough estimates indicate that this is a savings to the City of $1.5 million. If this opportunity were not pursued, the City would need to fund separate stormwater treatment projects to achieve the treatment acreage, which would likely be a much smaller scale with a higher cost per treatment acreage. Third, the pond will provide environmental benefits for the site and the surrounding area. New habitat will be created with the pond, aquatic vegetation, and plantings that will encourage a variety of wildlife. The pond will also improve water quality downstream and improve the overall stream flow by regulating the amount of water that enters the stream. Finally, the pond provides more opportunities for public interaction and enjoyment

of the open space that the Plan envisioned. The design for the space will encourage public use through trails, overlooks, and sitting areas (more details about the design are provided in the following section).

C. Open Space

As discussed above, the inclusion of a BMP pond with this proposal presents a great opportunity for the City to achieve stormwater treatment goals required by new State regulations. However, there was also considerable concern about whether such a facility would be appropriate in what is anticipated to be a very urban neighborhood. Very early on, staff and the applicant both agreed that the design for the pond could not be a traditional suburban solution that merely detained water in a pond. Rather, it needed to function as an amenity for the community that the public could enjoy and interact with.

The applicant's proposal for the pond and surrounding open space encompasses the entire Community Park on Block 19, even though this space is owned by three separate property owners. Paradigm Development Company owns the majority of the area, but a small portion to the north between Eisenhower Avenue and the existing stream are owned by the Hoffman Company and the City. Previous approvals for Block 19 only proposed improvements for the portion that was owned by the developer, which would have left the north side of the stream in its current state, which is an area consisting mainly of invasive plant material and some high quality trees. With this application, a unified design has been created that will be fully implemented with the Paradigm development on this block. An agreement between the three property owners – Paradigm, Hoffman, and the City – has been developed to implement construction of and access to the Community Park.

The design includes a trail that loops around the pond as well as a boardwalk trail along the southern edge of the pond to provide closer access to the water. Aquatic benches will allow plants to grow along the edges of the pond to help create a more natural edge. Along the south side of the pond, a series of overlooks will be created off the main trail to give opportunities to view wildlife or sit near the pond. Additional landscaping is provided along the trail and throughout the public space to create a natural and attractive area for the public.

The design for the pond and open space continues to be refined and staff has included a number of conditions about elements that need to be addressed during final site plan review. In particular, staff has required that the garage vent proposed in the public open space to the south of the pond be relocated so this area can be recaptured for use by the public. Relocating the vent will allow for a substantial portion of public open space between the trail and the pond that can be planted or designed as additional overlooks or gathering spaces. Staff has also requested greater details about the amenities and structures within the park, such as lighting, educational signage, public art locations, trail materials, and plant selection. These details will be finalized during the final site plan review to ensure a coordinated design for the park is implemented. Staff has also asked for additional studies to occur about the design of a forebay in the pond to help with maintenance and create a series of pools within the pond.

Although the BMP pond was not contemplated in the Eisenhower East Small Area Plan, the design of the pond and surrounding open space still meets many of the objectives established for this property. The Community Park on Block 19 was intended to be used for passive recreation with opportunities for trails and wildlife habitat. While different from the previous designs for the RPA, the pond concept still provides trail options and will create new habitat for a variety of wildlife. As the western end of the larger Eisenhower Linear Park (Blocks 22 and 31), the design provides a grander entrance to the Linear Park that will give the rest of the park more visibility and encourage its use. Since the park includes the BMP pond, which will be maintained by the developer, staff has requested that this space be kept in private ownership with a public access easement over it to allow for use by the public rather than dedicating the land to the City as done elsewhere in Eisenhower East.

D. Affordable Housing

Similar to the previous two approvals, this proposal includes a significant affordable housing component. In addition to the standard affordable housing monetary contribution, the applicant has requested additional density through Section 7-700 of the Zoning Ordinance. This section allows 20% bonus density if a significant portion of that density is provided as affordable housing. In other recently approved projects, approximately 33% of the extra density has been made affordable. However, the previous two approvals for Block 19 were required to provide 30,020 sf of affordable floor area, which represented more than one third of the additional floor area. As part of this proposal, the developer has agreed to provide the same amount of originally committed floor area. For 86,400 sf of bonus floor area, this amounts to approximately 35% of the bonus density being made affordable. Although the actual number of units has not been finalized, this equates to approximately 32 new affordable units for this project. The ultimate number of units and bedroom count will be coordinated with the Office of Housing during final site plan review and prior to construction.

An important change to highlight from the previous approvals is the increased number of years the units are required to remain affordable. The previous approvals required 20 years, but with this new proposal, the developer has agreed to keep these units affordable for 40 years. This will help preserve affordable units for a longer period of time and is consistent with recent guidance provided by both the Planning Commission and City Council.

In addition to the physical units this project will create, the proposal also includes a significant monetary contribution to the City's Housing Trust Fund. The developer's contribution of $1,350,330 is consistent with the Housing Contribution Policy that was established in 2005. The contribution formula has factored in the additional floor area that has been requested above the previous proposals (37,000 sf). As a result, the monetary contribution from this proposal is $176,000 above the previous contribution. The contribution will be due at the time the building is occupied and will go towards providing more affordable units in the City.

E. Parking

The Eisenhower East Plan established maximum parking ratios in order to promote alternate modes of transportation and decrease the percentage of single occupant vehicles. However, staff

still carefully reviews the proposed parking ratios to ensure the proposed parking is realistic to adequately serve each development. For residential developments within 1,500 feet of a metro station, a maximum parking ratio of 1.1 spaces per 1,000 sf of residential floor area is recommended. For the 518,400 sf Park Meridian building, a maximum of 570 spaces is permitted. The applicant has proposed three levels of below grade parking with a total of 500 spaces and 6 spaces in the entrance plaza for a total of 506 spaces. This equates to a parking ratio of 1.00 spaces per unit. Visitor parking is not included in this ratio. Assuming 9% of the available spaces are used for visitor parking (while somewhat lower than the typical 15% visitor parking required by staff, 9% is consistent with the approved visitor parking ratio for the adjacent Blocks 11 and 12 residential developments and staff feels is appropriate for this site based on the potential for visitors to arrive via Metro), the parking ratio for residents is 0.91 spaces per unit.

To support the proposed parking ratio, the developer has submitted a parking study that provides parking information from other buildings Paradigm Development Company currently manages. All of these buildings are high-rise, rental buildings within a quarter mile of a Metro station in Alexandria or Arlington and each building leases parking spaces separately from the units. This allows for fairly accurate information about parking usage in these building and provides an actual parking ratio as opposed to the constructed parking ratio. The table below summarizes the information from the study.

	Meridian at Carlyle	Braddock Station	Meridian at Courthouse Commons	Meridian at Ballston Commons	Meridian at Eisenhower	Carlyle Place Apartments
Number of units	403	480	717	435	369*	326*
Number of parking spaces	475	528	736	450	403	355
Number of leased spaces	325	410	594	361	390	348
Parking Ratio (built spaces per unit)	1.18	1.10	1.03	1.03	1.09	1.09
Parking Ratio (leased spaces per unit)	0.81	0.85	0.83	0.83	1.06	1.07
*Over 50% of the units are two bedroom units.						

For the most part, the actual parking ratios were well below the constructed parking ratios, meaning there is excess capacity in these garages. The two buildings where the actual parking ratio was closer to the constructed ratio were the Meridian at Eisenhower and Carlyle Place Apartments. These two buildings have significantly more two bedroom units, which typically increase the parking demand. The unit mix for the Park Meridian building is approximately two-thirds one-bedroom apartments and one-third two-bedroom units, which is more in keeping with the distribution found in the other four buildings. Based on their experience managing these buildings, the developer is confident that the proposed parking ratio of 1.00 spaces per unit will be more than adequate for the Park Meridian building.

This is an aggressive parking ratio and one of the lowest the City has approved to date. As a comparison, the Braddock Metro Place and Braddock Gateway developments, both near the Braddock Metro station, proposed ratios of 1.03 spaces per unit, which includes visitor parking. Staff is supportive of this low ratio though for a number of reasons. First, the low parking ratio is consistent with the goals of the Eisenhower East Plan, which places an emphasis on reducing cars and increasing transit use through the maximum parking ratio. The proposed parking ratio meets the minimum recommended parking ratio specified in the Plan of 1.0 space per residential unit, and correlates well with what the Plan anticipated for parking on this site. Second, the building is less than a 1,000 feet from the Eisenhower Avenue Metro station, which also includes a number of bus routes. As supported by the parking study, residents of this building will likely be predisposed toward using transit given the location and fewer residents will lease parking spaces. Third, this building will include approximately 32 affordable units which have traditionally lower parking requirements than market rate units, thus increasing the parking ratio for the market rate portion of the development. Finally, the parking ratio does not include 12 tandem parking spaces that are being provided within the garage. While not technically allowed to be applied towards the parking ratio by the zoning ordinance, the overall parking ratio would rise to 1.02 spaces per unit if these tandem spaces were included in the parking tabulation.

With regard to visitor parking, staff and the applicant believe there will be adequate capacity in the garage and on the street to meet the demand for this building. The parking counts provided for the six other Paradigm buildings did not distinguish between visitor and tenant parking (the submitted parking counts included visitor parking within the garage), and as noted, there was still ample supply in the garage. Paradigm charges for visitor parking at all of their properties which will help monitor visitor parking and encourage some visitors to explore alternative modes to the site. Based on data provided by the applicant, 8 to 10 visitors will pay to park overnight within the garage on a typical day. The current cost for a 24-hour garage visitor pass at other Paradigm properties is ten dollars. A similar charge for visitor parking is expected at this property. With the creation of Dock Lane, 17 additional spaces above the 506 on site spaces will be available for visitors. These 17 on-street spaces will be metered to encourage turnover and prevent commuters from monopolizing these spaces for long periods during the day.

F. Building Design

As mentioned earlier, the Carlyle Design Review Board (DRB) reviewed this project 5 times since the fall of 2012 and has provided significant input into the design of the building as well as the surrounding landscape and pond elements. The DRB has recommended approval of the development, and a letter of support for this project is included as *Attachment #1*.

The architectural firm, Architects Collaborative, have designed a residential building for Block 19 that is contemporary in style and U-shaped in plan, creating a courtyard that opens towards Eisenhower Avenue and public open space to the north. This proposal represents a significant change from the previous two approved schemes, in that it takes the form of a single building rather than two separate towers. The designers were able to find a successful solution that achieved the operational efficiencies of one building, while still creating the graceful massing of three distinct heights, increasing dramatically the closer you get to the Eisenhower Metro Station. The lowest wing of the building, along the east side of the property (facing Mill Road)

is ten stories, or approximately 100 feet in height. The center portion, which fronts the majority of Dock Lane and also creates the backdrop to the public open space, is twenty stories or approximately 200 feet in height. The tallest wing, along the west side of the property (facing Port Street) and closest to the Metro station, is twenty-four stories, or approximately 242 feet in height. A forty-two foot tall penthouse embedded in the north face of this wing brings the overall building height to 284 feet. The design of the tower feature as an iconic form that would be seen from Eisenhower Avenue was critical in getting DRB support for the project. While the accent tower received very positive comments from the DRB, it was initially just a roof form, and there were concerns that it could be unaffordable and subject to value engineering, in addition to the zoning challenges it posed. It was the applicant's commitment to use these top several floors for dwelling units, in spite of a cost premium and lower efficiency, and thereby create a functional as well as symbolic roof form, that ultimately helped win strong support from the DRB for this massing strategy. See *Attachment #7* for a memo from staff on the issue of why greater heights are appropriate in limited areas – including along Eisenhower Avenue near the Eisenhower Metro Station.

There was also considerable time and design effort put into the urban design and landscape concepts for this project, since it occupies a very unusual site for the City of Alexandria. To the east, Mill Road is functionally an Interstate ramp, with high traffic volumes. To the south, Dock Lane will serve as both a service street and secondary pedestrian connector. To the west, the approved Hoffman Block 12 will create a gateway and a short walk to the Metro, along with a limited amount of retail and a proposed Harris Teeter grocery store. To the north, the applicant has proposed an innovative transformation of the existing RPA into a storm water pond designed and detailed to also serve as a public amenity. The challenging traffic patterns on the site inspired the design of an open piazza at the southwest corner of the property, which can serve as both a vehicular and pedestrian arrival zone, which offers limited surface parking for rental office customers, as well as an enhanced sense of arrival and visibility from Eisenhower Avenue. The extensive lobby area as accessed from this piazza, and wraps around the north face of the building, giving expansive views out into a private amenity area, the public open space, and the pond. There is also a large recreational roof deck and swimming pool area, which will offer panoramic views of the Potomac River, Wilson Bridge, Old Town and Washington DC beyond.

The building skin and materials employ a simple palette of brick, clear glass, off-white and dark gray metal panels, and open mesh railings to create a contemporary building that meets the Eisenhower East design guidelines, but with a distinctly modern expression. These basic elements are combined in simple variations to reinforce the three portions of the building, so in some areas, the visual structure consists of a brick grid, with metal and glass infill, while at others it is metal panel grid, with glass infill. These variations are reinforced by subtle changes in plane between glass, infill and grid, to create depth and richness in the façade.

The Carlyle/Eisenhower East Design Review Board (DRB) is supportive of the applicant's request for a Master Plan Amendment to allow additional height and floor area on this block. The Board felt that the location next to the Metro Station, combined with the benefit of achieving visually interesting architecture, help to justify these increases. As a direct result of the Board's feedback, refinements were made to the plans that significantly improved the overall proposal.

In addition, the Board has ensured this development complies with the intent and details of the Eisenhower East Small Area Plan and Design Guidelines.

G. Pedestrian and Streetscape Improvements

As envisioned by the Eisenhower East Small Area Plan, there are a number of pedestrian and streetscape improvements associated with this development. Most significant is the installation of two new streets, which is consistent with the Plan and helps break up this property into smaller blocks. To the south of the proposed building, between Blocks 19 and 20, Dock Lane will be constructed, connecting with Mill Road at the east and the segment of Dock Lane that is proposed with the Hoffman Blocks 11 and 12 development to the west. This two block street will terminate at the metro station. To the west of the building, between Blocks 12 and 19, Port Street will be constructed. This street was also approved with the Hoffman Blocks 11 and 12 development, and depending on the timing of construction for these projects, could be constructed by either Paradigm Development Company or the Hoffman Company. At a minimum, the segment of Port Street between Eisenhower Avenue and Dock Lane will be completed once the Park Meridian building is constructed. Both of these streets will become public streets.

New sidewalks and street trees will also be provided along Mill Road. The applicant will be making these improvements in conjunction with the City's Eisenhower Avenue Roadway Improvements project where Mill Road will be widened near the intersection with Eisenhower Avenue. Because of these improvements, a construction easement will be needed on a small portion of the applicant's property. See *Attachment #5.*

New sidewalks will also be constructed with Port Street and Dock Lane, in addition to a new sidewalk along Mill Road. These sidewalks will be brick with street trees, consistent with the Eisenhower East Design Guidelines. The south side of Dock Lane will include a temporary asphalt sidewalk that will be retrofitted with a brick sidewalk and street trees once development on Block 20 occurs. However, on-street parking will be created on both sides of the street with this development as anticipated by the Plan.

The developer has also carefully designed the entrance plaza to ensure that it provides an attractive entrance to the building that is compatible with the pedestrian environment. Special paving materials and patterns, and landscaped areas are proposed throughout this space to create the feeling of an open plaza. Although there will be 6 parking spaces tucked into the space along the west side, the overall scheme is to allow some cars to park while also creating a pedestrian friendly zone, similar to an Italian piazza. Travel lanes are delineated through the use of different paving materials, bollards, and landscaped areas which eliminates the need for curbs and painted lines to demarcate spaces typical in a parking lot. The materials and design of the plaza will carry into the public open space adjacent to the pond and the sidewalk along Port Street to reinforce the public nature of the plaza.

H. Traffic and Transportation Management Plan (TMP)

The Eisenhower East Small Area Plan included a traffic study that accounted for future development in the planning area and determined that there is adequate capacity on the roadways. Since the Park Meridian development has proposed additional density above what the Plan approved, the applicant has provided an updated traffic study to ensure traffic capacity is still adequate. The proposed development is anticipated to generate 106 vehicle trips during the AM peak hour and 122 vehicle trips during the PM peak hour. The study compared intersection capacities and queuing for the existing, 2017 future conditions, and 2017 future conditions with the Park Meridian development traffic volumes, and found that this development will have a negligible impact on traffic conditions. Exceptions to this are slightly lower levels of service for Eisenhower Avenue/Mill Road in the evening, Eisenhower Avenue/John Carlyle Street in the evening, and Jamieson Avenue/Dulany Street in the morning. However, the new streets constructed with this development (Dock Lane and Port Street) will contribute to the overall street grid in Eisenhower East and help improve circulation.

To offset traffic impacts and encourage residents to use alternate forms of transportation, the applicant is required to implement a transportation management plan (TMP) for the development. In Eisenhower East, the goal is a 45% reduction of single occupant vehicles. To achieve this goal, the applicant will be required to provide $80 per occupied unit each year into the building's TMP fund to go towards approved TMP activities. These activities could include discounting the cost of public transit for residents, implementing carshare or rideshare programs, supporting a bikeshare program or other incentives for bicycle use, a shuttle service, or marketing activities. The building will have a TMP coordinator that works with the City to implement the program and monitor its effectiveness. As anticipated by the small area plan, this development will be required to participate in the overall TMP for Eisenhower East once it is established. See *Attachment #4* for more details on the TMP.

I. Public Art

In October 2012, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. This requirement applies to projects that were submitted as Concept Plans to the City after the Policy was adopted. The Park Meridian development was submitted for the first review prior to the Policy's adoption and is therefore exempt from the specific requirements of the Policy. However, the developer has committed to working with staff to provide public art on the site. There are a number of opportunities for incorporating public art into the design of the BMP pond. In particular, the wall along the south side of the pond which is visible from the boardwalk provides a great location for art pieces. Public art could also be located along one of the public paths for maximum visibility by people using the park. The specific details of the public art elements will be coordinated with staff during the final site plan and construction phases.

J. Encroachments

As part of this proposal, the applicant has also requested approval for an encroachment into the future Dock Lane right of way for a bay of the building at the west end of the southern façade.

The bay projects approximately 3 feet over the future property line for a width of 26 feet. The projection starts approximately 17 feet above grade on the second floor and extends the full height of the building. This projection is an integral part of the tower feature on the southern side of the building and help creates the vertical articulation of this façade that makes up the tower. Since the projection will not impact the pedestrian experience at the ground level and the added depth it provides to the tower feature will contribute to the overall building architecture, staff is supportive of the requested encroachment.

The applicant is also requesting approval of an encroachment in Dock Lane for a below grade transformer vault, with a 6 ft wide by 51 ft long planter above the vault. This vault had originally been proposed at the northeast corner of the building facing the public open space, but after coordinating with the power company, the vault was relocated to the southeast within the future Dock Lane right of way. This location is easier for the power company to access since it is directly adjacent to the street and there are fewer landscape conflicts. The size of the proposed encroachment is 96 feet long by 18 feet wide. The vault will be entirely below grade and the lid will be designed to match the brick sidewalk along Dock Lane. A condition has also been included that requires the vault to be sited so it does not preclude planting street trees along this portion of Dock Lane. Given the minimal visual impact to the streetscape, staff is supportive of this encroachment. Additionally, relocating the vault creates additional open space at the former location to the north that can be incorporated into the design for the public open space. See *Attachment* # 6 for the encroachments.

K. School Impacts

The applicant proposes to construct 505 high-rise apartments of which 32 units will be affordable. The student generation rate for new high-rise apartments is 0.03 students per unit, or 13.1 for the 473 market-rate apartments. Staff does not currently have a student generation rate for affordable housing (and this is an issue that will be discussed by the Long Range Education Facilities Work Group), but the student generation rate for public housing units is 1.12 per unit, which, if applied to the 32 affordable housing units, would be 36 students. The rate for these affordable units may well be lower. This project is located in the Jefferson-Houston elementary school attendance area. The proposed development project has been accounted for in school enrollment forecasts.

V. COMMUNITY

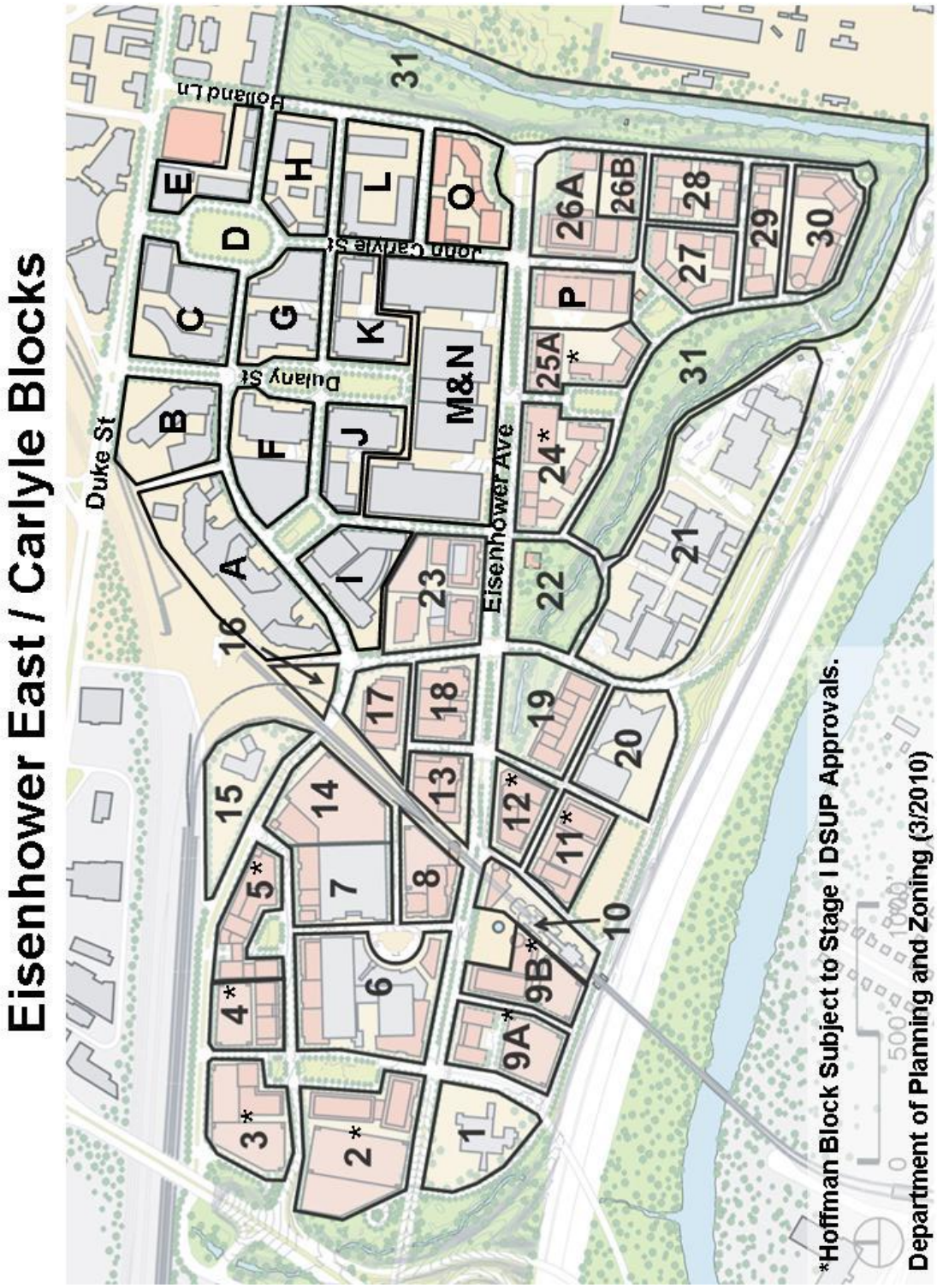
As a block in Eisenhower East, the proposal was reviewed by the Eisenhower East Design Review Board (DRB). The Board reviewed the previous two proposals as well as the adjacent Hoffman Blocks 11 and 12 development and is very familiar with the site and surrounding conditions. A total of five meetings, which were open to the public, were held with the Board between September 2012 and March 2013 to discuss the project. At these meetings, the Board discussed the overall massing for the building, the tower feature, the ground level layout, the plan for the entrance plaza, and the design of the BMP pond. The feedback provided was incorporated into the final design that was recommended for approval by the Board in March. A letter of support is included as *Attachment # 1*.

In addition to the DRB meetings, staff and the applicant presented the project, in particular the BMP pond component, at a joint meeting with the Environmental Policy Commission (EPC) and the Park and Recreation Commission (PRC) in April. This meeting was also open to the public. The two Commissions discussed the tradeoffs between the original open space plan for the Resource Protection Area and the proposed open space concept that includes the pond. While concerns were expressed about creating quality open space around a BMP pond, the Commissions agreed the benefits to water quality improvements are an important consideration. The Commissions encouraged staff and the developer to ensure that the design of the pond is attractive and provides an amenity for the community in addition to improving stormwater runoff. Additionally, they emphasized that this should not set a precedent for allowing BMP ponds in public open space. If the City decides to explore such options, the Commissions will want to carefully review each proposal to ensure the impacts to open space are minimized.

VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all other applications subject to compliance with all applicable codes and the following staff recommendations.

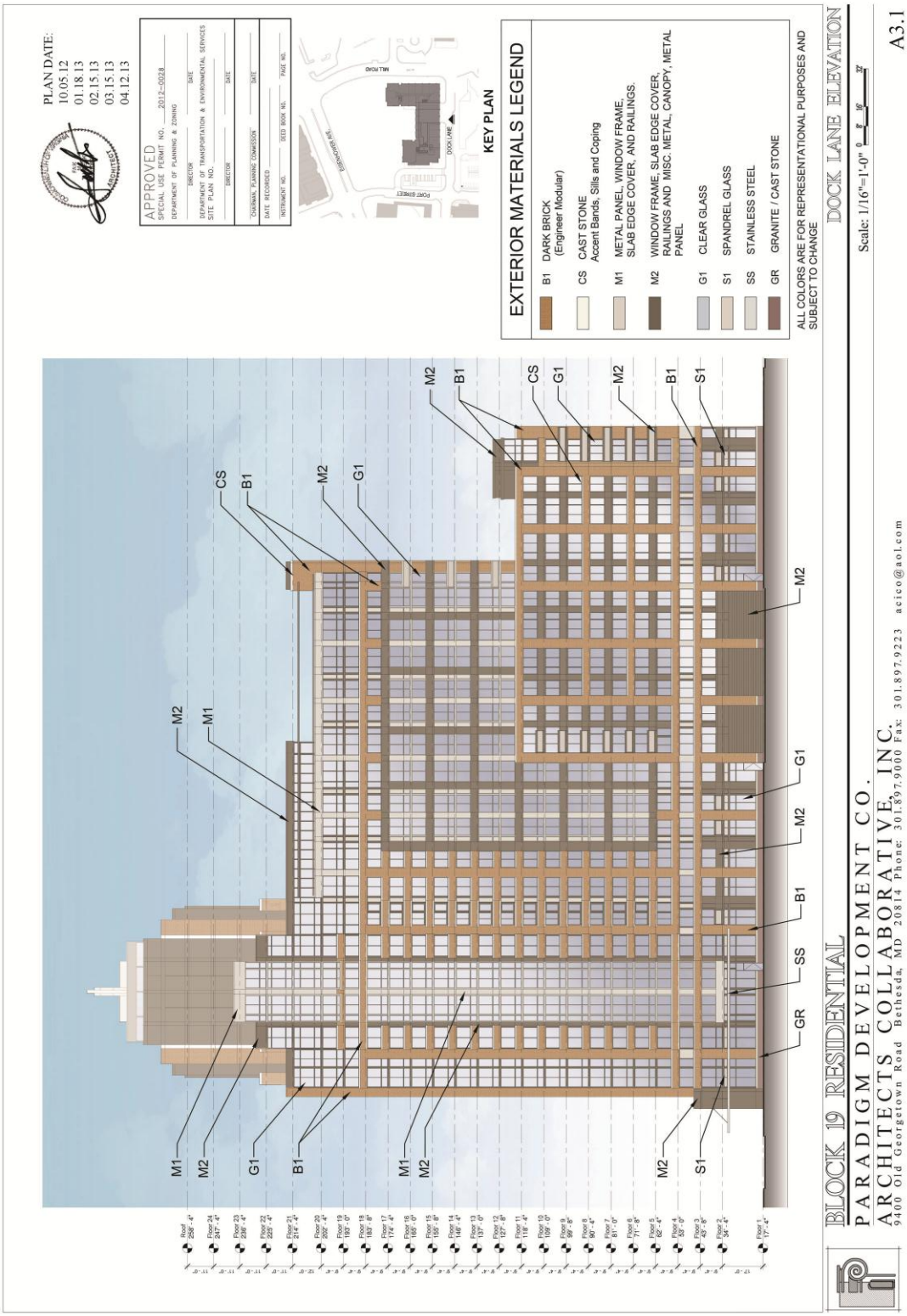
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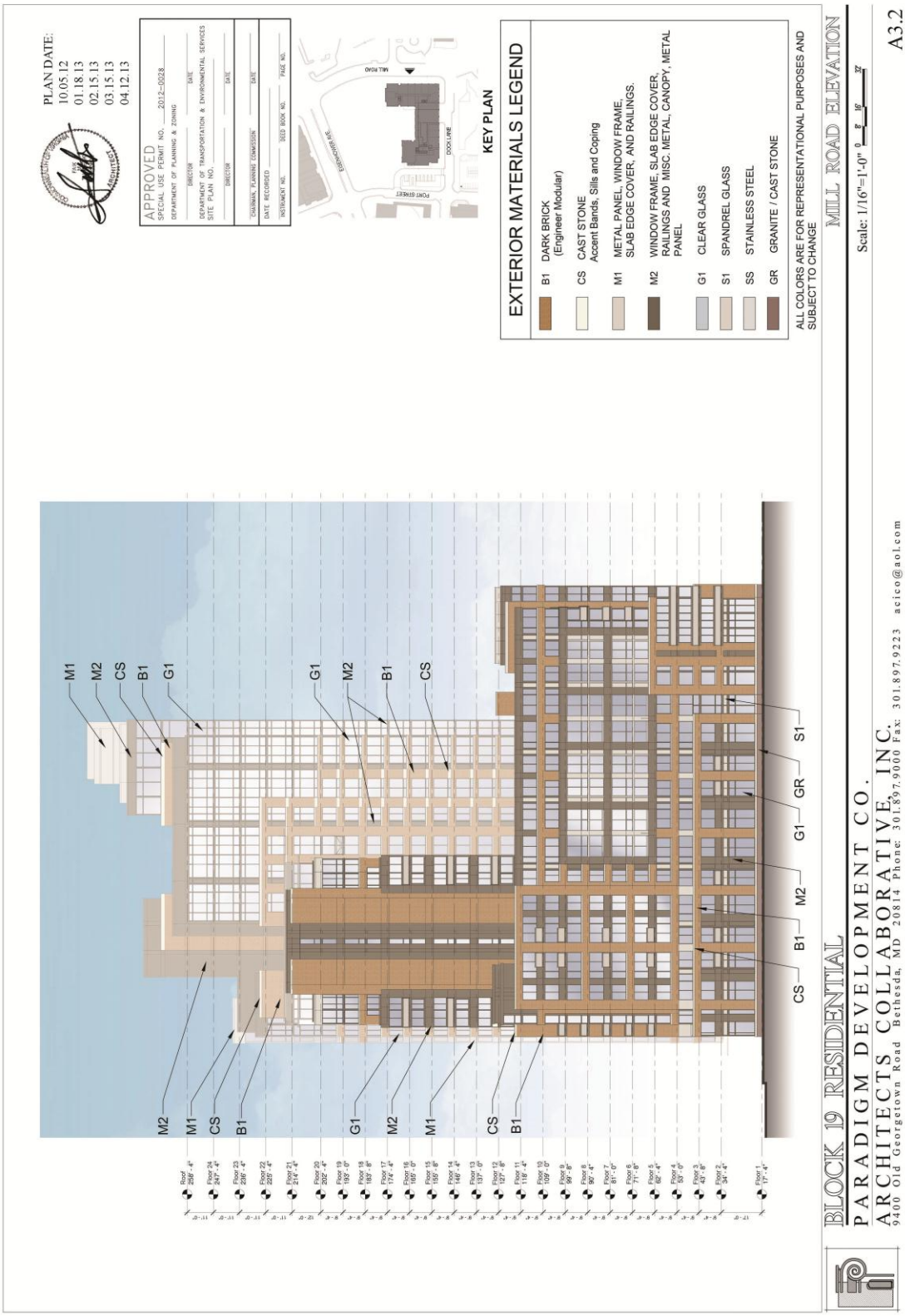
Site Plan



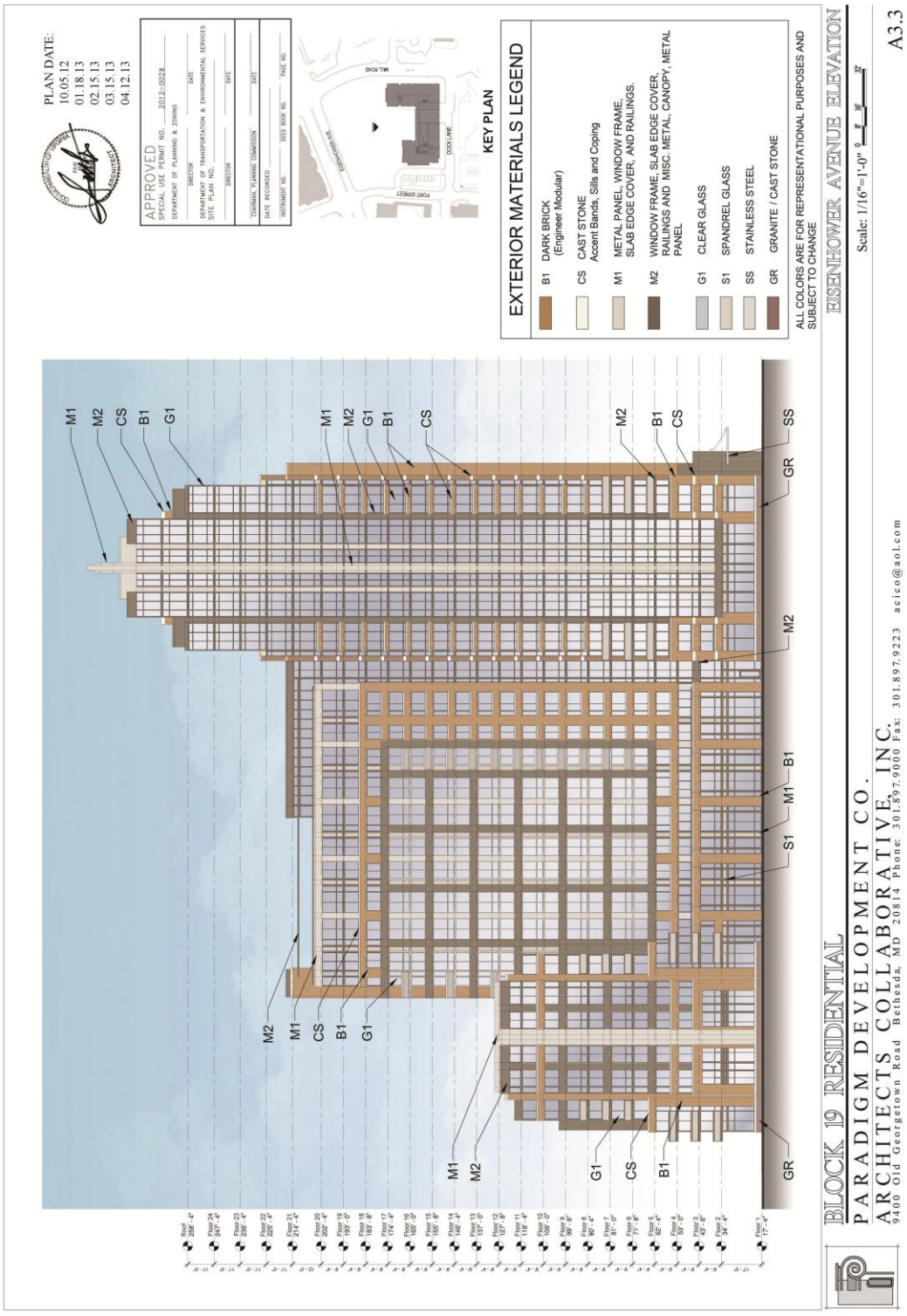
Elevations


PLAN DATE:
10.05.12
01.18.13
02.15.13
03.15.13
04.12.13
APPROVED
SPECIAL USE PERMIT NO. 2012-0028
DEPARTMENT OF PLANNING & ZONING
DIRECTOR DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO.
DIRECTOR DATE
CHAIRMAN, PLANNING COMMISSION DATE
DATE RECORDED
INSTRUMENT NO. DEED BOOK NO. PAGE NO.
KEY PLAN
MILL ROAD
DOCK LANE
PORT SIDE ST.
EXTERIOR MATERIALS LEGEND
B1 DARK BRICK (Engineer Modular)
CS CAST STONE Accent Bands, Sills and Coping
M1 METAL PANEL, WINDOW FRAME, SLAB EDGE COVER, AND RAILINGS.
M2 WINDOW FRAME, SLAB EDGE COVER, RAILINGS AND MISC. METAL, CANOPY, METAL PANEL
G1 CLEAR GLASS
S1 SPANDREL GLASS
SS STAINLESS STEEL
GR GRANITE / CAST STONE
ALL COLORS ARE FOR REPRESENTATIONAL PURPOSES AND SUBJECT TO CHANGE
BLOCK 19 RESIDENTIAL
PARADIGM DEVELOPMENT CO.
ARCHITECTS COLLABORATIVE, INC.
9400 Old Georgetown Road Bethesda, MD 20814 Phone: 301.897.9000 Fax: 301.897.9223 acico@aol.com
DOCK LANE ELEVATION
Scale: 1/16"=1'-0"
A3.1

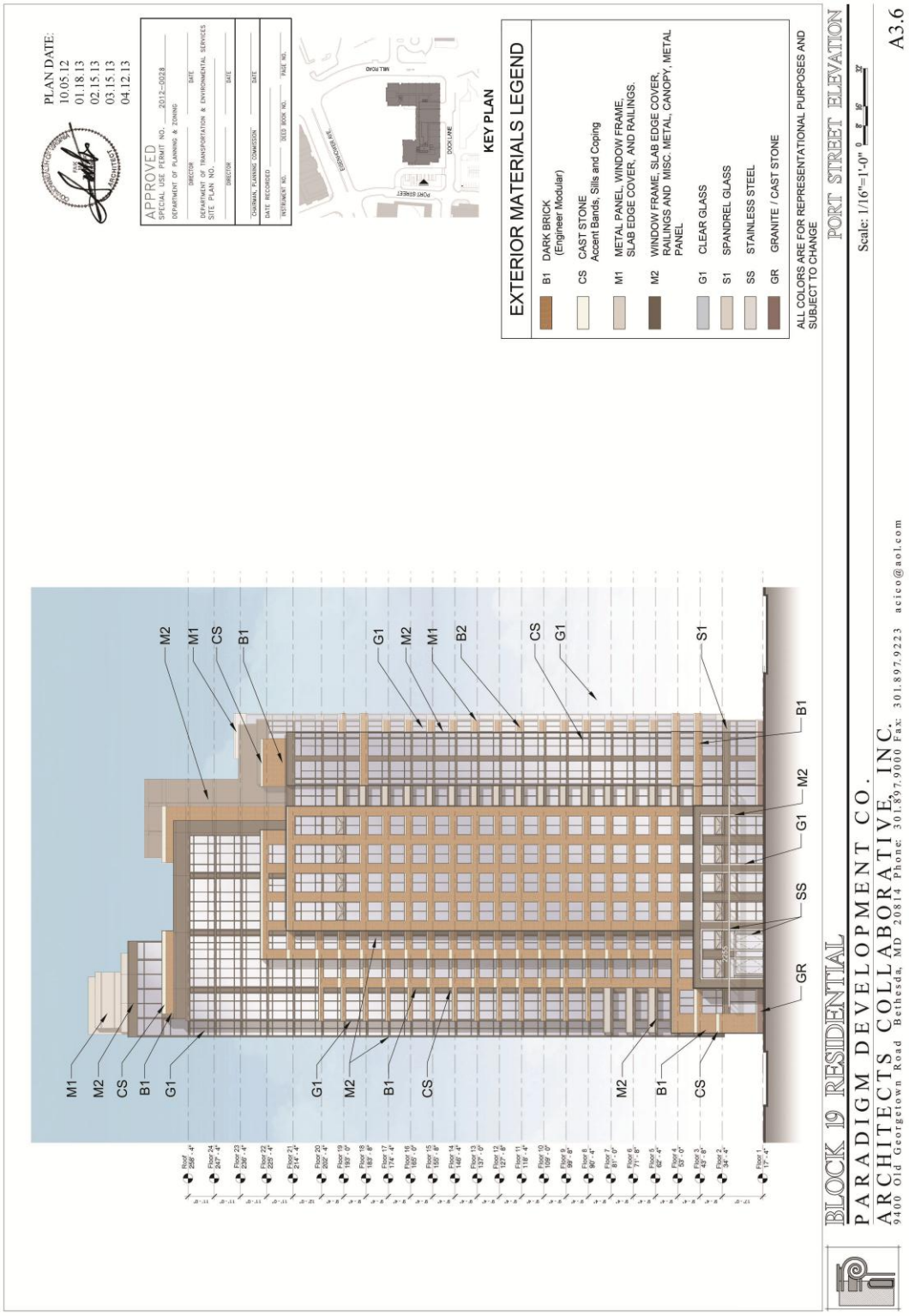
Elevation


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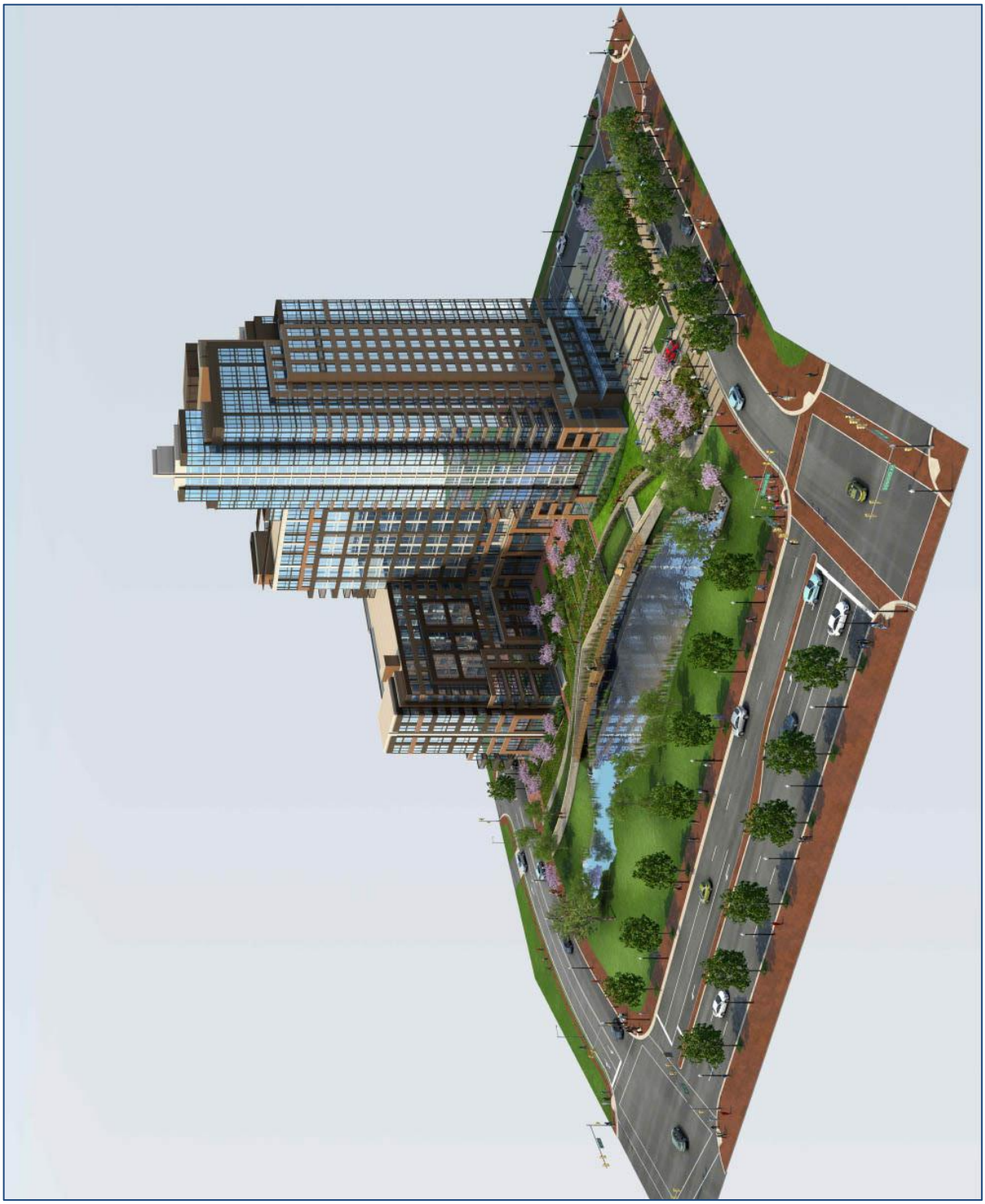
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9400 Old Georgetown Road Bethesda, MD 20814 Phone: 301.897.9000 Fax: 301.897.9223 acico@aol.com
EISENHOWER AVENUE ELEVATION
Scale: 1/16"=1'-0"
A3.3

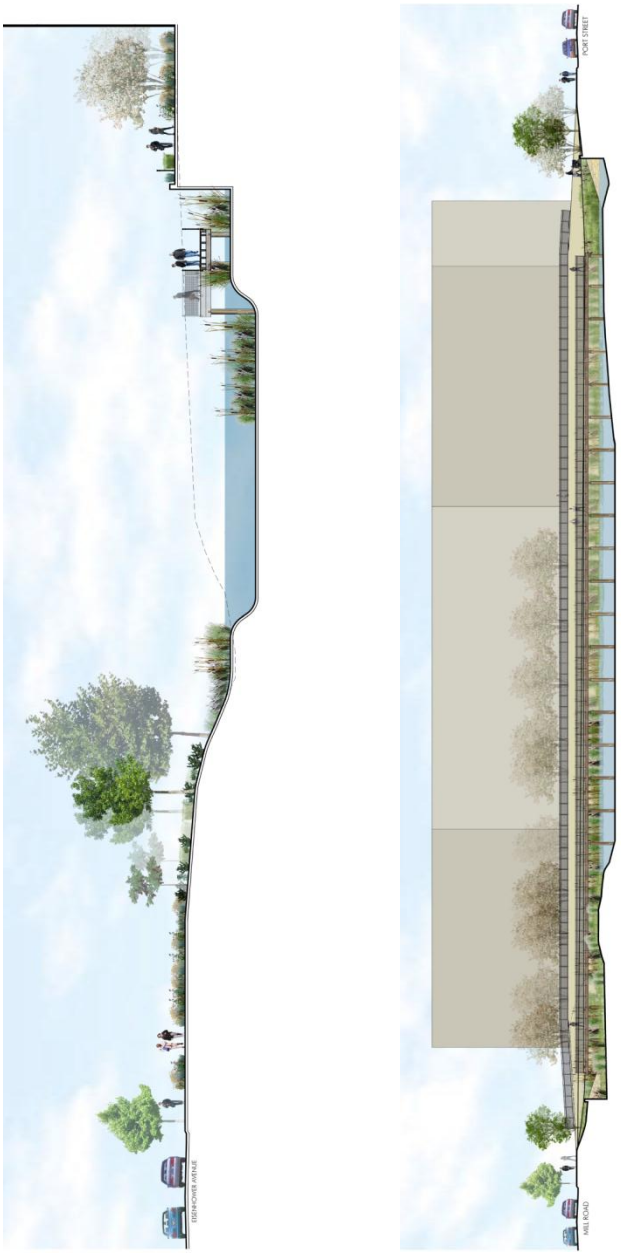
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9400 Old Georgetown Road Bethesda, MD 20814 Phone: 301.897.9000 Fax: 301.897.9223 acico@aol.com
A3.6

Perspective



Pond Sections



VIII. STAFF RECOMMENDATIONS:

1. The Final Site shall be in substantial conformance with the preliminary plan dated April 12, 2013 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
   a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
   b. Install ADA accessible pedestrian crossings serving the site.
   c. The sidewalks along Port Street, Mill Road, and the north side of Dock Lane shall be brick and constructed to City standards. The minimum unobstructed width of the sidewalks shall be 8 feet. If an alternate design for the brick sidewalks that incorporates a concrete portion is developed by the City prior to release of the final site plan, this design shall be required for Port Street and Mill Road.
   d. The temporary sidewalk along the south side of Dock Lane shall be asphalt and 8 foot wide, except at the eastern edge where there is limited right-of-way, the sidewalk shall transition to 5 feet in width. Where the sidewalk is 8 feet in width, a landscape strip shall be provided between the sidewalk and the existing building, which will be maintained by the applicant until the permanent streetscape is provided by Block 20.
   e. All brick sidewalks shall comply with the City's Memo to Industry 05-08.
   f. Special paving materials may be approved by the City within the right of way along Port Street and Dock Lane to serve as an extension of the entrance plaza. If approved, this portion of the sidewalk would be maintained by the applicant.
   g. Sidewalks shall be flush across all driveway crossings.
   h. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
   i. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
   j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
   k. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
   l. Update the internally illuminated street name signs at the intersection of Eisenhower Avenue and Mill Race Lane to include both Mill Race Lane and Port Street on the signs facing Eisenhower Avenue.

m. The transformer vault shall be relocated to Dock Lane as shown in Attachment #6. The lid of the transformer vault shall be designed to match the brick sidewalk along Dock Lane. The vault location shall not interfere with the proposed street trees.

n. Prior to the issuance of the first certificate of occupancy, Port Street shall be constructed from the western curb to the eastern sidewalk along Block 19 from Eisenhower Avenue to Dock Lane. If construction has not started on Block 12, a temporary 8 ft wide asphalt sidewalk shall be installed on the west side of Port Street. The street shall not be accepted until a determination by the City is made that the street complies with all applicable codes and standards.

o. Prior to the issuance of the first certificate of occupancy for Block 19, the full roadway section for Dock Lane shall be constructed curb to curb, with permanent streetscape installed on the north side of the street and interim streetscape installed on the south side of the street. The street shall not be accepted for dedication until a determination by the City is made that the street complies with all applicable codes and standards.

p. *** (P&Z)(RP&CA)(T&ES)

B. PUBLIC ART:

3. Work with City staff to determine ways to incorporate public art within the site. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, grates, landscaping or other design elements, if designed by an artist as a unique and prominent feature of the project. A broad range of art types should be considered. The public art proposal shall be reviewed by the P&Z and RP&CA staff prior to release of the final site plan and the applicant shall consider staff's comments before making the final selection of the public art components. On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process. * ***(P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:

a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.

b. Ensure positive drainage in all planted areas.

c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement

construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.

d. Provide detail sections showing above and below grade conditions for plantings above a structure.

e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.

f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.

g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.

h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's *Landscape Guidelines* for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)

5. Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z, RP&CA and T&ES:

a. Relocate the garage vent between the pond and the public path to a location outside the public access easement. Redesign the space to provide a mix of planted areas and gathering space.

b. Provide additional landscaping at the northeast end of the building (former location of the transformer vault) that is consistent with the design for the open space to the west.

c. Extend the landscape strip along Mill Road to the north end of the building.

d. Extend the landscape strip along Port Street to the north and south and add two additional street trees.

e. Provide one additional street tree on Dock Lane west of the drop off entrance.

f. The northernmost part of the community park, north of the path, must be a mixture of grasses.

g. Any improvements to be maintained by the applicant within the right of way will require a maintenance agreement be recorded prior to release of the site plan.

(P&Z)(RP&CA)(T&ES)

6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.

a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.

b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.

c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
d. Install all lines beneath paved surfaces as sleeved connections.
e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)

7. Develop a palette of site furnishings in consultation with staff.
   a. Provide location, and specifications, and details for site furnishings that depicts the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, P&Z and T&ES.
   b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, and other associated features. (RP&CA)(P&Z)(T&ES)

8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

D. BMP POND AND PUBLICLY ACCESSIBLE OPEN SPACE

9. The open space for the entire Community Park on Block 19 shall be comprehensively designed and constructed with this application per the three-party agreement dated and signed May 22, 2013. (P&Z)(RP&CA)(T&ES)

10. The design of the BMP pond and the surrounding publicly accessible open space shall be included in the first final site plan for this development. The design shall be consistent with the Preliminary Plan and include the following items, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES:
    a. Provide educational signage regarding the purpose and function of the pond. This should be coordinated with any signage about rules and regulations for the pond, including access restriction for pond maintenance.
    b. Provide verification of the viability of aquatic plantings, particularly in shaded locations and the pond weir.
    c. Plant material surrounding the pond and aquatic bench plant material shall be native species that are non-invasive. Final plant selection to be determined at Final Site Plan.
    d. Provide plant material within the sewer easement and around the east culvert.
    e. Access to pond for maintenance purposes shall be shown on the plans.
    f. All exposed sides of the culverts shall be faced with decorative stone. The decorative stone shall extend a minimum of one foot below the permanent water surface elevation.
    g. Provide details of the stone-faced retaining wall along the south edge of the pond.
    h. The crescent-shaped public open space area south of the pond shall be redesigned to provide a mix of planted area and gathering space, in consultation with the P&Z, RP&CA and T&ES staff.

i. Provide enlarged plan where trail runs between west culvert and Hoffman pump station and incorporate any necessary screening and railing into the design.
j. Identify locations for public art.
k. Provide a coordinated design for all railings that complement the materials proposed for the building.
l. Provide an enlarged detail of the railing connection to the boardwalk.
m. Provide pedestrian scale lighting (pole lights, bollards, etc.) along the trails. (P&Z) (RP&CA) (T&ES)

11. The publicly accessible open space for the Community Park shall be as shown on the "Public Open Space" plan (Sheet 17 of the Preliminary Site Plan). The Community Park shall be privately owned, except for the portion currently owned by the City of Alexandria, VA. Any portion of this public open space on the applicant's property that is required during final site plan for a vent or other similar structure shall be removed from the overall public open space tabulations and additional adjacent and contiguous public open space shall be provided on the applicant's property to offset the reduction of public open space. (P&Z) (RP&CA)

12. Perpetual maintenance for the entire Community Park , including the daily maintenance and operations, routine repairs, capital maintenance, capital replacement, and all associated costs, shall be the sole responsibility of the applicant, their successors and assigns. Prior to the release of the Final Site Plan, the applicant shall enter into a Memorandum of Understanding (MOU) with the City to establish a maintenance plan, operating and performance standards, and enforcement mechanisms for the entirety of lands and features, . The MOU shall be to the satisfaction of the Directors of P&Z and RPCA. (P&Z)(RP&CA)(T&ES)

13. The Community Park shall have a perpetual public access easement. This easement shall enable the publicly accessible open space to be fully accessible to the public during specified hours for use within the guidelines approved by the Directors of RP&CA and T&ES in consultation with the applicant. The easement must be approved by the City and recorded prior to the release of the Final Site Plan. (RP&CA)(T&ES)

14. All tree and landscaping plans, installation and maintenance shall be in accordance with the City's Landscape Guidelines. (P&Z)(RP&CA)

15. Parking garage vents, electrical transformers, or any ancillary structure or features not associated with the operation or maintenance of the Community Park shall not be permitted with in the publicly accessible open space. Any portion of this public open space on the applicant's property that is required during final site plan for a vent or other similar structure shall be removed from the overall open space calculation and additional adjacent and contiguous public open space shall be provided on the applicant's property to offset the reduction of public open space. (RP&CA)(T&ES)(P&Z)

16. Submit two originals of a BMP Maintenance Agreement for the pond to be reviewed as part of the Final #2 Plan. The agreement shall be to the satisfaction of the Directors of

T&ES and RCPA. The maintenance measures identified in the BMP Maintenance Agreement originating or emanating from the site, shall ensure no adverse impacts to the downstream RPA. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to release of the final site plan.* (T&ES)(RP&CA)(P&Z)

17. The pond is intended to be a regional facility, and all nutrient credits generated due to the pond will be the property of the City of Alexandria. A Stormwater Easement shall be placed over the pond and access thereof. The pond shall meet the criteria outlined in Section 9 VAC 10-20-13- 1 (e) of the Chesapeake Bay Preservation Area regulations. Therefore the pond is exempt from the RPA feature. A BMP for the development shall be provided separately. (T&ES)

18. Demonstrate that applications for all required regulatory permits are complete and submitted prior to release of any portion of the final site plan, including early release of Phase I E&S plan sheets. Final permits shall be obtained prior to issuance of the first Certificate of Occupancy. The pond shall be constructed and accepted prior to issuance of the final Certificate of Occupancy. The applicant shall provide regular updates on the status of the various permits to the City. (T&ES)

19. An approved CLOMR (Conditional Letter of Map Revision) and LOMR (Letter of Map Revision) will be required for this project. The MT-2 application shall be submitted to the City for review and approval prior to the application being submitted to FEMA. (T&ES)

20. Provide with the first final plan submittal all design calculations, routings, cross section, drainage shed map, and design details for the proposed pond, to include information necessary for evaluation of the forebay. The final design for the pond shall have a minimum efficiency of 17% phosphorus removal, to the satisfaction of the Director of T&ES. In addition, the final location of the sump pump discharge from the building shall be coordinated with the pond design to not impact pond efficiency. (T&ES)

21. A separate construction bond shall be posted for the pond that follows the standard City bond process. (T&ES)

22. Provide additional measures to prevent erosion of proposed embankment in BMP area through which the existing Holmes Run Trunk Sewer is located. Provide impermeable separation layer above and on the sides to a depth of 8" below bottom of the existing sewer. Side portion of impermeable layer shall not be installed within the sewer pipes zone of influence so as to not undermine the sewer. (T&ES/AlexRenew)

23. The following conditions herein under the BMP Facilities (On-Site) also apply to the regional BMP pond: 107, 108, 110-114. The applicant shall demonstrate that these conditions are met separately for both the regional pond and on-site BMP facilities. (T&ES)

E. TREE PROTECTION AND PRESERVATION:

24. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)(RP&CA)

25. A fine shall be paid by the applicant in an amount not to exceed $10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)

26. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated April 12, 2013 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

F. BUILDING:

27. Provide the following building refinements to the satisfaction of the Director of P&Z and consistent with the plan approved by the Eisenhower East Design Review Board:
    a. All rooftop equipment shall be screened from the public right of way or public access easement area.
    b. No visible wall penetrations or louvers for HVAC equipment are permitted on the façade of the building. All such equipment shall be rooftop-mounted and louvers provided at that level.
    c. Outside air, kitchen, dryer and bathroom vents, if not carried through the roof, shall be painted to match the building and integrated within the façade design. (P&Z)

28. Provide detailed drawings to evaluate all special building elements, including entrance canopies, stoops, bridges, signage bands, marquees, ramps, and any exposed vertical circulation elements such as escalators, elevators and stairs. The final detailing, finish and color of these elements shall be defined during the final site plan review.

29. During final site plan review, colored, vertical, strip elevations shall be produced, including partial plan and section drawings at the same scale (typically ¼" = 1') of each significantly different building bay or typology and shall extend from grade to top of building. These drawings shall clearly indicate color, dimension, projections, setbacks, shadows, and materials for all major building elements. These drawings shall be updated if necessary during the building permit phase of review when final products are selected.

30. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
    a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *

b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***

c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *

d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to approval of a wall check and above grade construction. **

e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)

31. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan.*

b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***

c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.

d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.

e. Failure to achieve LEED Certification (or equivalent) will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)

32. The applicant shall work with the City for recycling and/or reuse of leftover, unused, and/or discarded building materials. (T&ES)(P&Z)

33. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)

34. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at Http://www.epa.gov/WaterSense/pp/index.htm. (T&ES)

35. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

G. SIGNAGE:

36. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to building identification signs, site-related signs, way-finding graphics, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES.* (Arch)(P&Z) (RP&CA) (T&ES)

37. Design identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
    a. The identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
    b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)

38. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

39. A freestanding monument sign to identify the building shall be permitted in the entrance plaza along the Port Street frontage, per discussions with the Eisenhower East Design Review Board and to the satisfaction of the Director of P&Z. The sign shall incorporate similar materials from the building. (P&Z)

40. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate 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)(T&ES)

H. HOUSING:

41. If the property is developed as rental apartments, the following conditions shall apply:
    a. The developer shall make a voluntary cash contribution of $1,350,330 to the City's Housing Trust Fund in keeping with the conclusions of the Developer's Housing Contribution Policy Work Group (DHCPWG).
    b. The developer shall provide affordable set-aside rental units, with a total of 30,020 gross square feet, with the mix of units to be to the satisfaction of the Director of Housing.
    c. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with

incomes at or below 60% of Washington D.C. Metropolitan Area Family Median Income (taking into account utility allowances and any charges for parking spaces) for a period of 40 years from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of such households annually.

d. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage), and located on the first twelve floors must be rented to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions.

e. Applicants receiving Section 8 assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.

f. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development (excluding the penthouse and the luxury two-bedroom units) unless otherwise mutually agreed upon by the City and the developer at the time of Final Site Plan. Units designed as affordable housing shall be distributed throughout the first twelve floors of the development. Concentrations of affordable units will be avoided.

g. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below $150, the affordable rents shall be reduced to maintain a differential of at least $150 at all times.

h. Occupants of the affordable rental units shall be charged a parking fee equivalent to no more than the cost of the sticker and management fee.

i. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 40-year affordability period.

j. Amendments to this approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager. (Housing)

42. In the event of a reduction in the approved gross floor area of the proposed development for Block 19, the contribution will be scaled down in proportion to the reduction in gross floor area, with any reduction in the number of affordable units subject to review by the Affordable Housing Advisory Committee and final approval by the City Manager. (Housing)

I. PARKING:

43. Locate a minimum of 500 parking spaces in the underground garage for residents. The maximum number of spaces permitted per the Eisenhower East Small Area Plan is 570. (P&Z)(T&ES)

44. The parking garage ramp (horizontal alignment) shall be designed to a minimum 10 MPH design speed to the satisfaction of the Director of T&ES. * (T&ES)

45. Provide 200 bicycle parking space(s). Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

46. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
    a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents and residential visitors.
    b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
    c. The plan shall identify the location of all visitor parking, which should be conveniently located for visitors on the first floor of the garage. * (P&Z)(T&ES)

47. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. The applicant shall provide and install two multispace parking meters in accordance with City specifications. One parking meter shall be located on the north side of Dock Lane, and one parking meter shall be located on the south side of Dock Lane. The location of the parking meters shall be shown with the first Final Site Plan. (P&Z)(T&ES)

J. TRANSPORTATION MANAGEMENT PLAN:

48. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP *Attachment* #4 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

49. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be

deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)

50. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

51. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)

52. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)

53. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. ** (T&ES)

54. An annual TMP fund shall be created based on the TMP reduction goal of 45% of residents/employees not using single occupant vehicles, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be $80 per occupied residential unit. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.

55. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

56. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)

57. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

K. SITE PLAN:

58. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)

59. Within thirty (30) days of written request by the City, dedicate to the City construction easements as depicted in Attachment #5, land necessary to construct roadway and sidewalk improvements associated with the City's Eisenhower Avenue Roadway Improvements project.(T&ES)

60. Dedicate to the City the property for the entire sidewalk along Mill Road. The area of dedication will not affect compliance for open space or floor area ratio. (P&Z) (T&ES)*

61. Submit the plat for all applicable easements and dedications (Dock Lane and Mill Road sidewalk) prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)(T&ES)

62. A copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)

63. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas.
    d. All utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (RP&CA)(P&Z)(T&ES)

64. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
    c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
    d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
    e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
    f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
    g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
    h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
    i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
    j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
    k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
    l. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
    m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
    n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
    o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

65. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level

numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

66. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

L. ENCROACHMENT:

67. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of $1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)

68. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)

69. In the event the City shall, in the future, have need for the area of the proposed ground level encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)

M. CONSTRUCTION:

70. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)

71. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
    a. Include a plan for temporary pedestrian and vehicular circulation;
    b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
    c. Include the overall schedule for construction and the hauling route;
    d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
    e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop

work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)

72. Provide off-street parking for all construction workers without charge to the construction workers. 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 a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
    a. Establish 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.
    b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
    c. 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 five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

73. The sidewalks along Mill Road shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

74. No major construction staging shall be allowed within the public right-of-way on Eisenhower Avenue or Mill Road. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

75. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)

76. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

77. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

78. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

79. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)

80. Implement a waste and refuse control program during the construction phase of this development. 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 T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

81. Temporary construction and/or on-site 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 final certificate of occupancy permit. *** (P&Z)

82. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

83. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)

84. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

85. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The

bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

N. STORMWATER:

86. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. * (T&ES)

87. Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed grading on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. * (T&ES)

O. WASTEWATER / SANITARY SEWERS:

88. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)

89. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

90. The applicant shall be responsible for any required upgrades to the pump located within the sanitary pump chamber receiving the development's sanitary discharge as identified by Alexandria Renew. (T&ES)

P. SOLID WASTE:

91. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles per block face (four receptacles total) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

Q. STREETS / TRAFFIC:

92. Provide street signs, stop signs, and traffic control signs, which shall consist of the following to the satisfaction of the Directors of T&ES and P&Z:

a. Sign posts shall be 2" galvanized posts; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting.
b. All appropriate on-street parking signage and any other signage adjacent to the project for control of pedestrians and vehicles shall be installed by the developer to the satisfaction of the Director of T&ES. (T&ES)(P&Z)

93. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)

94. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

95. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

96. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)

97. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

98. Show turning movements of standard vehicles in the parking garage. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

99. The applicant shall continue to work with City Staff to refine the geometric layout of Dock Lane prior to the first Final Site Plan submission. * (T&ES)

100. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

101. Furnish and install one 4" conduit with pull wires, and junction boxes located at a maximum interval of 300'underneath the sidewalks along Mill Road from the northern property boundary to the southern property boundary of the site. The conduit shall terminate in an underground junction box at each respective property boundary. The junction box covers shall have the word "TRAFFIC" engraved in each cover. (T&ES)

R. UTILITIES:

102. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

S. SOILS:

103. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

T. WATERSHED, WETLANDS, & RPAs:

104. The storm water collection system is located within the Hooff's Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

U. BMP FACILITIES (ON-SITE):

105. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

106. Provide BMP narrative and 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)

107. 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:
    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.

b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

108. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

109. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's 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)

110. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
   a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all 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 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.
   b. 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:

111. 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)

112. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)

113. 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. 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)

V. CONTAMINATED LAND:

114. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration.(T&ES)

115. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
    d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
    e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
    f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

W. NOISE:

116. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce

sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

117. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)

118. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

119. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

X. AIR POLLUTION:

120. 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)

Y. CONTRIBUTIONS:

121. The applicant shall contribute $20,000 to the city prior to Final Site Plan release toward installation, expansion, and/or operation of a bike share station in the vicinity of the project as part of a coordinated bike share program. (T&ES)

Z. ARCHAEOLOGY:

122. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

123. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

AA. DISCLOSURE REQUIREMENTS:

124. Present a disclosure statement to potential buyers or renters disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
    a. That Metrorail tracks and other railway operations, and the Capital Beltway are located within the immediate vicinity of the project, are permitted to continue indefinitely,.

b. That Eisenhower Avenue is a major arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. This road may be widened in the future.
c. This site is adjacent to a regional BMP pond.
d. The site is within the Eisenhower East planning area, which anticipates high density development on the properties surrounding this site. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

C-1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

F - 1. The final encroachment plat shall include the locations of the various encroachments with bearings, distances and ties to the property corners. (T&ES- Survey)

F - 2. Sheet L3.02; remove the welled wire re-enforcement from the sidewalk detail (Detail 6). (T&ES- Engineering)

F - 3. The current City standard multispace parking meter is the Duncan Model MX Pay and Display meter. Additional information and specifications are available from the manufacturer at www.duncansolutions.com or via phone at 1-888-993-8622. (T&ES- Transportation)

F - 4. Sheet 1 – Update and correct the location of the Eisenhower Avenue Metro station and the bus stops shown on the Vicinity Map with the first Final Site Plan submission. (T&ES- Transportation)

F - 5. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 6. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

F - 7. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 10. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe material will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternately, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 11. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 12. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be

installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F - 13. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

F - 14. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 15. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 16. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

F - 17. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 18. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 19. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 20. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 21. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

C - 1. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3. Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 4. The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

C - 5. Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way, unless otherwise approved. (T&ES)

C - 6. (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 7. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 8. In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)

http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20 (02-07).pdf

C - 9. In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 10. The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

C - 11. The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. 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)

C - 12. The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.

C - 13. Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C - 14. The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 15. All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 16. 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.* (T&ES)

C - 17. Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 18. Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C - 19. The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C - 20. All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 21. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C - 22. All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 23. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 24. 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. (T&ES)

C - 25. The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)

C - 26. The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 27. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall 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. * (T&ES)

Virginia American Water Company:

1. Developer shall submit a Needed Fire Flow (NFF) calculation to Code Administration on final review. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.

2. Proposed fire hydrant on Dock Lane: the existing 8" water pipe on side walk is a private fire service line for 2200 Mill Road. Since this proposed hydrant will be public, it shall be connected to the existing 12" public water main on Mill Road.

Alexandria Renew:

1. Developer shall confirm size of existing pumps in existing service chamber is sufficient to handle the additional flow from the Block 19 development.

Fire Department:

Note: No new comments or issues to resolve or review. Awaiting submittal of fire flow calculation.

F = Finding C = Code Requirement R = Recommendation

F- 1. The following comments are for preliminary review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.

Acknowledged by applicant.

F- 2. Plans should show location of all fire hydrants in and around site so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.

Applicant has shown location of three hydrants.

C- 1. The applicant shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.

Applicant has provided requested information.

C-2. The applicant 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. This information will determine if item C-3 requirements apply.

Acknowledged by applicant.

C- 3. Since this building is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

Applicant has provided adequate Fire Department access.

C-4. The developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.

Applicant indicates the fire flow calculation will be provided prior to final site plan.

C – 5. A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

Applicant indicates they will provide a Knox Box. Note to applicant – More than one Knox Box may be required for this building. In addition, sizes and location will be determined by a fire department representative.

Applicant indicates quantity and location will be coordinated with Fire Department.

C - 6. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

R - 1. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.

R - 2. The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.

R - 3. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.

R - 4. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

Applicant indicates they will contact RCM and if determined to be needed, install appropriate amplification system.

C – 7. The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

Emergency Vehicle Easements

Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a ⅜-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.





Fire Lane Sign Left Arrow **Fire Lane Sign Right Arrow**

C - 8 Show fire apparatus vehicle turning radius based on the following specifications:

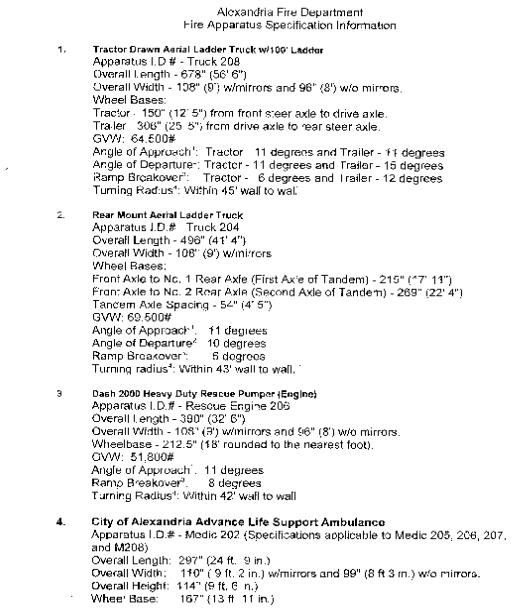
Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
   Apparatus I.D # - Truck 208
   Overall Length - 678" (56' 6")
   Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
   Wheel Bases:
   Tractor - 150" (12' 5") from front steer axle to drive axle.
   Trailer - 306" (25' 5") from drive axle to rear steer axle.
   GVW: 64,500#
   Angle of Approach[1]: Tractor - 11 degrees and Trailer - 11 degrees
   Angle of Departure[2]: Tractor - 11 degrees and Trailer - 15 degrees
   Ramp Breakover[3]: Tractor - 6 degrees and Trailer - 12 degrees
   Turning Radius[4]: Within 45' wall to wall.

2. **Rear Mount Aerial Ladder Truck**
   Apparatus I.D.# Truck 204
   Overall Length - 496" (41' 4")
   Overall Width - 108" (9') w/mirrors
   Wheel Bases:
   Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
   From Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
   Tandem Axle Spacing - 54" (4' 5")
   GVW: 69,500#
   Angle of Approach[1]: 11 degrees
   Angle of Departure[2]: 10 degrees
   Ramp Breakover[3]: 5 degrees
   Turning radius[4]: Within 43' wall to wall.

3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
   Apparatus I.D.# - Rescue Engine 206
   Overall Length - 390" (32' 6")
   Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
   Wheelbase - 212.5" (18' rounded to the nearest foot).
   GVW: 51,800#
   Angle of Approach[1]: 11 degrees
   Ramp Breakover[3]: 8 degrees
   Turning Radius[4]: Within 42' wall to wall

4. **City of Alexandria Advance Life Support Ambulance**
   Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
   Overall Length: 297" (24 ft. 9 in.)
   Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
   Overall Height: 114" (9 ft. 6 in.)
   Wheel Base: 167" (13 ft 11 in.)



Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 5") from front steer axle to drive axle.
Trailer - 306" (25' 5") from drive axle to rear steer axle.
GVW: 64,600#
Angle of Approach[1]: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure[2]: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover[3]: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius[4]: Within 45' wall to wall.

2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 498" (41' 4")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 69,500#
Angle of Approach[1]: 11 degrees
Angle of Departure[2]: 10 degrees
Ramp Breakover[3]: 6 degrees
Turning radius[4]: Within 43' wall to wall.

3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 206
Overall Length - 390" (32' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach[1]: 11 degrees
Ramp Breakover[3]: 8 degrees
Turning Radius[4]: Within 42' wall to wall

4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

Tower 203 Turning Specifications

- **Turning Radius – Wall to Wall = 54.98 feet + / – 2 feet**
  Curb to Curb = 51.33 feet + / - 2 feet
  Inside turning radius = 37.73 feet + / - 2 feet
- **Overall Length – 47’ – 4 ½”**
- **Overall Width – 98”**
- **Wheel Bases from front axle to both rear axles – 240”**
- **Tandem axle spacing – 56” CL of axle to CL of axle**
- **Gross Weight – As built with no equipment or water gross weight = 66,000#**
- **Angle of Approach – 13 Degrees**
- **Angle of Departure – 11 degrees**
- **Ramp Break Over – Break over angle is 9°**

Applicant has demonstrated turning radius for Tower 203.

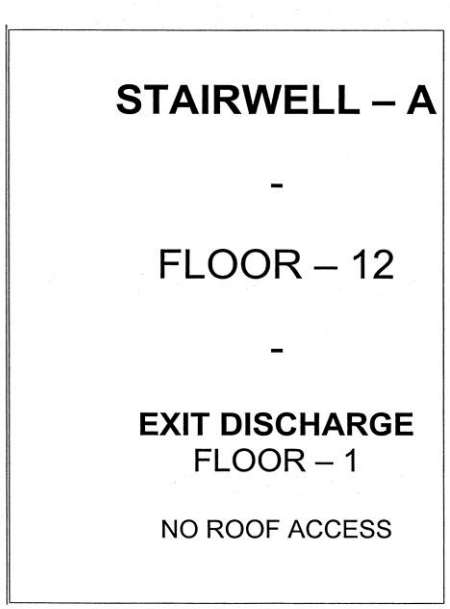
C – 9. Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right

pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



Example Stairway Identification Sign

Applicant will provide signs. Note to applicant – graphic annunciator for fire alarm system will negate the need for a footprint sign.

C-10. Separate fire lines is required for the building fire service connection. Show location and line size on plans.

Applicant has shown fire line location on plans.

Applicant has shown EVE. All other access is via roadway.

C - 8 Show fire apparatus vehicle turning radius based on the following specifications: Code Administration (Building Code):

F-1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

C-1. New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-2. 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) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.

C-3. A soils report must be submitted with the building permit application for all new and existing building structures.

C-4. The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

C-5. Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

C-6. All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.

C-7. Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C-8. 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.

C-9. A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

R-1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R-2. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

R-3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

R-4. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

R-5. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

R-6. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R-7. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

R-8. It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

C - 1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

* Condition must be fulfilled prior to release of the final site plan
** Condition must be fulfilled prior to release of the building permit
*** Condition must be fulfilled prior to release of the certificate of occupancy
**** Condition must be fulfilled prior to release of the bond

IX. ATTACHMENTS

Attachment #1 – Letter of Recommendation from the Eisenhower East Design Review Board
Attachment #2 - Compliance with the Eisenhower East Small Area Plan and Design Guidelines
Attachment #3 – Revised Figure 4-9 of the Eisenhower East Small Area Plan
Attachment #4 – Transportation Management Plan
Attachment #5 – Construction Easement
Attachment #6 – Encroachment
Attachment #7 – Building Heights Memo

Attachment #1

CARLYLE/EISENHOWER EAST DESIGN REVIEW BOARD

DATE: May 15, 2013

TO: Alexandria Planning Commission and Alexandria City Council

FROM: Carlyle/Eisenhower East Design Review Board (Alvin Boone, John Chapman, Faroll Hamer, Roger Lewis, and Lee Quill)

SUBJECT: DSUP 2012-00028– Park Meridian (Block 19)

The Carlyle/Eisenhower East Design Review Board (DRB) serves in an advisory capacity to the City Council and Planning Commission on the design of projects within the Eisenhower East Small Area Plan boundaries. In that role, the Board reviewed a new design concept for the Block 19 development at five DRB meetings over the last nine months. Prior to that, the Board reviewed the two previous proposals for this block in 2006 and 2009.

For the Park Meridian – Block 19 proposal, the Board members provided extensive input into the massing of the building, the design of the tower feature, the building skin and materials, the building base and relationships to the street and open space, the entrance plaza, and the design of the stormwater pond. As a direct result of the Board's feedback, refinements were made to the plans that significantly improved the overall proposal. In addition, the Board has ensured this development complies with the intent of the Eisenhower East Small Area Plan and Design Guidelines.

This proposal represents a significant change from the previous two approved schemes in that it is one building rather than two separate towers. The Board believes the design team was able to find a successful solution that achieved the operational goals of one building while establishing a graceful building massing of three distinct building heights that increase in height towards the Metro. Furthermore, providing living units in the top tower floors represents a commitment to creating a functional as well as symbolic roof form. For this reason, the Board is supportive of the applicant's request for a Master Plan Amendment to allow additional height and floor area on this block. The location next to the Metro station and the benefit of achieving visually interesting architecture justify these increases.

The concept for a stormwater pond on the north side of the development also introduced a new component to the plan. The Board believes the design of this feature will be a great amenity for Eisenhower East and provides a more urban, inviting, and attractive "front door" to the development along Eisenhower Avenue. Although it is a departure from the previous concepts

for a passive meadow, the Board supports the new concept and believes it to be an appropriate start to Eisenhower Park. It still accomplishes the goals of the Small Area Plan by creating usable open space with trails and natural areas for use by the public as well as residents of the building. Moreover, the pond will help the City meet its stormwater management goals.

The Park Meridian building and surrounding landscape will be a prominent, attractive addition to Alexandria's skyline and city fabric, a great opportunity for the City to enhance the Eisenhower Avenue streetscape. For these reasons, the Board supports the new proposal for this block and voted to **recommend approval** of the Park Meridian development at the DRB meeting on March 18, 2013.

Attachment #2

Compliance with the Eisenhower East Small Area Plan and Design Guidelines

The table below provides a summary of how this project complies with the intent of the Eisenhower East Small Area Plan and Design Guidelines.

Guideline	**Plan Requirement**	**Proposed Plan**	**Complies with intent?**
Land Use	Residential	Residential	Yes
Retail Locations	No retail required for this block	No retail proposed	Yes
Allowable Gross Floor Area	395,000 sf or 474,000 sf with an affordable housing density bonus	518,400 sf	No (will require a Master Plan Amendment)
Building Height	Maximum height of 250 feet	284 feet to top of penthouse, although only 242 feet to top of last habitable floor	No (will require a Master Plan Amendment)
Building Setbacks	North façade: 7 feet minimum at 50-75 feet East and West facades: 7 feet minimum at 40-60 feet	The overall design of the building uses a layering of materials, a variety of setback at different elevations, and a massing scheme of three building components to satisfy the intent of this guideline.	Yes
Architectural Articulation	Special elements such as towers, gateway elements, corner elements, and focal points to draw attention to the building. Innovative use of materials, articulation, and transparency at the base. A distinctive architectural feature at the east and west ends of the building.	The building is divided into three distinct towers that increase in height from east to west towards the metro station. The western tower includes an articulated tower top which creates a distinctive building shape and interesting skyline. The design layers masonry, metal, and glass to create interesting and innovative facades.	Yes

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
Street Frontage: A Street (North, East, and West Facades)	-90% of building shall meet the Build to Line	The east façade meets the build to line, but the north and west facades are set back from Eisenhower Avenue and Port Street. However, the design of the building is appropriate in relation to the design of the open space to the north and the entrance plaza to the west.	Yes
	-Main building entries	The primary building entrance will be from Port Street, with additional entrances onto the open space from the north façade.	
	-No curb cuts	There are no curb cuts on the north or east facades. A curb cut is proposed on Port Street, which will provide access to the entrance plaza.	
Street Frontage: C Street (South façade)	Buildings shall generally be built to the Build to Line	The building is designed to meet the Build to Line along Dock Lane.	Yes
	-Parking and garage entries	The parking garage entrance and loading spaces are provided along Dock Lane.	
	-Curb cuts	Curb cuts are provided on Dock Lane to provide access to the entrance plaza (discussed above) and the garage and loading entrance.	
Massing	Provide a clear base, middle, top with appropriate building setbacks and street walls	The design proposes a strong massing concept that divides the building into three distinct pieces with significant changes of height between each to create an articulated skyline.	Yes

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
Street Sections	66 foot right of way, with two 11 foot travel lanes, on-street parking and 14 foot sidewalks.	Dock Lane and Port Street will be dedicated, which will include the required 66 foot right of way for the travel lanes, on street parking, and sidewalks.	Yes
Public Realm – Parks and Squares	Parklands shall have active and passive uses with biking and hiking trails, set amongst a natural setting	The design for the proposed stormwater pond and surrounding open space includes trails around and above the pond, with links to passive recreation spaces.	Yes
Public Realm – Streetscape elements	Provide streetscape elements per the Plan	Light fixtures, sidewalks, benches, trash cans, bike racks, bollards, and tree wells will be provided per the Plan	Yes

Attachment #3 – Figure 4-9

Property Name/Owner	Block	Net Development Site Area*	Principal Use	Allowable Gross Floor Area	Building Height (Stories)	Maximum Tower Height (in feet)	Ground Floor Retail**
Holiday Inn	1	179,119	Hotel	101,000	10-15	150	
Hoffman	2****	168,400	Office	351,959 ~~454,452~~	10-15	210	
West Side Gardens		34,800	Open Space				
Hoffman	3****	98,700	Office	187,873 290,367	10-15	210	
Hoffman	4	59,700	Office	685,078	10-15	220	36,950
Hoffman	5	56,400	Residential	329,841	10-15	220	24,050
North Square		10,900	Open Space				
Hoffman	6	195,210	Office	1,036,000	10-15	150	33,500
New Retail	6	-	Retail	50,000	1-2	20-40	50,000
Hoffman	7	105,800	Retail	25,000	1-2	20-40	25,000
Existing Cinema	7	-	Retail	136,000			136,000
Hoffman	8****	59,200	Office	697,417 ~~492,430~~	20-25	250	31,000
Hoffman	9A	82,500	Hotel	551,206	15-20	220	0
Hoffman	9B	74,100	Office	863,142	20-25	250	30,000
Eisenhower Station	9B	21,200	Open Space				
Metro	10	9,700	Retail	8,000	1-2	20-40	8,000
Hoffman	11*****	66,600	Residential	626,456	20-35 ~~15-25~~	370 ~~250~~	50,000
Hoffman	12*****	48,300	Residential	545,762	20-30 ~~25~~	339 ~~250~~	15,000
Mill Race	13	59,260	Residential	490,000	15-25	250	12,000
Hoffman	14	109,400	Retail	18,000	1-2	20-40	18,000
Approved Parking	14					100	
Andrews	16	20,822	Hotel	127,000	10-15	150	
Mill Race	17	77,540	Office	406,000	15-25	200	4,000
Mill Race	18	76,700	Residential	525,000	15-25	220	14,000
ATA	19	57,800	Residential	432,000 ~~395,000~~	10-24 ~~15-25~~	284 ~~250~~	
RPA/Park	19	55,000	Open Space				
ATA	20	77,100	Office	585,000	10-15	220 ~~200~~***	
Simpson, Phase 1	23	60,100	Office	98,000	10-15	200	
Simpson, Phase 2	23	92,400	Office	304,000	10-15	200	

Figure 4-9 Development Controls CDD 2

*The net development site area does not reflect surveyed information and is based on best available information. This site area may be adjusted in the actual creation of the block areas.
**Reflects desired location and amounts. Accessory retail may be provided on sites not noted for retail.
*** MPA#2008-0006, Ord No 4617, 9/12/2009; ****MPA#2009-0002, Ord. No 4758, 4/14/2012, *****MPA#2011-0005, Ord No 4758, 4/14/2012

Attachment #4

Transportation Management Plan
Eisenhower East Block 19 TMP SUP#2013-00027

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Eisenhower East Block 19 consists of six parts:

1) Goal and Evaluation of the TMP
2) Organization, Funding and Reporting
3) Transportation Management Plan Directives
4) Evaluation of the Effectiveness of the TMP
5) District Transit Management Program
6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

a. The Eisenhower East Block 19 site is located approximately 1,500 feet from the Eisenhower Avenue Metro Station. Several DASH and Metro bus lines run near the site through the Carlyle neighborhood. The Eisenhower East Block 19 development has a goal of 45% non-SOV trips during peak hour[1].

b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.

[1] Eisenhower East Small Area Plan, adopted by City Council by Ordinance on April 12, 2003, p.5-5.

b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.

d. The TMP Coordinator shall distribute an annual survey to all residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

a. The Special Use Permit application has been made for the following uses:

	Land Use
	Dwelling Units
Eisenhower East Block 19	505

b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:

i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.

iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.

iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.

v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.

c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 45% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be $80 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

i. Discounting the cost of bus and transit fare media for on-site employees and residents.
ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
iii. Marketing activities, including advertising, promotional events, etc.
iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
v. Operating costs for adjacent bikeshare station.
vi. Membership and application fees for carshare vehicles.
vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.

viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.

b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.

c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the "right" solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

As it is established in the Eisenhower East Small Area Plan transportation elements, the Eisenhower East Block 19 should integrate with the larger district level TMP program when it is organized. All TMP holders in the established area will be part of this District. No increase in TMP contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.

b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and

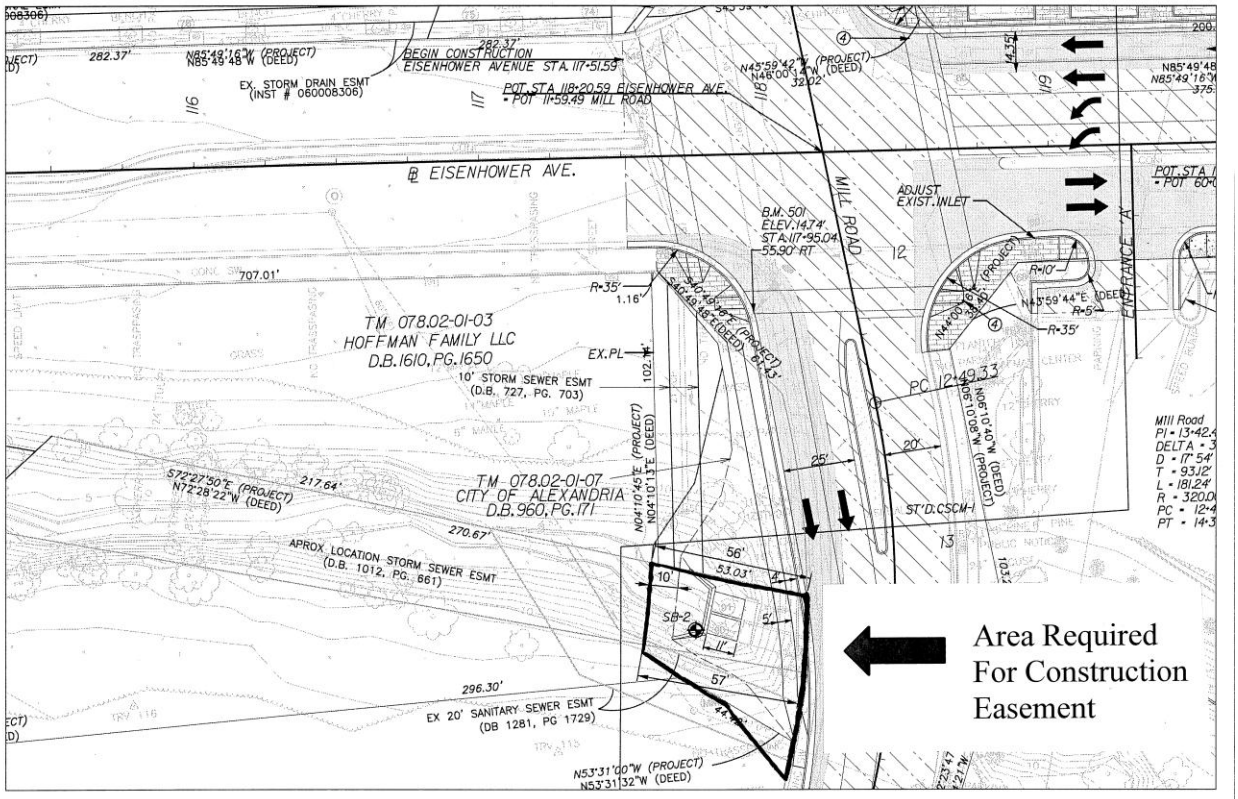
conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.

c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.

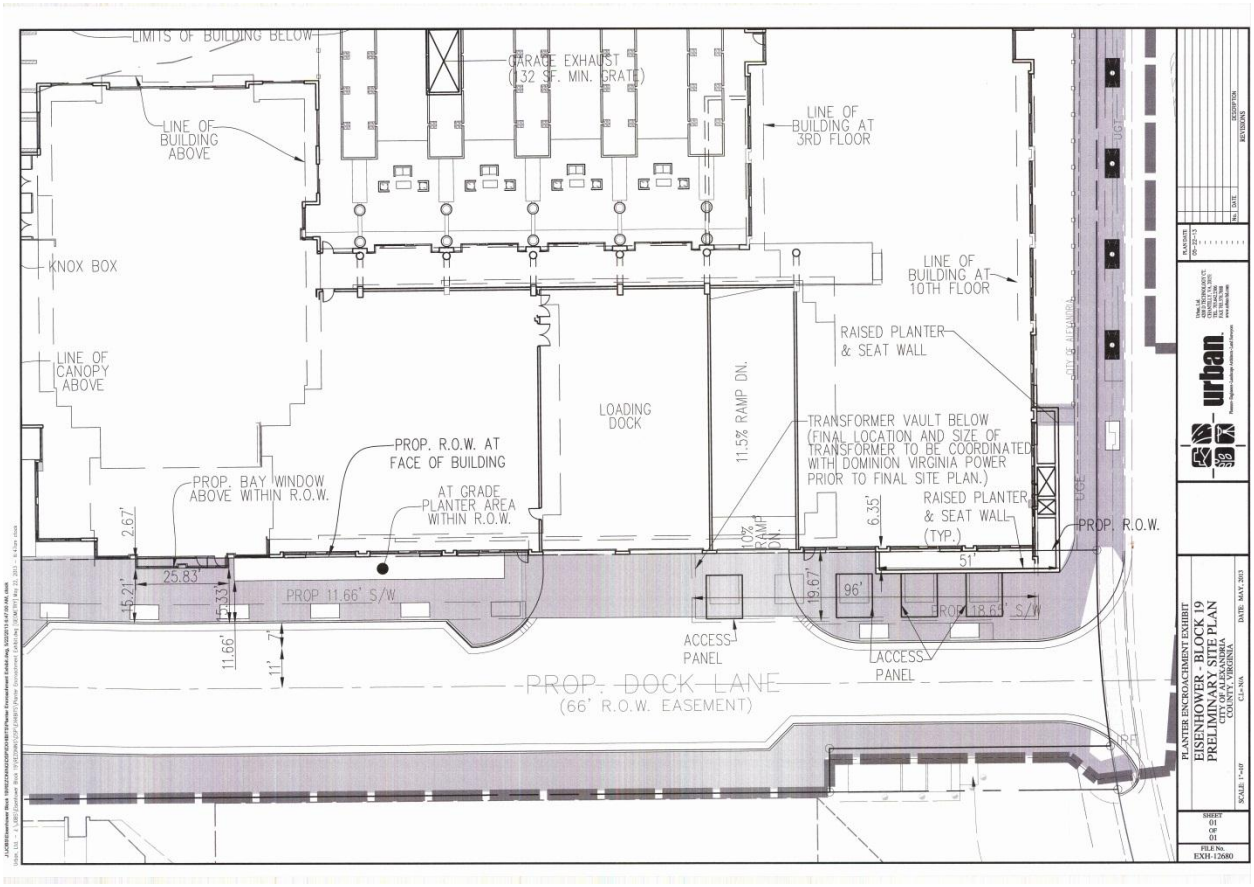
d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.

e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

Attachment #5- Construction Easement



Attachment #6 - Encroachment



Attachment #7

DEPARTMENT OF PLANNING AND ZONING

DATE: OCTOBER 20, 2010

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: BUILDING HEIGHT ISSUES GENERATED BY HOFFMAN PROJECT

BACKGROUND

During the April 6, 2010 Planning Commission public hearing for the Hoffman Project on Blocks 11 & 12 in Eisenhower East, an issue was raised by Commissioner Dunn as to whether or not the building heights for the proposed towers on the site would set a precedent for other areas of the City. The towers on this site are unusually tall - the Planning Commission and City Council ultimately approved the building heights for the three towers at 277 ft, 339 ft and 370 ft.

Reasons for taller buildings on Blocks 11 and 12 were discussed in the staff report and during the staff's presentation to the Planning Commission. Commissioner Dunn requested that the staff prepare a memo for the record on the rationale for taller buildings at this site so that it would be clear that they do not serve as a precedent for other areas of the City.

RATIONALE FOR TALLER BUILDINGS ON HOFFMAN BLOCKS 11 AND 12

In reviewing the Hoffman Project and recommending buildings of a height significantly higher than the 250 ft. height contemplated in the original plan for the area, staff focused on the following issues:

- This site is directly adjacent to an underutilized Metrorail Station.
- This site has excellent access to the Capital Beltway (I-495).
- There are no low-density, single-family residential neighborhoods in the immediate vicinity – all of the surrounding properties are either planned or developed with buildings in that are approximately 250 ft. in height. Thus, there are no compatibility issues.
- There are no historic sites or districts in the immediate vicinity of this site.
- Taller buildings on this site would create a more interesting skyline and would allow for a "stepping up" of building forms to the Metro station as envisioned in the Eisenhower East plan.

- Additional building height would allow for more vertical building forms versus blockier building forms that would consume more of the site and create a canyon effect on Dock Lane.

CONCLUSION

There are few areas in the City that can support this amount of building height; one other that comes to mind might be property at or close to the Van Dorn Metro Station in Eisenhower West. There are no other areas close to a Metro station that are not within or subject to any historic district regulations; not within an existing, established neighborhood where compatibility issues would be of concern; in a location where taller, architecturally significant buildings with well designed building tops can accentuate the skyline; and directly adjacent to a Metro station and the Capital Beltway where maximizing density is a priority.

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2013-0001

[*must use black ink or type*]

PROPERTY LOCATION: 2250 Mill Road

TAX MAP REFERENCE: 078.02-01-17 **ZONE:** CDD-2

APPLICANT'S NAME: Paradigm 2250 Mill LLC

ADDRESS: 1415 N. Taft St., Suite 100, Arlington, VA 22201

PROPERTY OWNER NAME: Same as above

ADDRESS: Same as above

REQUEST: Amendment to the CDD Concept Plan to correct previous CDD Concept Plan that mistakenly listed the use as "Office" to "Residential", and adjust the AGFA and Height limit.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Mary Catherine Gibbs	Mary Catherine Gibbs
Print Name of Applicant or Agent	Signature
Hart, Calley, Gibbs & Karp, P.C.	
307 N. Washington St.	703-836-5757 / 703-548-5443
Mailing/Street Address	Telephone # / Fax #
Alexandria, VA	22314 / February 15, 2013
City and State	Zip Code / Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Date and Fee Paid: _____ $_____

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL _____

APPLICATION

MPA# 2013-0002

[ ] Master Plan Amendment MPA# _____

[ ] Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 2250 Mill Road

APPLICANT

Name: Paradigm 2250 Mill LLC

Address: 1415 N. Taft St., Suite 100, Arlington, VA 22201

PROPERTY OWNER:

Name: Same as above

Address: Same as above

Interest in property:

[X] Owner [ ] Contract Purchaser

[ ] Developer [ ] Lessee [ ] Other _____

If property owner or applicant is being represented by an authorized agent such as an attorney, a realtor, or other person for which there is some form of compensation, does this agent or the business in which they are employed have a business license to operate in Alexandria, VA:

[X] yes: If yes, provide proof of current City business license.

[ ] no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Mary Catherine Gibbs
Print Name of Applicant or Agent

Mary Catherine Gill
Signature

Hart, Calley, Gibbs & Karp, P.C.
307 N. Washington St.
Mailing/Street Address

703-836-5757 Telephone #
703-548-5443 Fax #

Alexandria, VA 22314
City and State Zip Code

February 15, 2012
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY	
Application Received: _____	Fee Paid: $_____
Legal advertisement: _____	
ACTION - PLANNING COMMISSION _____	ACTION - CITY COUNCIL: _____

MPA # 2013-0002

REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.) Land Area (acres)
1 078.02-01-17	Res.	Res.	CDD-2	CDD-2	CDD-2	CDD-2	2.88 acres
2							
3							
4							

PROPERTY OWNERSHIP

[ ] Individual Owner [x] Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: Stanley W. Sloter Extent of Interest: 24.5%
   Address: 9112 Vendome Dr., Bethesda, MD 20854
2. Name: Vendome Associates LP Extent of Interest: 25%
   Address: 9112 Vendome Dr., Bethesda, MD 20854
3. Name: Patricia L. Eccker Revocable Trust Extent of Interest: 12.5%
   Address: 8607 Tebbs Lane, McLean, VA 22102
4. Name: _____ Extent of Interest: _____
   Address: _____

MPA # 2013-0002

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The Master Plan amendment is requested to increase the AGFA for Block 19 and increase the height limit to provide for a significant architectural feature at the top of the building which will include occupiable space rather than being uninhabited space within the architectural feature.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

NA

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

The proposal includes compliance with the EESAP's guidelines for new public and/or private streets and other infrastructure improvements adjacent to Block 19.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

NA

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # DSUP 2012-0023 **Project Name:** Block 19

PROPERTY LOCATION: 2250 Mill Road

TAX MAP REFERENCE: 078.02-01-17 **ZONE:** CDD-2

APPLICANT:

Name: Paradigm 2250 Mill LLC

Address: 1415 N. Taft St., Suite 100, Arlington, VA 22201

PROPERTY OWNER:

Name: Same as above

Address: Same as above

SUMMARY OF PROPOSAL The Applicant proposes to amend DSUP 2012-0023 to construct a 505 unit residential development within an architecturally significant, 25 story building, with underground parking.

MODIFICATIONS REQUESTED

SUPs REQUESTED AFGA consistent with amended Master Plan, also applied for, Height consistent with amended Master Plan already referenced, and Density Bonus for Affordable Housing per section 7-700.

[X] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Mary Catherine Gibbs
Print Name of Applicant or Agent

MCG by Doe
Signature

307 N. Washington St.
Mailing/Street Address

703-836-5757 703-548-5448
Telephone # Fax #

Alexandria, VA 22314
City and State Zip Code

mcg.hcgk@verizon.net
Email address

February 15, 2013
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Received Plans for Completeness: _____

Fee Paid and Date: _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # 2012-0023

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: *(check one)*

[x] the Owner [ ] Contract Purchaser [ ] Lessee or [ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

Stanley W. Sloter, 9112 Vendome Dr., Bethesda, MD 20854 - 24.5%

Vendome Associates LP, 9112 Vendome Dr., Bethesda, MD 20854 - 25%

Patricia L. Ecker Revocable Trust, 8607 Tebbs Lane, McLean, VA 22102 - 12.5%

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[x] **Yes.** Provide proof of current City business license.

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Stanley W. Sloter	9112 Vendome Dr., Bethesda, MD 20854	24.5%
2. Vendome Associates LP	9112 Vendome Dr., Bethesda, MD 20854	25%
3. Patricia L. Ecker Revocable Trust, 8607 Tebbs Ln., McLean, VA 22101		12.5%

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2250 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Paradigm 2250 Mill LLC	1415 N. Taft St., Suite 100 Arlington, VA 22201	100%
2.		
3. Same ownership listed above in 1 for the applicant.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Paradigm 2250 Mill LLC	None	None
2. Stanley W. Sloter	None	None
3. Vendome Associates LP	None	None
Patricia L. Ecker Revocable Trust	None	None

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

2/15/13 Date | Mary Catherine Gibbs Printed Name | Mary Catherine Gibbs Signature

Development SUP # 2012-0023

2. *Narrative description.* The applicant shall describe below the nature of the request ***in detail*** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. *(Attach additional sheets if necessary.)*

The Applicant, Paradigm 2250 Mill LLC, is seeking to build a signature multi-family building on Block 19 within the Eisenhower East Small Area Plan. Paradigm has had a long presence in Alexandria, and owns and operates 5 other multi-family buildings in the City, including two across the street from Block 19 at Mill Race.

The proposal includes a 505 unit multi-family building with underground parking accessed off ~~of the newly created Dock Lane, with the main entrance to the building located on a piazza~~ accessed off the newly created Port Street. The 25 story building includes significant architectural ~~features that enhance the urban landscape and justify the additional AFGA and height proposed.~~ See the DSUP plan set submitted herewith that provides the details regarding the proposal and demonstrates the significance of the architectural features described above.

This project satisfies the City's goals in the Strategic Plan to increase development near Metro stations, to enhance the open space provided in Eisenhower East, to create a new street-grid and to improve the City's storm drainage system in a critical area, among many others. It also provides what we think is the first opportunity to create an interesting top to a building in Eisenhower East in particular, but the City in general.

Development SUP # 2012-0023

3. *How many patrons, clients, pupils and other such users do you expect?*

Specify time period (i.e., day, hour, or shift).
Typical for a multi-family building of this size.

4. *How many employees, staff and other personnel do you expect?*

Specify time period (i.e. day, hour, or shift).
Management office will be open every day. M-F from 10-6, Saturday from 10-5 and Sunday from 12-5. There will up to 25 employees serving the building.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
Office Hours			
M-F	10-6		
Saturday	10-5		
Sunday	12-5		

6. *Describe any potential noise emanating from the proposed use:*

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Typical noise from a multi-family building of this size.

B. How will the noise from patrons be controlled?
Most of the elements of this building that will generate will be all contained in either the loading dock off of Dock Lane or on the roof where most of the mechanical equipment will be located.

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

None.

Development SUP # 2012-0023

8. *Provide information regarding trash and litter generated by the use:*

A. What type of trash and garbage will be generated by the use?
Typical for a residential building of this size, including office trash from the management office.

B. How much trash and garbage will be generated by the use?

~~Standard amount for a building of this size, enough to warrant trash pick up likely every other day.~~

C. How often will trash be collected?

~~Likely every other day for trash and once a week for recycling, as needed.~~

D. How will you prevent littering on the property, streets and nearby properties?
The maintenance staff will ensure the property is kept clean.

9. *Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?*

[ ] **Yes.** [x] **No.**

If yes, provide the name, monthly quantity, and specific disposal method below:

10. *Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?*

[x] **Yes.** [ ] **No.**

If yes, provide the name, monthly quantity, and specific disposal method below:
Cleaning solutions to keep the building clean.

Development SUP # 2012-0023

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

The building will be locked and access will be controlled electronically, as will the garage.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

[ ] **Yes.** [x] **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/ or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

Up to 720

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

140 Standard spaces
330 Compact spaces
9 Handicapped accessible spaces
____ Other

Development SUP # 2012-0023

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

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

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the ***Parking Reduction Supplemental Application.***

14. *Provide information regarding loading and unloading facilities for the use:*

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1

B. How many loading spaces are available for the use? 2

C. Where are off-street loading facilities located?
In a loading dock accessed off of Dock Lane.

D. During what hours of the day do you expect loading/unloading operations to occur?
7 a.m. to 7 p.m.

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As needed for a building of this size.

15. *Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?*

Street access will be enhanced through the two new streets created at Port Street and Dock Lane.

APPLICATION
SPECIAL USE PERMIT

SPECIAL USE PERMIT # TMP SUP ~~2012-0065~~ ~~2012-~~ 2013-0027

PROPERTY LOCATION: 2250 Mill Road

TAX MAP REFERENCE: 078.02-01-17 **ZONE:** CDD-2

APPLICANT:

Name: Paradigm 2250 Mill LLC

Address: 1415 N. Taft St., Suite 100, Arlington, VA 22201

PROPOSED USE: Amended to existing TMP for Block 19 to update to current proposal for 505 residential units.

[X] **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[X] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Mary Catherine Gibbs	Mary Catherine Gibbs	2/15/2012
Print Name of Applicant or Agent	Signature	Date

307 N. Washington St.	703-836-5757	703-548-5443
Mailing/Street Address	Telephone #	Fax #
Alexandria, VA 22314	mcg.hcgk@verizon.net	
City and State Zip Code	Email address	

ACTION-PLANNING COMMISSION: _____ **DATE:** _____

ACTION-CITY COUNCIL: _____ **DATE:** _____

SUP # TMP SUP ~~2012-0065~~ 2013-0027

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 2250 Mill Road, I hereby
(Property Address)
grant the applicant authorization to apply for the TMP SUP Amendment use as
(use)
described in this application.

Name: Patricia Beyer Smith Phone 703.527.7500
Please Print
Address: 1415 N. Taft St., Suite 100, Arlington, VA 22201 Email: pbsmith@paradigmcos.com

Signature: _____ **Date:** February 15, 2013

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

[ ] **Required floor plan and plot/site plan attached.**

[ ] **Requesting a waiver. See attached written request.**

2. The applicant is the *(check one)*:
[x] Owner
[ ] Contract Purchaser
[ ] Lessee or
[ ] Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Stanley W. Sloter, 9112 Vendome Drive, Bethesda, MD 20854 - 24.5%

Vendome Associates LP, 9112 Vendome Drive, Bethesda, MD 20854 - 25%, owned wholly by Stanley W. Sloter

Patricia L. Eccker Revokable Trust, 8607 Tebbs Lane, McLean, VA 22102 - 12.5%

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Stanley W. Sloter	9112 Vendome Dr., Bethesda, MD 20854	24.5%
2. Vendome Associates LP	9112 Vendome Dr., Bethesda, MD 20854	25%
3. Patricia L. Ecker Revocable Trust	8607 Tebbs Ln., McLean, VA 22101	12.5%

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2250 Mill Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Paradigm 2250 Mill LLC	1415 N. Taft St., Suite 100 Arlington, VA 22201	100%
2.		
3. Same ownership listed above in 1 for the applicant.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Paradigm 2250 Mill LLC	None	None
2. Stanley W. Sloter	None	None
3. Vendome Associates LP	None	None
Patricia L. Ecker Revocable Trust	None	None

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

2/15/13 Mary Catherine Gibbs Mary Catherine Gibbs

Date Printed Name Signature

Att 99

SUP # TMP ~~2012-0065~~ 2013-0027

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[X] **Yes.** Provide proof of current City business license

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

Amended existing TMP SUP 2012-0065 to correspond to updated proposal for Block 19 that included 505 residential units.

$100

SUP # ~~TMP-2012-0065~~ 2013-0027

USE CHARACTERISTICS

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

[ ] a new use requiring a special use permit,
[x] an expansion or change to an existing use without a special use permit,
[ ] an expansion or change to an existing use with a special use permit,
[ ] other. Please describe:_____

5. Please describe the capacity of the proposed use:

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

Management Office open 7 days a week, M-F 10-6, Saturday 10-5, Sunday 12-5.

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

Up to 25 employees

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

Day:	Hours:
M-F	10-6
Saturday	10-5
Sunday	12-5

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Typical for a residential building of this size.

B. How will the noise be controlled?

By locating noise generating facilities in the loading dock and on the roof.

2013-0027

SUP # TMP SUP ~~2012-0065~~

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

NA

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

Typical type for a residential building of this size, include office trash.

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

Enough to fill a dumpster to be collected likely every other day.

C. How often will trash be collected?

As needed, but likely every other day for trash and once a week for recycling.

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

Maintenance Staff will monitor daily.

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[ ] Yes. [X] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

SUP # TMP SUP ~~2012-0065~~ 2013-0027

11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

[X] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Cleaning solutions used by the maintenance staff to keep the building clean.

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

The building will be locked, with access controlled electronically as will the garage.

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

[ ] Yes [X] No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

SUP #TMP SUP 2012-0065 2013-0027

PARKING AND ACCESS REQUIREMENTS

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

140 Standard spaces
330 Compact spaces
9 Handicapped accessible spaces.
_____ Other.

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A_____
Does the application meet the requirement? [ ] Yes [ ] No

B. Where is required parking located? *(check one)*
[X] on-site
[ ] off-site

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

_____

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

[ ] Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 2

Planning and Zoning Staff Only
Required number of loading spaces for use per Zoning Ordinance Section 8-200_____
Does the application meet the requirement? [ ] Yes [ ] No

SUP # 2013-0027 ~~TMP SUP 2012-0065~~

B. Where are off-street loading facilities located? in a loading dock access off of Dock Lane.

C. During what hours of the day do you expect loading/unloading operations to occur?
7 a.m. to 7 p.m.

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As needed, daily.

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access will be provided through two newly created streets, Port St. and Dock Lane.

SITE CHARACTERISTICS

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

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

How large will the addition be? _____ square feet.

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

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = 518,000 sq. ft. (total)

19. The proposed use is located in: *(check one)*
[X] a stand alone building
[ ] a house located in a residential zone
[ ] a warehouse
[ ] a shopping center. Please provide name of the center: _____
[ ] an office building. Please provide name of the building: _____
[ ] other. Please describe: _____

End of Application

RECEIVED
MAY 22 2013
PLANNING & ZONING

REVISED

APPLICATION

ENCROACHMENT

ENC# 2013-0001

PROPERTY LOCATION: 2250 Mill Road

TAX MAP REFERENCE: 078.02-01-17 **ZONE:** CDD-2

APPLICANT

Name: Paradigm 2250 Mill LLC

Address: 1415 N. Taft St., Suite 100, Arlington, VA 22201

PROPERTY OWNER

Name: Same as above

Address:

PROPOSED USE: Encroachment for transformer in the sidewalk of Dock Lane, planter and portion of western facade along Dock Lane above the second story. See attached exhibit. Coordinated with DSUP submitted for 2250 Mill Road.

INSURANCE CARRIER (copy attached) _____ **POLICY #** _____

A certificate of general liability insurance in the amount of $1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

[X] **THE UNDERSIGNED** hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

[ ] **THE UNDERSIGNED** hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED** lso attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Mary Catherine Gibbs
Print Name of Applicant or Agent

Mary Catherine Gibbs
Signature

307 N. Washington St.
Mailing/Street Address

703-836-5757 Telephone # **703-548-5443** Fax #

Alexandria, VA City and State **22314** Zip Code

mcg.hcgk@verizon.net
Email address

May 21, 2013
Date

Application Received: _____ Date and Fee Paid: $_____

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL: _____

Park Meridian
Eisenhower East – Block 19

Master Plan Amendment #2013-0002
CDD Concept Plan #2013-0001
DSUP #2012-0028
TMP #2013-0027
Encroachment #2013-0001

City Council

June 15, 2013

Project Description



- 24 story high-rise residential building on Block 19
- Zone: CDD#2
- Site Area: 125,588 sf (2.88 acres)
- 505 dwelling units - 518,400 sf
- 506 garage parking spaces
- Approximately one acre community park with a BMP/amenity pond
- Two new streets with streetscape improvements
- Affordable Housing units and contribution

PLANNING & ZONING

Location



PLANNING & ZONING

Project Issues

- The overall building massing and tower feature
- Amendment to the Eisenhower East Small Area Plan (EESAP) for additional building height and floor area
- The design of a new BMP pond that functions as high quality, publicly accessible open space, while achieving important stormwater management functions
- The lower parking ratio for the building
- The density bonus for affordable housing

Block 19: Background



PLANNING & ZONING

Park Meridian Site Plan



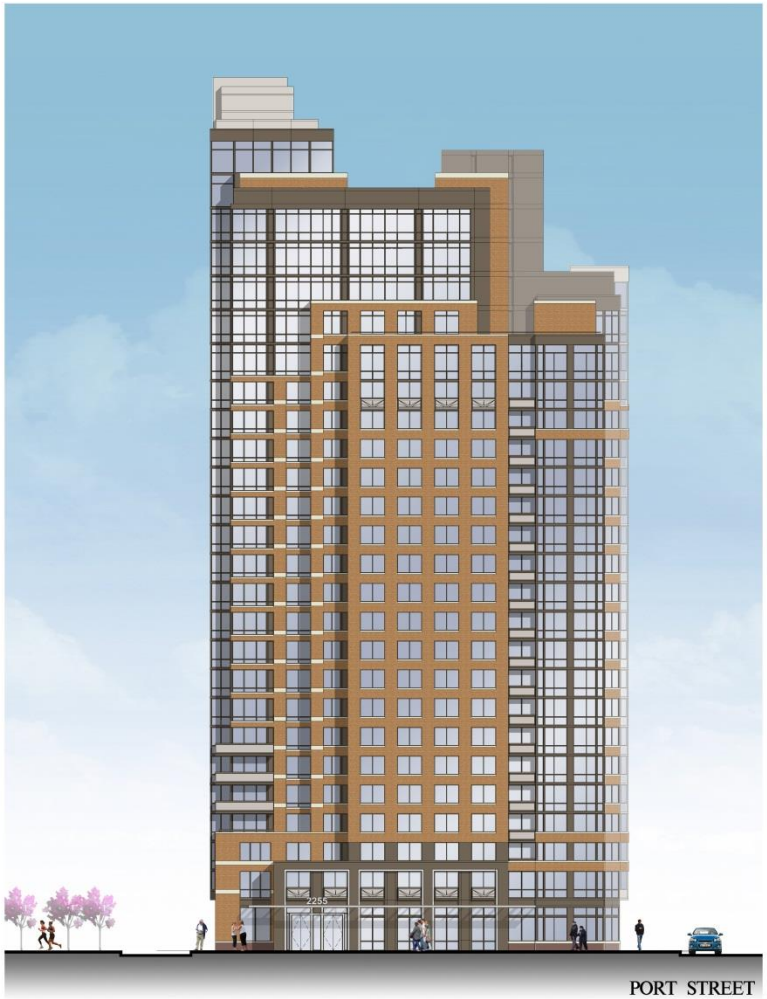
PLANNING & ZONING

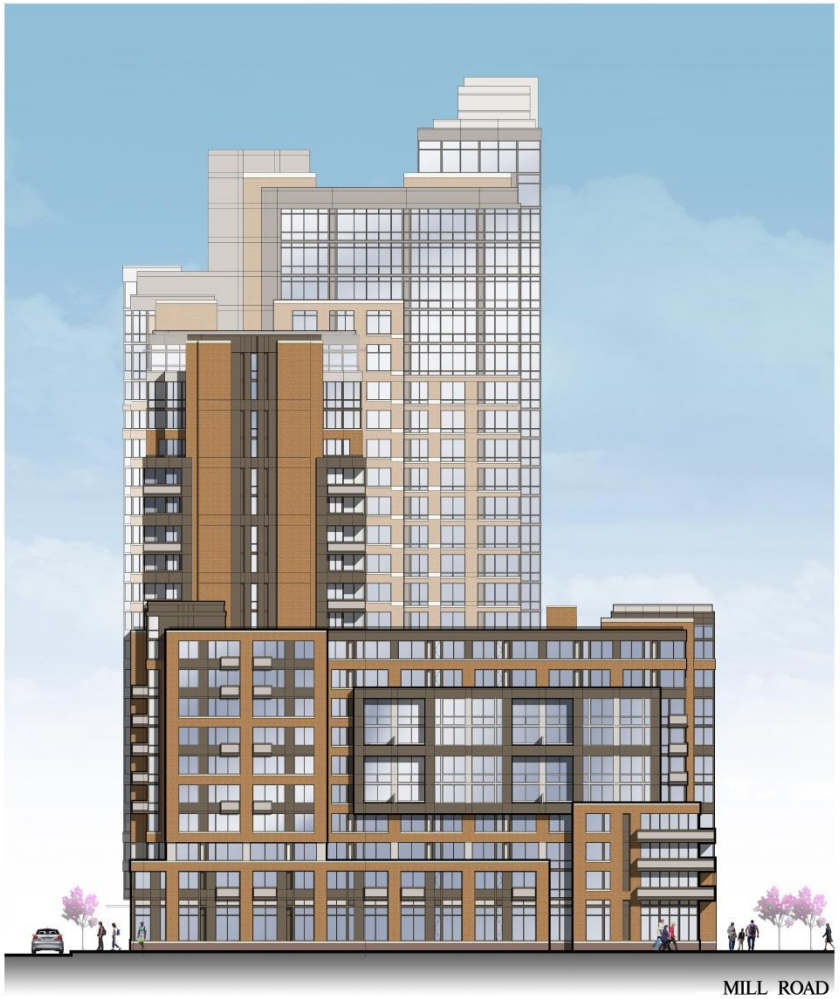
Eisenhower Ave. Elevation



PLANNING & ZONING

Elevations





PLANNING & ZONING

Dock Lane Elevation



Entry courtyard and plaza



Master Plan Amendment

- Request for 34 ft of additional building height over the 250 ft. currently allowed, for a total of 284 ft
- Request for 37,000 sf of additional floor area for a new base AGFA of 432,000 sf
- Livable space is below the 250 ft height limit
- Additional height for penthouse, elevator override and architectural embellishment
- The design creates a strong articulated roof form and more interesting skyline, stepping up to the Metro Station
- Building height is more compatible with adjacent Hoffman buildings where buildings are 277, 339 and 370 feet in height
- Proximity to the Metro station and Capital Beltway
- Supported by the Carlyle/Eisenhower East Design Review Board

Model and Section





PLANNING & ZONING

Parking

- EESAP has a maximum parking ratio of 1:1 spaces for 1,000 sf of floor area = 570 spaces maximum
- 506 spaces in the garage & on site
- Parking ratio on-site is 1.00 space per unit, including visitor parking
- EESAP emphasis is on lower parking ratios and increased transit use
- Within 1,000 feet of the Eisenhower Metro Station
- 32 affordable units have traditionally lower parking ratios (.75 spaces per unit)
- Parking ratios do not include tandum parking spaces
- 1.02 parking ratio with tandum spaces

Pond Design



PLANNING & ZONING

Existing RPA Area



Existing RPA/Stream



New Stormwater Regulatory Changes

- New State Stormwater Management Regulations
- Chesapeake Bay Total Maximum Daily Load (TMDL)
- Municipal Separate Storm Sewer System (MS4) Permit

MS4 Phased Reductions: Acres

Required Reductions	Acres Requiring Treatment
Phase I: 2013-2018 (5%)	120 - 300
Phase II: 2018-2023 (40%)	≈950±(?)
Phase III: 2023-2028 (100% - Total to Comply)	≈2400±(?)

Regulatory Discussion

- VA Chesapeake Bay Act regulations specifically allow flood control or regional stormwater management facilities within the RPA
- City's Environmental Management Ordinance allows public flood and regional stormwater management facilities in the RPA
- An RPA is not required around the Pond because it is bound by culverts at both ends (no inflow from a perennial stream and no outflow to a perennial stream))

Ecological and Recreational Comparison of Options

	RPA Option	Stormwater Pond Option
Park Experience	Passive	Passive
Trails	One at edges of meadow	Two: one at waters edge and one nearer the building
Habitat	Wildflower Meadow, grasses	Wetland shelf submerged grasses and reeds
		Open water – fish and other aquatic organisms
	Benthic Macro-Invertebrates	Benthic organisms - decomposers
Tree Canopy	Limited	Limited
Bird Species	Canopy and meadow species	Canopy, wetland and open water species
Water Quality	No change in Hydrology	Improves water quality downstream (20-30%) and dampens variation in flows
	Water quality improvements for **3 ac.**	Water quality improvements for **70 ac.**

Economic Benefits

- Developer will build ($1.8 million cost)
- Developer will maintain.
- Phosphorous removal credits go to the City's requirements under the TMDL.)

Affordable Housing

- Section 7-700 (20% density bonus) = 86,400 sf
- 30- 32 new affordable dwelling units (35% of the bonus density)
- $1,350,330 contribution to the Housing Trust Fund ($176,000 above previous contribution)
- Units will remain affordable for 40 years.

Encroachments on Dock Lane

- ~ 3 ft by 26 ft building bay overhang ~ 17 ft above the sidewalk
- ~ 6 ft by 51 ft transformer vault below the sidewalk on the east side of Dock Lane

Community

- Five (5) public meetings with the Carlyle/ Eisenhower East Design Review Board (DRB)
- A joint public meeting with the Environmental Policy Commission (EPC) & the Park and Recreation Commission in (PRC) April 2013

Recommendation

Staff recommends APPROVAL with conditions



Requested Approvals

- Master Plan Amendment for additional height and floor area
- Amendment to the CDD Concept Plan
- DSUP for residential development
- SUP for affordable housing density bonus per Section 7-700
- SUP for a Transportation Management Plan
- Encroachment for architectural bay and transformer vault in Dock Lane

Legislation Details (With Text)

File #:	13-1587	**Name:**	Eisenhower Avenue Widening and Roadway Improvements
Type:	Land Use and Development (Planning Commission Items)	**Status:**	Agenda Ready
File created:	6/6/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	

Title: Section 9.06 Case #2013-0003
Eisenhower Avenue - Between Mill Road and Holland Lane
Public Hearing and Consideration of a request for Planning Commission to review whether the acquisition of property for use as public right-of-way for the Eisenhower Widening Project is consistent with the City of Alexandria Master Plan pursuant to Section 9.06 of the City Charter. Staff: Department of Transportation and Environmental Services
Planning Commission Action: Recommend Approval 5-0
FOR COUNCIL'S INFORMATION ONLY

Sponsors:

Indexes:

Code sections:

Attachments: Sec 906 13-003 Staff Report to Council.pdf

Date	Ver.	Action By	Action	Result
6/4/2013	1	Planning Commission	approved	Fail

Title

Section 9.06 Case #2013-0003
Eisenhower Avenue - Between Mill Road and Holland Lane
Public Hearing and Consideration of a request for Planning Commission to review whether the acquisition of property for use as public right-of-way for the Eisenhower Widening Project is consistent with the City of Alexandria Master Plan pursuant to Section 9.06 of the City Charter. Staff: Department of Transportation and Environmental Services
Planning Commission Action: Recommend Approval 5-0
FOR COUNCIL'S INFORMATION ONLY

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DOCKET ITEM #5
City Charter Section 9.06 Case #2013-0003
Eisenhower Avenue Widening and Roadway Improvement Project

Application	General Data	
Request: Consideration of a proposal by the City of Alexandria to acquire right-of-way for Eisenhower Avenue Widening and Roadway Improvements Project	**Planning Commission Hearing:**	June 4, 2013
	City Council Hearing	N/A
Address: Eisenhower Avenue from Mill Road to Holland Lane	**Zone:**	CDD-1/Coordinated Development District #1
Applicant: Transportation & Environmental Services – Engineering & Design Division	**Small Area Plan:**	Eisenhower East

Staff: Richard J. Baier, P.E. LEED AP, Director, T&ES
rich.baier@alexandriava.gov
Emily Baker, City Engineer, T&ES
emily.baker@alexandriava.gov
Maurice Daly, Division Chief, T&ES, Engineering & Design Division
maurice.daly@alexandriava.gov
Lisa Jaatinen, Project Manager, T&ES, Engineering & Design Division
lisa.jaatinen@alexandriava.gov

Staff Recommendation:
Staff recommends **approval** of the Section 9.06 action.

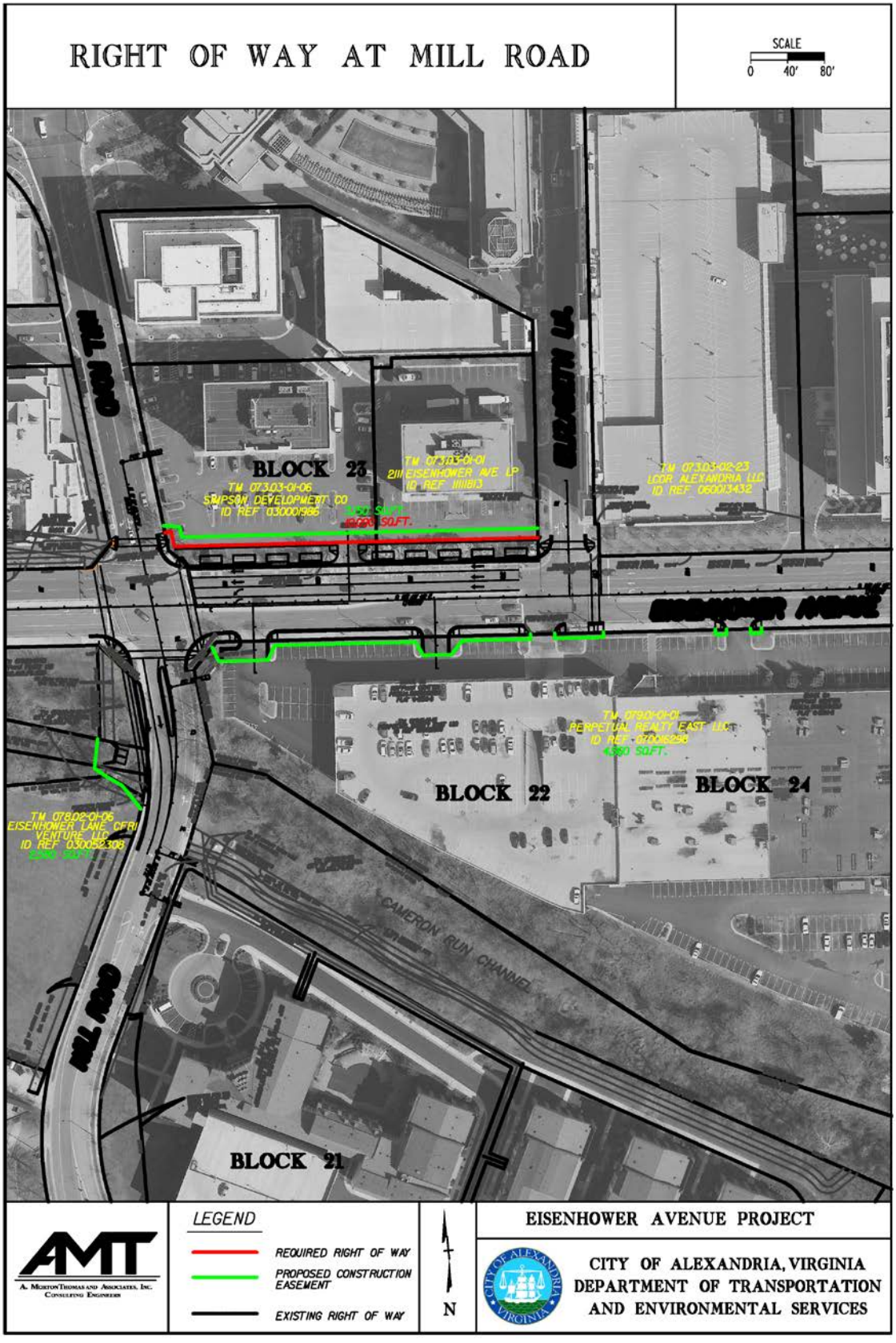
PLANNING COMMISSION ACTION, JUNE 4, 2013: On a motion by Mr. Macek, seconded by Ms. Lyman, the Planning Commission found the proposed acquisition to be consistent with the Master Plan and voted to approve Section 9.06 Case #2013-0003.

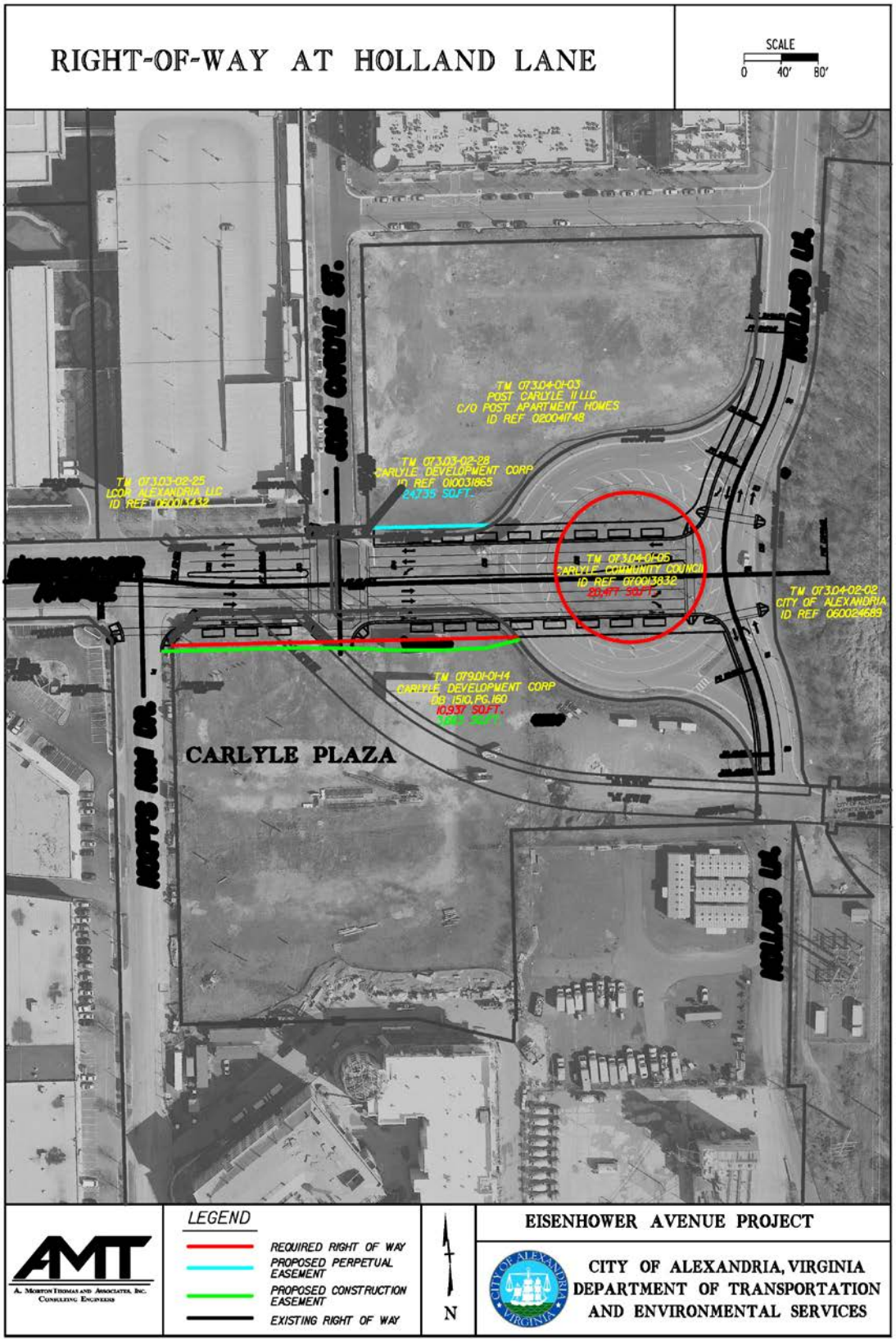
Reason: The Planning Commission agreed with the staff analysis.

Speakers:
James Durham, requested that the Commission take a broad view of the intersection at Mill Road and Eisenhower Avenue and suggested that the City take specific steps to address the traffic at this intersection for the mid and longer term. He also stated that within seven years of completion of this project, the unsatisfactory conditions could return and that a proactive multijurisdictional approach is needed to promote viable transit solutions.

Duncan Blair, attorney representing DuMor Properties, LLC


George Washington Nat'l Masonic Mon
Duke St
King St
Callahan Dr
Diagonal Rd
S Dove St
Telegraph Rd
Mandeville Ln
Jamieson Ave
Ballenger Ave
Roundhouse Ln
Eisenhower Ave
Grist Mill Dr
Alexandria National Cemetery
Wilkes St
Capital Beltway
LOCAL
177A-B
176B-a
176B
EISENHOWER AVENUE
Mill Rd
Huntington Park
Huntington Ave
Arlington Terrace
Nannie J Lee Community Center
S Patrick St
S Henry St
Church St
OUTERLOOP
177A
Heritage Hill Park
Jefferson
N


RIGHT OF WAY AT MILL ROAD
SCALE
0 40' 80'
MILL ROAD
BLOCK 23
TM 073.03-01-06
SIMPSON DEVELOPMENT CO
ID REF 030001986
TM 073.03-01-01
211 EISENHOWER AVE LP
ID REF 1111813
TM 073.03-02-23
LCOR ALEXANDRIA LLC
ID REF 0600013432
EISENHOWER AVENUE
TM 079.01-01-01
PERPETUAL REALTY EAST LLC
ID REF 070016298
4580 SQ.FT.
BLOCK 22
BLOCK 24
TM 078.02-01-06
EISENHOWER LANE CFRI
VENTURE LLC
ID REF 030052308
CAMERON RUN CHANNEL
BLOCK 21
LEGEND
REQUIRED RIGHT OF WAY
PROPOSED CONSTRUCTION EASEMENT
EXISTING RIGHT OF WAY
N
EISENHOWER AVENUE PROJECT
CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES
A. Morton Thomas and Associates, Inc.
Consulting Engineers


RIGHT-OF-WAY AT HOLLAND LANE
SCALE
0 40' 80'
TM 073.04-01-03
POST CARLYLE II LLC
C/O POST APARTMENT HOMES
ID REF 020041748
TM 073.03-02-28
CARLYLE DEVELOPMENT CORP
ID REF 010031865
24735 SQ.FT.
TM 073.03-02-25
LCOR ALEXANDRIA LLC
ID REF 060031432
TM 073.04-01-05
CARLYLE COMMUNITY COUNCIL
ID REF 070013832
TM 073.04-02-02
CITY OF ALEXANDRIA
ID REF 060024689
TM 079.01-01-14
CARLYLE DEVELOPMENT CORP
DB 1510, PG 160
10,937 SQ.FT.
CARLYLE PLAZA
HOLLAND LN.
HOLLAND LN.
HOLLAND LN.
LEGEND
REQUIRED RIGHT OF WAY
PROPOSED PERPETUAL EASEMENT
PROPOSED CONSTRUCTION EASEMENT
EXISTING RIGHT OF WAY
N
EISENHOWER AVENUE PROJECT
CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

I. DISCUSSION:

REQUEST

The City is continuing the design process on a capital improvement project for Eisenhower Avenue between Mill Road and Holland Lane. The design is approximately 60% complete and the project is moving into the right of way acquisition phase. The City proposes to purchase right of way and temporary construction easements for public roadway purposes. Funds for the acquisition will come from VDOT Urban funds with a two-percent City match. This acquisition will follow state and federal requirements.

Section 9.06 of the City Charter requires that the Planning Commission approve any acquisition or sale of public land and any change in streets, squares, parks, public buildings or spaces. The Planning Commission is charged with ensuring that any such acquisition, sale or change is consistent with the City's Master Plan. T&ES is requesting that the Planning Commission consider the proposal by the City of Alexandria to acquire right of way for the Eisenhower Avenue Widening and Roadway Improvements Project, pursuant to the provisions of Section 9.06 of the City Charter.

SITE DESCRIPTION

The Eisenhower Avenue Widening and Roadway Improvements project is located along Eisenhower Avenue between Mill Road and Holland Lane and is approximately 0.4 miles in length.

BACKGROUND

The proposed widening of Eisenhower Avenue between Holland Lane and Stovall Street is identified in the Eisenhower East Small Area Plan (EESAP). The EESAP provides detailed information about the City's goals and objectives for the project, with the ultimate goal of creating a multi-modal environment promoting safety for pedestrians, cyclists, and motorists.

The final build out plan envisioned for Eisenhower Avenue is a six (6) lane roadway, accommodating three (3) travel lanes with bike facilities, in each direction. The roadways will be separated by a tree-lined median with left turn bays and accentuated on both sides by wide sidewalks. The roadway improvements were initiated as a result of the development forecasts for the Eisenhower Valley and the forecasted traffic impacts resulting from the VDOT Woodrow Wilson Bridge project and the construction of two ramps from the Capital Beltway.

As a result of the recession, which slowed the building industry, the development forecasts for the Eisenhower Valley were reduced significantly. Therefore, the City revisited the scope of the project and made a decision to phase the construction of the improvements to the roadway. The proposed project includes the first phase of work. The full build out condition, as described above, would be completed in part by developers as a condition of development.

The project limits for the first phase of construction are from Mill Road to Holland Lane. The improvements include construction of an additional left turn lane on westbound Eisenhower Avenue at Mill Road, widening the receiving lanes on Mill Road, constructing streetscape improvements at Mill Road and Holland Lane, providing bike facilities, and replacing the traffic circle at Holland Lane with a "T" intersection. These improvements are consistent with the Eisenhower East Small Area Plan.

The project was identified and funded in the VDOT Six Year plan as an urban project. The project is funded with State Urban Funds which consist of federal (80%) and state (18%) funds with a 2% match from the City. The City's share for this project was budgeted in prior year funding. The total funding for the project is $8.1 million.

City staff met with the affected property owners on February 12, 2013, to discuss the process for acquiring the necessary easements and right of way and held a design public hearing on April 4, 2013 with the community and their input has been considered throughout the development of the plan. At the design public meeting, the 60% design plan, showing necessary right of way to be acquired was presented. The approved environmental document (Categorical Exclusion) for the project was also available for review and discussion at that time. The main concerns raised by the public were a lack of continuous bicycle facilities, the use of brick to build the sidewalks, the removal of the traffic circle and widening the roadway to increase traffic capacity.

Bicycle Facilities

Staff received several comments regarding the lack of continuous dedicated bike lanes throughout the corridor. Right of way constraints prohibit the construction of these lanes. This plan does provide bike sharrow markings and shared bike lanes.

Transportation and Environmental Services (T&ES) staff is working in collaboration with other City departments to ensure that in the future bicycle facilities are part of the redevelopment plans in this area. The City's Complete Streets Initiative provides for the construction of bike improvements in the Eisenhower corridor. This program includes the implementations of shared and dedicated lanes, markings and off-street facilities.

Brick Sidewalks

Staff received several comments from citizens concerned that brick sidewalks decrease mobility and are expensive to maintain. At this time staff is recommending to continue with the installation of brick on this project in order to comply with the Eisenhower East Small Area Plan (EESAP) which calls for brick sidewalks. In addition, several of the adjacent developments already have brick sidewalks, including the Patent Trade Office (PTO) and Post Carlyle II. T&ES staff, together with Planning & Zoning, is currently evaluating the City's practice of requiring brick sidewalks. Staff is investigating the use of various alternative types of sidewalk paving materials. Staff will bring a summary of this evaluation, including alternative sidewalk materials to Council for future

consideration. If Council makes a decision to change the sidewalk material before construction of this project begins, the sidewalk material can be changed.

Holland Lane Traffic Circle

Staff received comments from citizens concerned about removing the traffic circle; these concerns raised the issues of reducing the efficiency of the intersection, restricting fire access to the Carlyle Post Building, ability of delivery trucks to access loading docks and removing a unique feature of the community. The proposed project includes the replacement of the existing traffic circle at Holland Lane and Eisenhower Avenue with a signalized "T" intersection. These roadway improvements were approved in the EESAP. The removal of the circle promotes safety for pedestrians and bicyclists. Alternate routes for delivery trucks have been identified. T&ES Staff is working with Code Administration to ensure fire access is maintained. The land remaining after the traffic circle is modified will be converted into two parks.

The Planning Commission and City Council have approved adjacent developments based on the "T" intersection including the conversion of part of the existing roadway into parkland. If the traffic circle is retained, significant amendments would be required to the approved Carlyle Plaza development site plan, which has incorporated the circle area in its plaza area.

Traffic Capacity

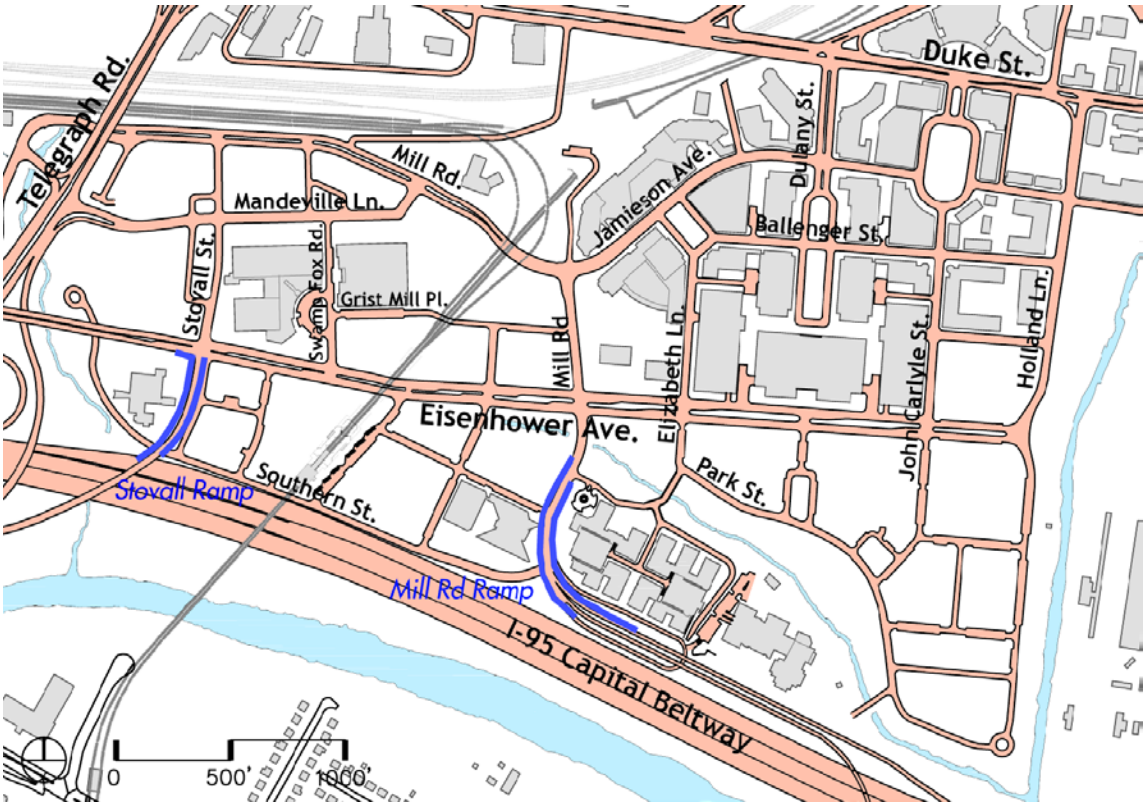
Staff received comments questioning the necessity for additional travel lanes in this location. The need for additional lanes along Eisenhower and an additional turn lane on Mill Road is identified in the EESAP and supporting traffic studies. The Phase I plan will construct the additional left turn lane on Mill Road and this will reduce the delays at the Mill Road intersection for traffic entering the beltway. The traffic within this corridor is projected to increase each year. By 2022, the traffic capacity will double and will meet or exceed the current project's capacity improvements. The traffic studies have considered a 55% multi-modal split and the future roadway improvements are designed with this in consideration. In order to maintain the vehicular capacity throughout the corridor, the City will continue to encourage and promote the use of alternative means of transportation. By constructing these improvements, the impacts of the future increases in traffic volumes will be lessened and will allow the corridor to operate efficiently during non-peak periods.

This project is funded by prior year VDOT Urban Funds in the amount of $8.1 million. A resolution supporting the project was approved by City Council in May 2013. The project is currently at the 60% design phase. Upon receipt of this 9.06 approval, staff will bring a separate resolution to City Council in June, requesting authorization to proceed with right-of-way acquisition.

Project construction is scheduled to begin in the spring of 2014. The construction duration is anticipated to be eighteen months.

ALEXANDRIA MASTER PLAN

The proposed widening of Eisenhower Avenue between Holland Lane and Mill Road is identified in the Eisenhower East Small Area Plan (EESAP) chapter of the Alexandria Master Plan. The project is consistent with the guidelines outlined in the EESAP for land use, circulation and urban design. Page 4-27 of the EESAP, "Open Space- The land remaining after the rotary is modified to a T-intersection shall be converted to a crescent shaped open space. The City shall be responsible for the design and construction of the adjoining "T" intersection including curb, gutter, sidewalks, street lights, and associated elements." On page 7-7 of the EESAP, "Short Term Improvements (2005-2010): Eisenhower Avenue (completion of the improvement to be coordinated with the completion of the new Mill Road ramps to the Capital Beltway) and conversion of the traffic circle to a "T" intersection".



New Street Pattern – Page 4-3 Eisenhower East Small Area Plan

II. STAFF RECOMMENDATION:

Staff recommends that the Planning Commission approve this request, finding that the proposal is consistent with Section 9.06 of the City Charter of Alexandria, Virginia, for the acquisition of public land.

STAFF:
Richard J. Baier, P.E. LEED AP, Director, T&ES
Emily A. Baker, P.E., Deputy Director of Engineering, T&ES
Maurice Daly, P.E., Division Chief – Engineering & Design, T&ES
Lisa Jaatinen, P.E., Civil Engineer IV, Engineering & Design

PC Docket Item #: 5
Project: Eisenhower Widening

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 30, 2013

TO: MEMBERS OF THE PLANNING COMMISSION

FROM: RICHARD J. BAIER, P.E., LEED AP, DIRECTOR, T&ES

SUBJECT: EISENHOWER AVENUE WIDENING, DOCKET ITEM 1
SECTION 9.06 CASE #2013-0003

I am forwarding to you the attached Resolution approving the design features of the Eisenhower Avenue Widening and Roadway Improvements Project. This resolution was approved by City Council on May 28, 2013, after the staff report for this item was finalized. This approval authorizes staff to proceed with the implementation of the project.

If you have any questions, please contact me at 703.746.4025 or Emily Baker, City Engineer at 703-746-4045.

cc: Faroll Hamer, Director, Planning & Zoning
Emily Baker, City Engineer
Maurice Daly, Division Chief, Engineering Division
Lisa Jaatinen, Civil Engineer IV, Engineering Division

Attachment: Resolution

PC Docket Item #: 5

Project: Eisenhower Widening

RESOLUTION NO. 2561

LOCATION AND DESIGN PUBLIC HEARING APPROVAL: EISENHOWER AVENUE WIDENING AND ROADWAY IMPROVEMENT PROJECT

WHEREAS, after due and proper notice, a public hearing was conducted on April 4, 2013, in the City of Alexandria at the Lee Center, for the purpose of considering the proposed design of roadway improvements on Eisenhower Avenue, VDOT Project Number U000-100-135, PE101, RW201, C501, in the City of Alexandria, at which Public Hearing drawings, NEPA documents and other pertinent information were made available for public inspection in accordance with state and federal requirement; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in the Public Hearing; and

WHEREAS, representatives of the City of Alexandria were present and participated in said Public Hearing; and

WHEREAS, the Council had previously requested the Virginia Department of Transportation to program the Project; and

WHEREAS, the area encompassing the Project is experiencing tremendous growth; and

WHEREAS, the project will improve multi-modal access throughout the corridor; and

WHEREAS, the project provides increased capacity to accommodate future growth; and

WHEREAS, the Council has considered all such matters;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Alexandria, Virginia hereby approves the major design features of the proposed project as presented at the Public Hearing; and

BE IT FURTHER RESOLVED that the City of Alexandria hereby requests the Virginia Department of Transportation to provide all necessary resources to expedite the Project.

Adopted: May 28, 2013

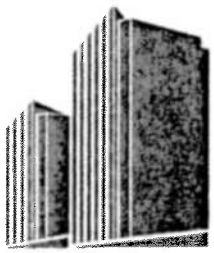
WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson, MMC City Clerk

PC Docket Item #: 5

Project: Section 9.06 - Eisenhower



CARLYLE PLAZA

June 3, 2013

John Komoroske, Chairman
Members of Planning Commission
City of Alexandria Planning Commission
301 King Street
Alexandria, VA 22314

Dear Chairman Komoroske and Members of Planning Commission:

We are writing to urge you approve staff's request, finding that the proposed acquisition of right of way for Eisenhower Avenue widening is consistent with Section 9.06 of the City Charter of Alexandria. The proposed T intersection at Eisenhower Avenue and Holland Lane is shown in the adopted Eisenhower East Small Area Plan ("EESAP"). Based on this plan, Carlyle Plaza, LLC spent over three years and over a million dollars in design fees in order to achieve Development Special Use Permit approval of Carlyle Plaza. This entire effort was based on conforming with the adopted EESAP. As part of this DSUP, Oculus Landscape Architects has designed a unique urban plaza on the south and north sides of Eisenhower Avenue and created a vertical garden and water feature that specifically address the T intersection. Additionally, Carlyle Plaza's entrances, lobbies and building cores are all designed based on the T intersection. Not moving forward with the widening of Eisenhower Avenue and creation of the T intersection after both the Planning Commission and City Council have spent such time and effort in reviewing and approving plans would not only be unfair, but would imperil the viability of the Carlyle Plaza plan.

Carlyle Plaza designed its plan based on the approved Master Plan. We proceeded based on the City's adopted plan and have complied with all of the rules and regulations. Not proceeding with implementation of the plan would place in jeopardy the public and development community's ability to rely on the City's adopted Master Plan and would be arbitrary and capricious.

We respectfully request that you find the proposed acquisition of right-of-way is consistent with Section 9.06 of the City Charter.

Sincerely,

Jeffrey M. Zell

cc: Jonathan Rak, Esq.
Kenneth Wire, Esq.

Carlyle Plaza, LLC | 2900 K Street, NW Suite 525 | Washington, DC 20007
main 202.266.2411 | fax 202.682.8751 | www.carlyleplazaone.com

Submitted at the Planning Commission hearing
Date: 6-4-13

Planning Commission Hearing, 6/4/2013, ***DOCKET ITEM #5 City Charter Section 9.06 Case #2013-0003 Eisenhower Avenue Widening and Roadway Improvement Project***

James Durham, 622 Fort Williams Pkwy, Alexandria, VA 22304

Chairman Komoroske, and Commissioners,
Thanks for the opportunity to speak and thanks for all that you do for the Citizens of Alexandria.

My request is that you take a broad, longer-term view of the traffic situation at Eisenhower Avenue and Mill Road, and suggest specific steps to address the traffic at that intersection for the longer term. Failure to act today will result in recurrence of the current problem within just seven years of the project's expected completion.

While your primary purpose in this docket item is to judge consistency with the Small Area Plan, you are thinking individuals who strive to help the City plan in a manner that makes Alexandria a more livable and sustainable community, for the near, mid and long term.

The City staff has done a good job at identifying a near-term solution to the unsatisfactory motor vehicle Level of Service at the Mill Road and Eisenhower Avenue intersection.

- Unfortunately, the staff projects that by 2022, i.e. within just 7 years of the completion of the project in front of us, level of service is expected to return to unsatisfactory levels at this intersection.
- Furthermore, this unsatisfactory condition is projected to return in spite of the City's efforts to "encourage and promote the use of alternative means of transportation".
- Clearly the plans to "encourage and promote" are not enough!!!

What is needed is a proactive multi-jurisdictional approach that provides viable alternatives to the people who commute to Alexandria via this intersection.

- For example, the city should work with WMATA and Maryland jurisdictions to provide Park and Ride locations and Express bus service routes that would provide viable transit options to the people who commute to Alexandria via this intersection.
- We know that the studies alone to lay the ground work for this approach can take years once the City commits to make to happen, so start now.

Suggest that the City staff start now to develop viable multi-jurisdictional transit solutions. Let the Citizens of Alexandria see that its leadership is committed to making Alexandria a more livable and sustainable community, for the near, mid and long term.

Thank you.

Legislation Details (With Text)

File #:	13-1590	**Name:**	
Type:		**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of an Ordinance to Amend and Reordain Section 3-1-2 of the City Code to Remove the Real Estate Tax Dedication to the Open Space Trust Fund Account. [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1590_Open Space Trust Ordinance		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 5, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing, Second Reading and Final Passage of an Ordinance to Amend and Reordain Section 3-1-2 of the City Code to Remove the Real Estate Tax Dedication to the Open Space Trust Fund Account. [ROLL-CALL VOTE]

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BODY

ISSUE: To remove the real estate property tax rate dedication of 0.3% of real estate property tax revenues to the Open Space Trust Fund Account, with no change in the amount of funding for the program for FY 2014.

RECOMMENDATION: That City Council hold the public hearing and approve the attached ordinance that removes the 0.3% of real estate tax revenues dedicated to the Open Space Trust Fund Account.

DISCUSSION: During the FY 2014 budget process, the Budget and Fiscal Affairs Advisory Committee (BFAAC) expressed opposition to the use of revenue set-asides (automatic revenue dedications) that fall outside of the General Fund or Capital Improvement Program (CIP) budget process. This citizen group noted that during a challenging budget year such as this one, Council should have flexibility to evaluate all spending and determine priorities based on the City's Strategic Plan.[1] On May 6th, Council motioned to remove the 0.3% of the real estate tax revenues dedicated to the Open Space Trust Fund Account.

FISCAL IMPACT: The removal of this tax rate dedication would have no impact on the amount of funding for the open space program in the FY 2014 budget. The amount of revenue provided to fund this program would remain the same as adopted in the budget; however, the dedication of a portion of the tax rate would be removed.

The FY 2014 adopted budget included a 0.3% real estate tax revenue dedication for open space which provides approximately $0.5 million in revenue to pay debt service on bonds previously issued for open space acquisition. Additionally, the CIP includes $23.3 million programmed for new open space acquisition and development through FY 2023. The funding provided through this dedication and other sources will remain the same as adopted in the FY 2014 budget, regardless of the dedication.

ATTACHMENT:

Proposed Ordinance to Remove Real Estate Tax Dedication to the Open Space Trust Fund Account.

STAFF:

Mark Jinks, Deputy City Manager
Nelsie Smith, Director, Office of Management and Budget
Morgan Routt, Assistance Director, Office of Management and Budget
Christina Zechman Brown, Assistant City Attorney
Paul Doku, Budget/Management Analyst, Office of Management and Budget

powered by Legistar™

Introduction and first reading: 6/11/13
Public hearing:
Second reading and enactment:

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Section 3-1-2 (OPEN SPACE TRUST FUND ACCOUNT) of Chapter 1 (GENERAL PROVISIONS) of Title 3 (FINANCE, TAXATION AND PROCUREMENT) of the Code of the City of Alexandria, Virginia, 1981, as amended.

Summary

The proposed ordinance sets the contribution rate for the Open Space Trust Fund Account at the rate previously approved by City Council in the FY2014 budget.

Sponsor

Staff

Nelsie Smith, Office of Management and Budget
Morgan Routt, Assistant Director, Office of Management and Budget
Christina Zechman Brown, Assistant City Attorney

Authority

§ 6.15, Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Section 3-1-2 (OPEN SPACE TRUST FUND ACCOUNT) of Chapter 1 (GENERAL PROVISIONS) of Title 3 (FINANCE, TAXATION AND PROCUREMENT) of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 3-1-2 of The Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is amended and reordained to read as follows:

Sec. 3-1-2 - Open Space Trust Fund Account.

(a) *Establishment of account*. There is hereby established for the City of Alexandria a permanent account within the Capital Projects Fund to be known and designated as the City of Alexandria Open Space Trust Fund Account, which account shall be accounted for and maintained separate and apart from all other accounts maintained by the City of Alexandria.

(b) *Funding of account*. There is hereby assigned and appropriated to such account, and for the fiscal year commencing ~~January~~July 1, 20~~09~~13 and in each succeeding fiscal year, from the tax on real estate levied pursuant to section 3-2-181 of this code, in addition to all other appropriations made to such account, if any, the sum of 0.~~3~~30 percent of the total amount of tax so levied.

(c) *Expenditures from account*. Notwithstanding any contrary provision of law, appropriations from the said account shall be authorized and made exclusively to finance permanent open space public improvements included in the capital budget. Unexpended appropriations to such account shall not lapse or expire at the end of the fiscal year in which made, irrespective of whether such appropriations were encumbered within such fiscal year.

(d) *Open space public improvements defined*. As used in this section, permanent open space public improvements means land acquired by the city in fee or by perpetual easement, and dedicated to outdoor recreational and park uses, whether active, passive or natural resource area, for the use of the general public, together with accessory buildings and structures incidental and subordinate to the outdoor recreational and park uses of such acquired land, and capital expenditures including but not limited to, demolition, clean-up, grading, engineering and design work, and the acquisition and installation of furniture, structures, landscaping, apparatus and facilities, for such use and improvement of the site.

Section 2. That this ordinance shall become effective on July 1, 2013.

WILLIAM D. EUILLE
Mayor

Introduction:	6/11/13
First Reading:	6/11/13
Publication:	
Public Hearing:	
Second Reading:	
Final Passage:	

Legislation Details (With Text)

File #:	13-1591	**Name:**	Affordable Housing Tax Dedication Continuance
Type:		**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of an Ordinance to Amend and Reordain Section 3-1-5 of the City Code to Remove the Real Estate Tax Dedication To the Affordable Housing Initiatives Account. [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1591_Affordable Housing Ordinance		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

_____

MEMORANDUM

DATE: JUNE 5, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing, Second Reading and Final Passage of an Ordinance to Amend and Reordain Section 3-1-5 of the City Code to Remove the Real Estate Tax Dedication To the Affordable Housing Initiatives Account. [ROLL-CALL VOTE]

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BODY

ISSUE: To remove the real estate property tax rate dedication of $0.006 cents per $100 of assessed value to the Affordable Housing Initiatives Account, with no change in the amount of funding for the program for Fiscal Year 2014.

RECOMMENDATION: That City Council hold the public hearing and approve the attached ordinance that removes the $0.006 cents of real estate tax rate dedicated to the Affordable Housing Initiatives Account.

DISCUSSION: As part of the adoption of the FY 2014 budget on May 6, Council approved an ordinance to set the City's real estate property tax rate and motion to remove the dedication of $0.006 cents of the real estate tax rate to the Affordable Housing Initiatives Account, with no change in the amount of funding budgeted for the program.

During the FY 2014 budget process, the Budget and Fiscal Affairs Advisory Committee (BFAAC) expressed opposition to the use of revenue set-asides (automatic revenue dedications) that fall outside of the General Fund or Capital Improvement Program (CIP) budget process. This citizen group noted that during a challenging budget year such as this one, Council should have flexibility to evaluate all spending and determine priorities based on the City's Strategic Plan.[1] On May 6th, Council motioned to remove the $0.006 cents of real estate tax rate dedicated to the Affordable Housing Initiatives Account.

FISCAL IMPACT: The removal of this tax rate dedication would have no impact on the amount of funding for the affordable housing program in the FY 2014 budget. The amount of revenue provided to fund this program would remain the same as adopted in the budget; however, the dedication of a portion of the tax rate would be removed.

The FY 2014 adopted budget included a $0.006 cent real estate tax affordable housing dedication, which provides approximately $2.0 million in revenue for the affordable housing program ($1.6 million for debt service; $0.4 million for programming). During the FY 2014 add/delete process, Council increased funding for affordable housing by $174,235. Approximately $6.1 million in additional funding for affordable housing from a variety of sources is included in the Office of Housing's current annual operating budget. These include the ARHA Braddock Area Fund ($0.8 million), the Beauregard Project ($3.6 million) and the remaining $1.7 million is available for new affordable housing initiatives. The funding provided through the dedication and other sources will remain the same as adopted in the FY 2014 budget, regardless of the dedication.

ATTACHMENT: Proposed Ordinance to Remove Real Estate Tax Dedication to the Affordable Housing Initiatives Account.

STAFF:

Mark Jinks, Deputy City Manager
Nelsie Smith, Director, Office of Management and Budget
Morgan Routt, Assistance Director, Office of Management and Budget
Christina Zechman Brown, Assistant City Attorney
Paul Doku, Budget/Management Analyst, Office of Management and Budget

Introduction and first reading: 6/11/13
Public hearing:
Second reading and enactment:

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Section 3-1-5 (ALEXANDRIA AFFORDABLE HOUSING INITIATIVES ACCOUNT) of Chapter 1 (GENERAL PROVISIONS) of Title 3 (FINANCE, TAXATION AND PROCUREMENT) of the Code of the City of Alexandria, Virginia, 1981, as amended.

Summary

The proposed ordinance sets the contribution rate for the Alexandria Affordable Housing Initiatives Account at the rate previously approved by City Council in the FY2014 budget.

Sponsor

Staff

Nelsie Smith, Office of Management and Budget
Morgan Routt, Assistant Director, Office of Management and Budget
Christina Zechman Brown, Assistant City Attorney

Authority

§§ 2.02(a)(1) , 2.04.2, Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Section 3-1-5 (ALEXANDRIA AFFORDABLE HOUSING INITIATIVES ACCOUNT) of Chapter 1 (GENERAL PROVISIONS) of Title 3 (FINANCE, TAXATION AND PROCUREMENT) of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 3-1-5 of The Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is amended and reordained to read as follows:

Sec. 3-1-5 Alexandria Affordable Housing Initiatives Account.

(a) *Established of account*. There is hereby established for the City of Alexandria a permanent account within the Alexandria Affordable Housing Fund to be known and designated as the City of Alexandria Affordable Housing Initiatives Account, which account shall be accounted for and maintained separate and apart from all other accounts maintained by the City of Alexandria.

(b) *Funding of account*. The is hereby assigned and appropriated to such Account, for the fiscal year commencing July 1, 201~~0~~3 and in each succeeding fiscal year, from the tax on real estate levied pursuant to section 3-2-181of this code, in addition to all other appropriations made to such account, if any, the sum of $0.00~~6~~0 on each $100 of the assessed value of all real estate subject to such tax.

(c) *Expenditures from account*. Nothwithstanding any contrary provision of law, appropriations from the said account shall be authorized and made exclusively to assist, finance and support, directly or indirectly, the provision of housing which is affordable to households with incomes up to the limits established in the city's Affordable Housing Policy, as from time to time amended. Unexpended appropriations to such account shall not lapse or expire at the end of the fiscal year in which made, irrespective of whether such appropriations were encumbered within such fiscal year.

(d) *The provision of housing defined*. As used in this section, the provision of housing includes, without limitation, the preservation of existing hosing; the construction of new housing, or financial or other assistance for the purchase and/or rental of housing units, in accordance with the city Affordable Housing Policy, or with the city's Consolidated Plan for Housing and Community Development, as from time to time amended.

Section 2. That this ordinance shall become effective on July 1, 2013.

WILLIAM D. EUILLE
Mayor

Introduction:	6/11/13
First Reading:	6/11/13
Publication:	
Public Hearing:	
Second Reading:	
Final Passage:	

Legislation Details (With Text)

File #:	13-1479	**Name:**	
Type:	Ordinance	**Status:**	Agenda Ready
File created:	5/16/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of an ordinance authorizing the owners of the property located at 1800 Main Line Boulevard (Tax Map #035.03-10-13) in the City of Alexandria to construct and maintain an encroachment for stoops, stairways and a ramp at that location.(Ordinance to implement the encroachments for the Potomac Yard Land Bay J multifamily building that City Council approved on November 17, 2012) [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1479_Information Sheet 13-1479_Ordinance 13-1479_Exhibit		

Date	Ver.	Action By	Action	Result

Title
Public Hearing, Second Reading and Final Passage of an ordinance authorizing the owners of the property located at 1800 Main Line Boulevard (Tax Map #035.03-10-13) in the City of Alexandria to construct and maintain an encroachment for stoops, stairways and a ramp at that location.(Ordinance to implement the encroachments for the Potomac Yard Land Bay J multifamily building that City Council approved on November 17, 2012) [ROLL-CALL VOTE]

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Introduction and first reading:
Public hearing:
Second reading and enactment:

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE authorizing the owners of the property located at 1800 Main Line Boulevard (Tax Map #035.03-10-13) in the City of Alexandria to construct and maintain an encroachment for stoops, stairways and a ramp at that location.(Ordinance to implement the encroachments for the Potomac Yard Land Bay J multifamily building that City Council approved on November 17, 2012)

Summary

The proposed ordinance accomplishes the final implementation of encroachments onto the sidewalk area on Main Line Boulevard and Jefferson Davis Highway as part of the development of the multifamily building being constructed on Land Bay J in Potomac Yard. This encroachment was approved by City Council on November 17, 2012.

Sponsor

Staff

Faroll Hamer, Director, Planning & Zoning
Joanna C. Anderson, Acting Deputy Director, Planning & Zoning
James L. Banks, Jr., City Attorney

Authority

§2.04(e), Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE authorizing the owners of the property located at 1800 Main Line Boulevard (Tax Map #035.03-10-13) in the City of Alexandria to construct and maintain an encroachment for stoops, stairways and a ramp at that location.

WHEREAS, Potomac Yard Development, LLC is the Owners ("Owners") of the property located at 1800 Main Line Boulevard (Tax Map #035.03-10-13) in the City of Alexandria, Virginia; and

WHEREAS, Owners desire to establish and maintain stoops, stairs and a ramp which will encroach into the public sidewalk right-of-way on Jefferson Davis Highway (Route 1) and Main Line Boulevard at that location; and

WHEREAS, the public sidewalk right-of-way at that location will not be significantly impaired by this encroachment; and

WHEREAS, in Encroachment No. 2012-0003 the Planning Commission of the City of Alexandria recommended approval to the City Council subject to certain conditions at one of its regular meetings held on November 8, 2012 which recommendation was approved by the City Council at its public hearing on November 17, 2012 and

WHEREAS, it has been determined by the Council of the City of Alexandria that this encroachment is not detrimental to the public interest; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Owners be, and the same hereby is, authorized to establish and maintain an encroachment into the public sidewalk right-of-way at 1800 Main Line Boulevard (Tax Map #035.03-10-13), in the City of Alexandria as shown in the Stoops and Stair Encroachment Exhibit prepared by Bowman Consulting dated July 2012 and updated as of November 17, 2012 attached hereto as Exhibit A and incorporated herein by this reference, said encroachment consisting of stairs, stoops and a ramp, until the encroachment is removed or destroyed or the authorization to maintain it is terminated by the city; provided, that this authorization to establish and maintain the encroachment shall not be construed to relieve Owners of liability for any negligence on their part on account of or in connection with the encroachment and shall be subject to the provisions set forth below.

Section 2. That the authorization hereby granted to establish and maintain said encroachment shall be subject to and conditioned upon Owners maintaining, at all times and at their own expense, liability insurance, covering both bodily injury and property damage, with a company authorized to transact business in the Commonwealth of Virginia and with minimum limits as follows:

Bodily Injury:	$1,000,000 each occurrence
	$1,000,000 aggregate

Property Damage:	$1,000,000 each occurrence
	$1,000,000 aggregate

This liability insurance policy shall identify the City of Alexandria and Owners as named insureds and shall provide for the indemnification of the City of Alexandria and Owners against any and all loss occasioned by the establishment, construction, placement, existence, use or maintenance of the encroachment. Evidence of the policy and any renewal thereof shall be filed with the city attorney's office. Any other provision herein to the contrary notwithstanding, in the event this policy of insurance lapses, is canceled, is not renewed or otherwise ceases to be in force and effect, the authorization herein granted to establish and maintain the encroachment shall, at the option of the city, forthwith and without notice or demand by the city, terminate. In that event, Owners shall, upon notice from the city, remove the encroachment from the public right-of-way, or the city, at its option, may remove the encroachment at the expense and risk of Owners. Nothing in this section shall relieve Owners of its obligations and undertakings required under this ordinance.

Section 3. That the authorization hereby granted to establish and maintain said encroachment shall in addition be subject to and conditioned upon the following terms:

(a) Neither the City of Alexandria nor any public or private utility company shall be responsible for damage to Owners' or Tenant's property encroaching into the public right-of-way during repair, maintenance or replacement of the public right-of-way or any public facilities or utilities in the area of encroachment.

(b) The Owners shall be responsible for replacement and repairs to the adjacent City right-of-way, including any areas damaged during construction activity.

(c) In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City.

Section 4. That by accepting the authorization hereby granted to establish and maintain the encroachment and by so establishing and/or maintaining the encroachment, Owners shall be deemed to have promised and agreed to save harmless the City of Alexandria from any and all liability (including attorneys' fees and litigation expenses) arising by reason of the establishment, construction, placement, existence, use or maintenance of the encroachment.

Section 5. That the authorization herein granted to establish and maintain the encroachment shall be subject to Owners maintaining the area of the encroachment at all times unobstructed and free from accumulation of litter, snow, ice and other potentially dangerous matter.

Section 6. That nothing in this ordinance is intended to constitute, or shall be deemed to be, a waiver of sovereign immunity by or on behalf of the City of Alexandria or any of its officers or employees.

Section 7. That the authorization herein granted to establish and maintain the encroachment shall be terminated whenever the City of Alexandria desires to use the affected public right-of-way for any purpose whatsoever and, by written notification, demands from Owners the removal of the encroachment. Said removal shall be completed by the date specified in the notice and shall be accomplished by Owners without cost to the city. If Owners cannot be found, or shall fail or neglect to remove the encroachment within the time specified, the city shall have the right to remove the encroachment, at the expense of Owners, and shall not be liable to Owners for any loss or damage to the structure of the encroachment or personal property within the encroachment area, caused by the removal.

Section 8. The terms "Owners" shall be deemed to include Owner and their respective successors in interest.

Section 9. That this ordinance shall be effective upon the date and at the time of its final passage.

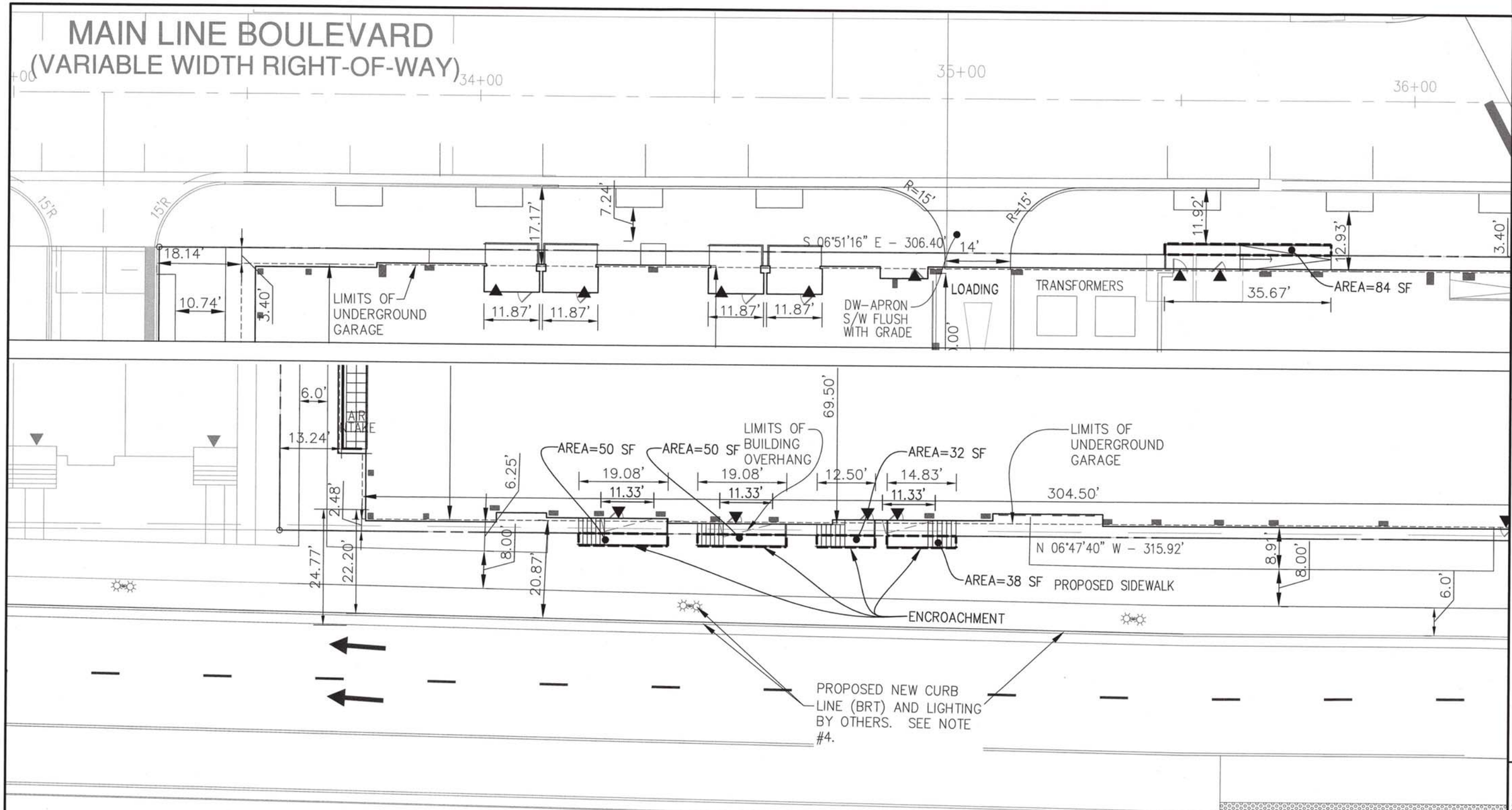
WILLIAM D. EUILLE
Mayor

Attachment: Encroachment plat

Introduction:
First Reading:
Publication:
Public Hearing:
Second Reading:
Final Passage:

Exhibit A

MAIN LINE BOULEVARD
(VARIABLE WIDTH RIGHT-OF-WAY)



JEFFERSON DAVIS HIGHWAY - U.S. ROUTE 1
(VARIABLE WIDTH RIGHT-OF-WAY)

NOTES:

1. SEE POTOMAC YARD PARTIAL LAND BAY I & PARTIAL LAND BAY J (PREVIOUSLY APPROVED DSUP # 2006–0018) PLAN DRAWINGS FOR DESIGN.
2. SEE POTOMAC YARD PARCEL LAND BAY I, PARTIAL LAND BAY J AND LAND BAY L (DSUP # 2008–0022) PLAN DRAWINGS FOR DESIGN.
3. SEE POTOMAC YARD MAIN STREET IMPROVEMENTS (PREVIOUSLY APPROVED DSUP # 2005–0039) FOR DESIGN EAST OF CONCEPTUAL LAND BAY I MULTI–FAMILY.
4. IMPROVEMENTS TO U.S. ROUTE 1 SHOWN BASED UPON 90% DESIGN DRAWINGS BY THE CITY OF ALEXANDRIA. LOCATION IS SCHEMATIC AND SUBJECT TO CHANGE AND ADJUSTMENT AS DESIGN OF THE 'BRT' IMPROVEMENTS PROCEED.

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA
C1	11.00'	14.35'	S 30°30'53" W	13.35'	74°44'17"
C2	261.00'	70.15'	S 75°35'03" W	69.94'	15°24'02"
C3	10.00'	15.69'	N 51°45'18" W	14.13'	89°55'16"

APPROVED
SPECIAL USE PERMIT NO. 2012–0012
DEPARTMENT OF PLANNING & ZONING

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO.

DIRECTOR DATE

CHAIRMAN, PLANNING COMMISION DATE

DATE RECORDED

INSTRUMENT NO. DEED BOOK NO. PAGE NO.

Bowman CONSULTING

Bowman Consulting Group, Ltd.
2121 Eisenhower Avenue
Suite 302
Alexandria, Virginia 22314
Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

STOOPS AND STAIR ENCROACHMENT EXHIBIT

POTOMAC YARD
LANDBAY J - MULTIFAMILY
PRELIMINARY DEVELOPMENT SPECIAL USE PERMIT

CITY OF ALEXANDRIA VIRGINIA

COMMONWEALTH OF VIRGINIA
STEVEN T. LIAM
Lic. No. 40224
10/17/12
PROFESSIONAL ENGINEER

PLAN STATUS

08/03/12	PDSUP 1st SUBMISSION
09/05/12	PDSUP 2nd SUBMISSION
10/17/12	ENCROACHMENT EX REV

DATE	DESCRIPTION
MRS DESIGN	DMR DRAWN
STL CHKD	
SCALE	H: 1"=20' V:
JOB No.	6198-04-001
DATE :	JULY 2012
FILE No.	6198-D-PR-014
SHEET	C13.00

Cad file name : P:\6198 – Potomac Yard\6198-04-001 (Dtc) – Landbay J – Wood Prints (Mixed)\Engineering\Exhibits\2012-10-17 Revised Encroachment\6198-D-PR-004-03100-DNC-ENCROACHMENT-LB-J-EE.dwg

Legislation Details (With Text)

File #:	13-1482	**Name:**	
Type:	Ordinance	**Status:**	Agenda Ready
File created:	5/16/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading, and Final Passage of an Ordinance to amend and reordain Sheet Nos. 010.02, 010.04, 011.03, 018.04, 019.01, 019.02, 019.03, 020.01, 029.01 and 029.03 (CDD 21) and Sheet No. 030.01 (CDD 22) of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning the properties at 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street from CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District to CDD 21; and 4800 and 4801 Kenmore Avenue from RA/Multifamily Zone and RC/High Density Apartment Zone, respectively, to CDD 22, in accordance with the said zoning map amendment heretofore approved by City Council as Rezoning No. 2012-0002 (CDD 21) and No. 2012-0005 (CDD 22)(Ordinance Implementing the map amendment approved by City Council on April 13, 2013 for the zoning of the properties in the Beauregard Small Area Plan) [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1482_Information Sheet 13-1482_Ordinance		

Date	Ver.	Action By	Action	Result

Title

Public Hearing, Second Reading, and Final Passage of an Ordinance to amend and reordain Sheet Nos. 010.02, 010.04, 011.03, 018.04, 019.01, 019.02, 019.03, 020.01, 029.01 and 029.03 (CDD 21) and Sheet No. 030.01 (CDD 22) of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning the properties at 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street from CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District to CDD 21; and 4800 and 4801 Kenmore Avenue from RA/Multifamily Zone and RC/High Density Apartment Zone, respectively, to CDD 22, in accordance with the said zoning map amendment heretofore approved by City Council as Rezoning No. 2012-0002 (CDD 21) and No. 2012-0005 (CDD 22)(Ordinance Implementing the map amendment approved by City Council on April 13, 2013 for the zoning of the properties in the Beauregard Small Area Plan) [ROLL-CALL VOTE]

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Introduction and first reading: 6/11/13
Public hearing: 6/15/13
Second reading and enactment: 6/15/13

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Sheet Nos. 010.02, 010.04, 011.03, 018.04, 019.01, 019.02, 019.03, 020.01, 029.01 and 029.03 (CDD 21) and Sheet No. 030.01 (CDD 22) of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (OFFICIAL ZONING MAP AND DISTRICT BOUNDARIES), of the City of Alexandria Zoning Ordinance, by rezoning the properties at 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street from CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District to CDD 21; and 4800 and 4801 Kenmore Avenue from RA/Multifamily Zone and RC/High Density Apartment Zone, respectively, to CDD 22, in accordance with the said zoning map amendment heretofore approved by City Council as Rezoning No. 2012-0002 (CDD 21) and No. 2012-0005 (CDD 22).

Summary

The proposed ordinance accomplishes the final adoption of Rezoning No. 2012-0002 to rezone the properties at 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street from CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District to CDD 21 and the final adoption of Rezoning No. 2012-0005 to rezone the properties at 4800 and 4801 Kenmore Avenue from RA/Multifamily Zone and RC/High Density Apartment Zone, respectively, to CDD 22.

Sponsor

Department of Planning and Zoning

Staff

Faroll Hamer, Director of Planning and Zoning
Joanna C. Anderson, Acting Deputy Director, Planning and Zoning
Christopher P. Spera, Deputy City Attorney

Authority

§§ 2.04(w), 9.12, Alexandria City Charter

§ 11-800, City of Alexandria Zoning Ordinance

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Sheet Nos. 010.02, 010.04, 011.03, 018.04, 019.01, 019.02, 019.03, 020.01, 029.01 and 029.03 (CDD 21) and Sheet No. 030.01 (CDD 22) of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (OFFICIAL ZONING MAP AND DISTRICT BOUNDARIES), of the City of Alexandria Zoning Ordinance, by rezoning the properties at 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street from CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District to CDD 21; and 4800 and 4801 Kenmore Avenue from RA/Multifamily Zone and RC/High Density Apartment Zone, respectively, to CDD 22, in accordance with the said zoning map amendment heretofore approved by City Council as Rezoning No. 2012-0002 (CDD 21) and No. 2012-0005 (CDD 22).

WHEREAS, the City Council finds and determines that:

1. In Rezoning No. 2012-0002, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on April 2, 2013of a rezoning of the properties at 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street from CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District to CDD 21, which recommendation was approved by the City Council at public hearing on April 13, 2013;

2. In Rezoning No. 2012-0005, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on April 2, 2013 of a rezoning of the properties at 4800 and 4801 Kenmore Avenue from RA/Multifamily Zone and RC/High Density Apartment Zone, respectively, to CDD 22, which recommendation was approved by the City Council at public hearing on April 13, 2013.

3. The said rezonings are in conformity with the Master Plan of the City of Alexandria, Virginia, as amended;

4. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Sheet Nos. 010.02, 010.04, 011.03, 018.04, 019.01, 019.02, 019.03, 020.01, 029.01 and 029.03 of the "Official Zoning Map, Alexandria, Virginia," adopted by

Section 1-300 of the City of Alexandria Zoning Ordinance, be, and the same hereby is, amended by changing, in the manner set forth below, the zoning classification of the property hereinafter described:

LAND DESCRIPTION:

Addresses: 5066, 5105, 5106, 5115, 5118, 5121 and 5129 Fairbanks Avenue; 2638, 2641, 2648, 2658, 2627, 2623 and 2618 Foster Avenue; 5055, 5165, 5173 and 5183 Seminary Road; 5501, 5600, 5711 and 5900A Sanger Avenue; 5650 Rayburn Avenue; and 1250, 1350, 1460, 1500, 1600, 1700, 1800, 1900 and 2000 North Beauregard Street,

Tax Map Nos. 011.03-01-01, 010.02-03-11, 010.04-03-16, 010.02-03-12, 010.04-03-15, 010.04-03-13, 010.04-03-14, 010.04-03-18, 010.04-03-17, 010.04-03-21, 010.04-03-22, 011.03-01-02, 011.03-01-03, 011.03-01-04, 020.01-01-03, 010.04-03-23, 010.04-03-24, 010.04-03-25, 029.03-01-06, 018.04-01-27, 018.04-01-26, 029.01-01-08, 019.01-01-50, 029.01-01-01, 019.03-01-05, 019.03-01-03, 019.02-01-03.S1, 019.02-01-03.S2, 019.02-01-03.S3, 019.02-01-03.S4, 019.02-01-03.S7 and 019.02-01-03.S8

From: CDD 4, RA/Multifamily Zone, RC/High Density Apartment Zone and the R-12/Single Family Zone District

To: CDD 21

Section 2. That Sheet No. 030.01 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 of the City of Alexandria Zoning Ordinance, be, and the same hereby is, amended by changing, in the manner set forth below, the zoning classification of the property hereinafter described:

LAND DESCRIPTION:

Addresses: 4800 and 4801 Kenmore Avenue,

Tax Map Nos.: 030.01-01-01 and 030.01-01-02

From: RA/Multifamily Zone and RC/High Density Apartment Zone

To: CDD 22

Section 3. That the director of planning and zoning be, and hereby is, directed to record the foregoing amendment on the said map.

Section 4. That Sheet Nos. 010.02, 010.04, 011.03, 018.04, 019.01, 019.02, 019.03,

020.01, 029.01, 029.03 and 030.01 of the "Official Zoning Map, Alexandria, Virginia," as so amended, be, and the same hereby are, reordained as part of the City of Alexandria Zoning Ordinance.

Section 5. That this ordinance shall become effective on the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:	6/11/13
First Reading:	6/11/13
Publication:	6/11/13
Public Hearing:	6/15/13
Second Reading:	6/15/13
Final Passage:	6/15/13

Legislation Details (With Text)

File #:	13-1484	**Name:**	
Type:	Ordinance	**Status:**	Agenda Ready
File created:	5/16/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading, and Final Passage of an Ordinance to amend and reordain Section 5-600 (CDD/Coordinated Development District) of Article No. V (Mixed Use Zones) of the City of Alexandria Zoning Ordinance, in accordance with the text amendments heretofore approved by City Council as Text Amendment No. 2012-00007 (CDD 21), Text Amendment No. 2012-00008 (CDD 22) and Text Amendment No. 2012-00010 (Beauregard Urban Design Advisory Committee) (Ordinance Implementing the text amendment approved by City Council on April 13, 2013 establishing the new CDDs and the advisory committee for the Beauregard Small Area Plan) [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1484_Information Sheet 13-1484_Ordinance		

Date	Ver.	Action By	Action	Result

Title
Public Hearing, Second Reading, and Final Passage of an Ordinance to amend and reordain Section 5-600 (CDD/Coordinated Development District) of Article No. V (Mixed Use Zones) of the City of Alexandria Zoning Ordinance, in accordance with the text amendments heretofore approved by City Council as Text Amendment No. 2012-00007 (CDD 21), Text Amendment No. 2012-00008 (CDD 22) and Text Amendment No. 2012-00010 (Beauregard Urban Design Advisory Committee) (Ordinance Implementing the text amendment approved by City Council on April 13, 2013 establishing the new CDDs and the advisory committee for the Beauregard Small Area Plan) [ROLL-CALL VOTE]

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Introduction and first reading: 6/11/13
Public hearing: 6/15/13
Second reading and enactment: 6/15/13

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Section 5-600 (CDD/COORDINATED DEVELOPMENT DISTRICT) of Article No. V (MIXED USE ZONES) of the City of Alexandria Zoning Ordinance, in accordance with the text amendments heretofore approved by city council as Text Amendment No. 2012-00007 (CDD 21), Text Amendment No. 2012-00008 (CDD 22) and Text Amendment No. 2012-00010 (Beauregard Urban Design Advisory Committee).

Summary

The proposed ordinance accomplishes the final adoption of Text Amendment No. 2012-00007 (CDD 21), Text Amendment No. 2012-00008 (CDD 22) and Text Amendment No. 2012-00010 (Beauregard Urban Design Advisory Committee) to amend Table 1 set forth in Section 5-602 to add CDD 21 and CDD 22 and to add a new Section 5-612 creating the Beauregard Urban Design Advisory Committee.

Sponsor

Department of Planning and Zoning

Staff

Faroll Hamer, Director of Planning and Zoning
Joanna C. Anderson, Acting Deputy Director, Planning and Zoning
Christopher P. Spera, Deputy City Attorney

Authority

§§ 2.04(w), 9.12, Alexandria City Charter
§ 11-800, City of Alexandria Zoning Ordinance

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Section 5-600 (CDD/COORDINATED DEVELOPMENT DISTRICT) of Article No. V (MIXED USE ZONES) of the City of Alexandria Zoning Ordinance, in accordance with the text amendments heretofore approved by city council as Text Amendment No. 2012-00007 (CDD 21), Text Amendment No. 2012-00008 (CDD 22) and Text Amendment No. 2012-00010 (Beauregard Urban Design Advisory Committee).

WHEREAS, the City Council finds and determines that:

1. In Text Amendment No. 2012-00007 (CDD 21) and No. 2012-00008 (CDD 22), the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on April 2, 2013 of a text amendment to the Zoning Ordinance to create CDD No. 21 and CDD No. 22 and create the Beauregard Design Review Board, which recommendation was approved by the City Council at public hearing on April 9, 2013;

2. The City Council in adopting this ordinance expressly adopts, ratifies, affirms and concurs in the finding and action of the Planning Commission above stated;

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 5-602 of the Zoning Ordinance be, and the same hereby is, amended by adding CDD 21 and 22 and inserting the following additions to Table 1 therein, as shown:

Table #1: Proposed Revision to Section 5-602 of the Zoning Ordinance

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	*Maximum Height*	*Uses*
21	Beauregard	The RA zone shall apply to the existing residential portion of the Garden District, Greenway and Town Center neighborhoods. The CG zone regulations shall apply to the existing shopping center in the Town Center neighborhood. In addition to the requirements herein, in the Greenway. Garden District and Town Center neighborhoods, the following shall apply: - The FAR of the existing development shall not	Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions.	Maximum heights shall be as depicted in the Beauregard Urban Design Standards and Guidelines dated March 18, 2013.	Mixed-use development to include, office, residential, retail and personal service, hotel, parks and open spaces, public buildings and community facilities.

		increase over the existing FAR. - No building shall be constructed within 50 feet of curb of North Beauregard Street The OC zone regulations shall apply to the Adams Neighborhood. The R-12 zone regulations shall apply to the Upland Park Neighborhood The RC zone regulations shall apply for the Southern Towers Neighborhood. The neighborhoods as referenced herein, shall be the boundaries depicted in the CDD Concept Plan.			
22	Seminary Overlook	The RC regulations shall apply for the portion of the property west of the existing Kenmore Avenue as configured as of the date of City Council's initial approval of CDD #22, and the RA zone regulations shall apply for the portion of the property east of Kenmore Avenue.	Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions.	Maximum heights shall be as depicted in the Beauregard Urban Design Standards and Guidelines dated March 18, 2013.	Residential, Multifamily Residential.

Section 2. That a new Section 5-612 be and hereby is created, as follows:

5-612 - Beauregard Urban Design Advisory Committee.

(A) There is hereby established by ordinance the Beauregard Urban Design Advisory Committee.

(B) The Beauregard Urban Design Advisory Committee shall consist of nine members appointed by city council as follows:

(1) Four qualified professional members skilled in architecture, planning, landscape architecture and/or urban design;

(2) Three citizen members;

(3) One member representing the business community; and

(4) One at-large member.

(C) The purpose of the Beauregard Urban Design Advisory Committee is to review applications under this ordinance, within CDD No. 21 and CDD No. 22. Applications within CDD No. 21 and CDD No. 22 are to be reviewed for compliance with the Beauregard Small Area Plan and the Beauregard Urban Design Standards and Guidelines, as adopted by the planning commission. The board will make recommendations on such applications to the planning commission and city council through the director.

(D) The director shall send to the board a copy of any application subject to its review, and the board shall send its comments to the director in time to be sent to the planning

commission together with the staff report on the application. Each applicant shall discuss their application with the board prior to filing.

(E) The board and director shall establish a regular schedule which provides for meeting at least once per calendar quarter. Additional meetings may be called by the chair of the board and the director.

Section 3. That the director of planning and zoning be, and hereby is, directed to record the foregoing text amendment.

Section 4. That Section 5-602, as amended pursuant to Section 1 of this ordinance, and Section 5-612, as created pursuant to Section 2 of this ordinance, be, and the same hereby are, reordained as part of the City of Alexandria Zoning Ordinance.

Section 5. That this ordinance shall become effective on the date and at the time of its final passage, and shall apply to all applications for land use, land development or subdivision approval provided for under the City of Alexandria Zoning Ordinance which may be filed after such date, and shall apply to all other facts and circumstances subject to the provisions of the City of Alexandria Zoning Ordinance, except as may be provided in Article XII of the Zoning Ordinance.

WILLIAM D. EUILLE
Mayor

Introduction:
First Reading:
Publication:
Public Hearing:
Second Reading:
Final Passage:

Legislation Details (With Text)

File #:	13-1535	**Name:**	
Type:	Ordinance	**Status:**	Agenda Ready
File created:	5/23/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of an ordinance to amend and reordain Sheet No. 48.03 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning the property at 34A and 36 South Reynolds Street from CG/Commercial General to RC/High Density Apartment Zone in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0001. (The ordinance implementing the rezoning for the Washington Suites project approved by City Council on May 17, 2013.) [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1535_Information Sheet 13-1535_Ordinance		

Date	Ver.	Action By	Action	Result

Title
Public Hearing, Second Reading and Final Passage of an ordinance to amend and reordain Sheet No. 48.03 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning the property at 34A and 36 South Reynolds Street from CG/Commercial General to RC/High Density Apartment Zone in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0001. (The ordinance implementing the rezoning for the Washington Suites project approved by City Council on May 17, 2013.) [ROLL-CALL VOTE]

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Introduction and first reading: June 11, 2013
Public hearing: June 15, 2013
Second reading and enactment: June 15, 2013

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Sheet No. 48.03 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (OFFICIAL ZONING MAP AND DISTRICT BOUNDARIES), of the City of Alexandria Zoning Ordinance, by rezoning the property at 34A and 36 South Reynolds Street from CG/Commercial General to RC/High Density Apartment Zone in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0001.

Summary

The proposed ordinance accomplishes the final adoption of Rezoning No. 2013-0001 to rezone the property at 34A and 36 South Reynolds Street from CG/Commercial General to RC/High Density Apartment Zone to allow these outlot parcels that have traditionally been considered all part of the same development to be zoned the same. This is the current location of the Washington Suites Hotel that is being converted to a Multifamily apartment building. This rezoning was approved by the City Council on May 17, 2103.

Sponsor

Department of Planning and Zoning

Staff

Faroll Hamer, Director of Planning and Zoning
Joanna C. Anderson, Acting Deputy Director, Planning and Zoning
James L. Banks, Jr., City Attorney

Authority

§§ 2.04(w), 9.12, Alexandria City Charter
§ 11-800, City of Alexandria Zoning Ordinance

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Sheet No. 48.03 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (OFFICIAL ZONING MAP AND DISTRICT BOUNDARIES), of the City of Alexandria Zoning Ordinance, by rezoning the property at 34A and 36 South Reynolds Street from CG/Commercial General to RC/High Density Apartment Zone in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0001.

WHEREAS, the City Council finds and determines that:

1. In Rezoning No. 2013-0001, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on May 7, 2013 of a rezoning of the property at 34A and 36 South Reynolds Street from CG/Commercial General to RC/High Density Apartment Zone, which recommendation was approved by the City Council at public hearing on May 18, 2013;

2. The said rezoning is in conformity with the Master Plan of the City of Alexandria, Virginia, as amended;

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Sheet No. 48.03 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 of the City of Alexandria Zoning Ordinance, be, and the same hereby is, amended by changing, in the manner set forth below, the zoning classification of the property hereinafter described:

LAND DESCRIPTION:
34A South Reynolds Street, Tax Map # 048.03-01-09 and
36 South Reynolds Street, Tax Map # 048.03-01-07

ZONE:
From: CG/Commercial General
To: RC/High Density Apartment Zone

Section 2. That the director of planning and zoning be, and hereby is, directed to record the foregoing amendment on the said map.

Section 3. That Sheet No. 48.03 of the "Official Zoning Map, Alexandria, Virginia," as so amended, be, and the same hereby is, reordained as part of the City of Alexandria Zoning Ordinance.

Section 4. That this ordinance shall become effective on the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction: June 11, 2013
First Reading: June 11, 2013
Publication: June 11, 2013
Public Hearing: June 15, 2013
Second Reading: June 15, 2013
Final Passage: June 15, 2013

Legislation Details (With Text)

File #:	13-1537	**Name:**	
Type:	Ordinance	**Status:**	Agenda Ready
File created:	5/23/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of an ordinance to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment to the Landmark/Van Dorn Chapter of the Master Plan heretofore approved by city council as Master Plan Amendment No. 2013-0001 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment. (The ordinance to implement the Master Plan Amendment for the Washington Suites Project approved by City Council on May 18, 2013). [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1537_Information Sheet 13-1537_Ordinance		

Date	Ver.	Action By	Action	Result

Title

Public Hearing, Second Reading and Final Passage of an ordinance to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment to the Landmark/Van Dorn Chapter of the Master Plan heretofore approved by city council as Master Plan Amendment No. 2013-0001 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment. (The ordinance to implement the Master Plan Amendment for the Washington Suites Project approved by City Council on May 18, 2013). [ROLL-CALL VOTE]

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Introduction and first reading: June 11, 2013
Public hearing: June 15, 2013
Second reading and enactment: June 15, 2013

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment to the Landmark/Van Dorn Chapter of the Master Plan heretofore approved by city council as Master Plan Amendment No. 2013-0001 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

Summary

The proposed ordinance accomplishes the final adoption of Master Plan Amendment No. 2013-0001 to change Land Use Maps 10 and 11 and Zoning Maps 13 and 14 to reflect the land use designation and zoning change from CG/Commercial General to RH/ Residential High for the properties located at 34A and 36 South Reynolds Street. City Council approved this master plan amendment on May 17, 2103 to allow the two parcels to be rezoned to the same zone as the main parcel they serve, 100 South Reynolds Street.

Sponsor

Department of Planning and Zoning

Staff

Faroll Hamer, Director of Planning and Zoning
Joanna C. Anderson, Deputy Director, Planning and Zoning
James L. Banks, Jr., City Attorney

Authority

§ 9.01, Alexandria City Charter
§ 11-900, City of Alexandria Zoning Ordinance

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachment (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment to the Landmark/Van Dorn Chapter of the Master Plan heretofore approved by city council as Master Plan Amendment No. 2013-0001 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. In Master Plan Amendment No. 2013-0001, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on May 7, 2013 of an amendment to the Landmark/Van Dorn Small Area Plan Chapter of the Master Plan of the City of Alexandria, to amend Land Use Maps 10 and 11 and Zoning Maps 13 and 14 to reflect the land use designation and zoning change from CG/Commercial General to RH/ Residential High for the properties located at 34A and 36 South Reynolds Street, which recommendation was approved by the City Council at public hearing on May 18, 2013;

2. The said amendment has heretofore been approved by the planning commission and city council after full opportunity for comment and public hearing.

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the Landmark/Van Dorn Small Area Plan Chapter of the Master Plan of the City of Alexandria, be, and the same hereby is, amended to revise Land Use Maps 10 and 11 and Zoning Maps 13 and 14 to change the land use designation and zoning from CG/Commercial General to RH/ Residential High for the properties located at 34A and 36 South Reynolds Street.

Section 2. That the director of planning and zoning be, and hereby is, directed to record the foregoing master plan map amendments, as part of the Landmark/Van Dorn Small Area Plan Chapter of Master Plan of the City of Alexandria, Virginia.

Section 3. That all provisions of the Landmark/Van Dorn Small Area Plan Chapter of the Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

Section 4. That the Master Plan of the City of Alexandria, as amended by this ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria, Virginia.

Section 5. That the city clerk shall transmit a duly certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of the Circuit Court shall file same among the court records.

Section 6. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction: June 11, 2013
First Reading: June 11, 2013
Publication:
Public Hearing: June 15, 2013
Second Reading: June 15, 2013
Final Passage: June 15, 2013

1

Legislation Details (With Text)

File #:	13-1593	**Name:**	Public Hearing, Second Reading, and Final Passage of an Ordinance to Amend the Computation of Relief Rates and Setting the Relief Rates by Resolution Under the Personal Property Tax Relief Act of 1998.
Type:	Ordinance	**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading, and Final Passage of an Ordinance to Amend the Computation of Relief Rates and Setting the Relief Rates by Resolution Under the Personal Property Tax Relief Act of 1998. [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1593_PPTRA cover 13-1593_PPTRA ordinance 13-1593_PPTRA resolution		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 11, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

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TITLE

Public Hearing, Second Reading, and Final Passage of an Ordinance to Amend the Computation of Relief Rates and Setting the Relief Rates by Resolution Under the Personal Property Tax Relief Act of 1998. [ROLL-CALL VOTE]

BODY

ISSUE: Consideration of an ordinance that restructures personal property tax relief by amending and reordaining Alexandria City Code Section 3-2-224 and a resolution establishing the personal property tax relief rates for calendar year 2013.

RECOMMENDATION: That City Council:

1. Pass the proposed ordinance (Attachment I) set for public hearing, second reading, and final passage on Saturday, June 15, 2013; and
2. Approve the attached resolution (Attachment II) setting the personal property tax relief rates for calendar year 2013 on Saturday, June 15, 2013, after final passage of the proposed ordinance.

BACKGROUND: Through the Personal Property Tax Relief Act of 1998 (PPTRA), the Commonwealth of Virginia grants partial relief of the personal property tax levied on the first $20,000 of the assessed value for qualifying vehicles. To qualify, a vehicle must:

1. Have a registered gross weight less than 7,501 pounds;
2. Be owned by an individual or leased by an individual under a contract requiring the individual to pay the personal property tax; and
3. Be used less than 50 percent for business purposes.

Motor homes, trailers, and farm use vehicles do not qualify for tax relief.

In 2004, the General Assembly passed legislation capping PPTRA relief at $950 million for the entire State, beginning with the year 2006. Each locality must annually recalculate relief to equitably distribute the locality's PPTRA reimbursement from the State. For 2012, all owners of qualifying vehicles assessed at $1,001 or more in value received Personal Property Tax Relief equaling 61 percent of the tax levied on the first $20,000 of assessed value. Qualifying vehicles assessed at $1,000 or less received 100 percent relief. Currently, the estimated percentage of relief to be applied to qualifying vehicles each year is established during the budget process.

DISCUSSION: The proposed ordinance would modify the manner in which the City applies personal property tax relief to the taxes assessed on qualifying vehicles and allow City Council to set the relief percentages each year by resolution rather than ordinance. It also eliminates language in the City Code that provides for relief funds to be carried over to the next year. Since the City expends all relief each year and frequently provides more relief than it receives from the Commonwealth, this language is unnecessary.

Under the proposed tax relief structure, rather than calculating one relief percentage for all qualifying vehicles, the City would establish a four-tiered personal property tax relief structure. Qualifying vehicles assessed at $1,000 or less would continue to receive 100 percent relief. However, qualifying vehicles assessed at $1,001 or more would receive, to the extent feasible, varying percentages of relief according to the following schedule:

1. Vehicles valued between $1,001 and $20,000 would receive relief at a rate that is approximately 15 percent higher than that applied to vehicles valued between $20,001 and $25,000;
2. Vehicles valued between $20,001 and $25,000 would receive relief applied to the first $20,000 in value at a rate that is approximately 15 percent higher than that applied to vehicles valued at more than $25,000; and
3. Vehicles valued at more than $25,000 would receive relief applied to the first $20,000 in value that is approximately 15 percent lower than that applied to vehicles valued between $20,001 and $25,000 and 30 percent lower than that applied to vehicles valued between $1,001 and $20,000.

The specific percentage of relief applied to vehicles in each category would vary each year depending on the number and total assessed value of qualifying vehicles and the personal property tax rate set by City Council each year. Therefore, while the structure above would give general guidance as to how relief should be structured, specific percentages of relief would have to be established by resolution each year once staff has a reliable estimate of how much relief can be applied to each category in the current year.

In calendar year 2013, based on staff's estimate of the number and value of qualifying vehicles to which relief will be applied, staff proposes that the following relief percentages be established by resolution:

1. For vehicles valued between $1,001 and $20,000: **62%**
2. For vehicles valued between $20,001 and $25,000: **52% on the first $20,000 in value**
3. For vehicles valued at $25,001 and higher: **42% on the first $20,000 in value**

These relief percentages may change slightly once personal property tax assessments are completed in July and a more precise calculation of tax relief can be performed.

Taking into account 2013 valuations and the 2013 tax rate, these proposed changes may have the following effects on the amounts paid by taxpayers; however, the total number and value of qualifying vehicles will determine the actual result:

1. There would be no change to the taxes due from the taxpayer for qualifying vehicles valued at $20,000 or less;
2. The amount due from the taxpayer may increase by $59.50 or 14.1 percent for qualifying vehicles assessed between $20,001 and $25,000; and
3. The amount due from the taxpayer may increase by $159.50 or 23.8 percent for qualifying vehicles assessed at more than $25,000.

FISCAL IMPACT: The proposed changes will have no net fiscal impact on the City.

ATTACHMENTS: Attachment I: Relief Rate Ordinance Cover
Attachment II: Relief Rate Ordinance
Attachment III: Relief Rate Resolution

STAFF:
Laura B. Triggs, Chief Financial Officer/Director of Finance
Debbie Kidd, Deputy Director of Finance
Cassandra Lewis, Supervisor, Personal Property Tax
Christina Zechman Brown, Assistant City Attorney

Introduction and first reading: 6/11/13
Public hearing:
Second reading and enactment:

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Section 3-2-224 (LEVIED ON AUTOMOBILES TRUCKS, TRAILERS, SEMI-TRAILERS, ANTIQUE MOTOR VEHICLES, TAXICABS, MOTORCYCLES, CAMPERS AND OTHER RECREATIONAL VEHICLES, BOATS AND TRAILERS; AMOUNT) of Division 3 (TANGIBLE PERSONAL PROPERTY AND MACHINERY AND TOOLS) of Article M (LEVY AND COLLECTION OF PROPERTY TAXES) of Chapter 2 (TAXATION) of Title 3 (FINANCE, TAXATION AND PROCUREMENT) of the Code of the City of Alexandria, Virginia, 1981, as amended.

Summary

The proposed ordinance amends the computation of relief rates and sets the relief rates by resolution.

Sponsor

Staff

Morgan Routt, Assistant Director, Office of Management and Budget
Christina Zechman Brown, Assistant City Attorney

Authority

§ 58.1-3524, Code of Virginia
§ 3-2-224, Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Section 3-2-224 (LEVIED ON AUTOMOBILES TRUCKS, TRAILERS, SEMI-TRAILERS, ANTIQUE MOTOR VEHICLES, TAXICABS, MOTORCYCLES, CAMPERS AND OTHER RECREATIONAL VEHICLES, BOATS AND TRAILERS; AMOUNT) of Division 3 (TANGIBLE PERSONAL PROPERTY AND MACHINERY AND TOOLS) of Article M (LEVY AND COLLECTION OF PROPERTY TAXES) of Chapter 2 (TAXATION) of Title 3 (FINANCE, TAXATION AND PROCUREMENT) of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 3-2-224 of The Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is amended and reordained to read as follows:

Sec. 3-2-224 Levied on automobiles, trucks, trailers, semi-trailers, antique motor vehicles, taxicabs, motorcycles, campers and other recreational vehicles, boats and trailers; amount.

(a) Except as provided in subsections (b), (c) and (d), there shall be levied and collected for the calendar year 2013 on all automobiles, trucks, trailers, semi-trailers, antique motor vehicles (as defined in Section 46.2-100 of the Code of Virginia, 1950, as amended, which may be used for general transportation purposes as provided in subsection C of Section 46.2-730 of the Code of Virginia, 1950, as amended), taxicabs, motorcycles, campers and other recreational vehicles, boats and boat trailers owned or held by residents or citizens of the city or located within the territorial boundaries of the city or otherwise having a situs for taxation in the city, a tax of $5.00 on every $100 of assessed value thereof, for the support of the city government, for the payment of principal and interest of the city debt and for other municipal expenses and purposes.

(b) There shall be levied on and collected for the calendar year 2013 on all automobiles, trucks, trailers and semi-trailers with a gross vehicle weight of 10,000 pounds or more which are used to transport property for hire by a motor carrier engaged in interstate commerce, and are owned or held by residents or citizens of the city, are located within the territorial boundaries of the city or otherwise have a situs for taxation in the city, a tax of $4.50 on every $100 of assessed value thereof, for the support of the city government, for the payment of principal and interest of the city debt and for other municipal expenses and purposes.

(c) There shall be levied on and collected for the calendar year 2013 on all automobiles and trucks which are equipped with specially designed equipment for use by the handicapped and are owned or held by residents or citizens of the city, are located within the territorial boundaries of the city or otherwise have a situs for taxation in the city, a tax of $3.55 on every $100 of assessed value thereof, for the support of the city government, for the payment of principal and interest of the city debt and for other municipal expenses and purposes.

(d) There shall be levied on and collected for the calendar year 2013 on all privately owned pleasure boats and watercraft, which are used for recreational purposes only, and are owned or held by residents or citizens of the city, or are located within the territorial boundaries of the city or otherwise have a situs for taxation in the city, a tax of $.01 on every $100 of assessed value thereof, for the support of the city government, for the payment of principal and interest of the city debt and for other municipal expenses and purposes.

(e) For tax years commencing in 2006, the city adopts the provisions of Item 503.E of Chapter 951 of the 2005 Acts of Assembly (the 2005 revisions to the 2004-06 Appropriations Act, the "2005 Appropriations Act"), providing for the computation of tax relief under the Personal Property Tax Relief Act of 1998, Section 58.1-3523 et seq. of the Code of Virginia, as amended, as a specific dollar amount to be offset against the total taxes that would otherwise be due but for the Personal Property Tax Relief Act of 1998, Section 58.1-3523 et seq. of the Code of Virginia, as amended, and the reporting of such specific dollar relief on the tax bill.

(i) The city shall, following adoption of the annual budget adopted pursuant to Chapter 25 of Title 15.2 of the Code of Virginia and Sections 6.01 through 6.15 of the City Charter, set the rates of tax relief under this subsection at such a level that it is anticipated fully to exhaust relief funds under the Personal Property Tax Relief Act of 1998, Section 58.1-3523 et seq. of the Code of Virginia, as amended, provided to the city by the Commonwealth. ~~Any amount of relief funds under the Personal Property Tax Relief Act of 1998, Section 58.1-3523 et seq. of the Code of Virginia, as amended, provided to the city by the commonwealth, not used within the city's fiscal year shall be carried forward and used to increase the funds available for personal property tax relief under this subsection in the following fiscal year.~~

(ii) Personal property tax bills shall set forth on their face the specific dollar amount of relief under this subsection credited with respect to each qualifying vehicle, together with an explanation of the general manner in which such relief is allocated.

(iii) Allocation of relief under this subsection shall be provided in accordance with the general provisions of this section, as implemented by ~~the specific provisions of the city's annual budget~~ resolution relating to relief under this subsection.

(iv) Relief under this subsection shall be allocated in such a~~s~~ manner as to eliminate personal property taxation of each qualifying vehicle with an assessed value of $1,000 or less.

(v) Relief under this subsection with respect to qualifying vehicles with assessed values of more than $1,000 shall be provided at ~~a~~ the following rates, annually fixed ~~in the city budget~~ by resolution, ~~and applied to the first $20,000 in value of each such qualifying vehicle, that is estimated fully to use all relief funds under the Personal Property Tax Relief Act of 1998, sections 58.1-3523 et seq. of the Code of Virginia, as amended, provided to the city by the commonwealth.~~ that achieve to the extent feasible the following general relationships between the rates applicable to classes of vehicle value established herein and that is estimated fully to use all relief funds under the Personal Property Tax Relief Act of 1998, sections 58.1-3523 et seq. of the Code of Virginia, as amended, provided to the city by the commonwealth:

(A) Relief with respect to vehicle value up to and including $20,000 shall be provided at a rate that is approximately 15 percent higher than that applied to vehicle value described in subsection (B) of this section;

(B) Relief with respect to vehicle value in excess of $20,000, but not more than $25,000, and applied to the first $20,000 in value, shall be provided at a rate that is approximately 15 percent higher than that applied to vehicle value described in subsection (C) of this section; and

(C) Relief with respect to vehicles in excess of $25,000, and applied to the first $20,000 in value.

Section 2. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction: 6/11/13
First Reading: 6/11/13
Publication:
Public Hearing:
Second Reading:
Final Passage:

RESOLUTION NO. ____

RESOLUTION TO SET THE RELIEF RATES UNDER THE PERSONAL PROPERTY TAX RELIEF ACT

WHEREAS, pursuant to Section 58.1-3524 of the Code of Virginia and Section 3-2-224 of the City Code, City Council has the authority to establish the relief rates assessed for vehicles; and

WHEREAS, pursuant to Section 3-2-224(e)(v) of the City Code, the City is required to set the relief rates annually by resolution; and

WHEREAS, City Council has now determined that it is necessary and desirable to set the relief rates as follows.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

1. That the relief rate for vehicles under City Code Section 3-2-224(e)(v)(A) is 62%; and

2. That the relief rate for vehicles under City Code Section 3-2-224(e)(v)(B) is 52%; and

3. That the relief rate for vehicles under City Code Section 3-2-224(e)(v)(C) is 42%; and

4. That the rates set forth above may vary due to changes related to the vehicles subject to the tax that occur before the tax bills are issued; and

5. That this Resolution shall be effective July 1, 2013.

ADOPTED: _____

_____
WILLIAM D. EUILLE, MAYOR

ATTEST:

_____
Jacqueline M. Henderson, CMC City Clerk

Legislation Details (With Text)

File #:	13-1589	**Name:**	
Type:	Ordinance	**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of a Supplemental Appropriation Ordinance for the Support of the City Government for FY 2013. [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1511_Attachment 1 - Supplemental App Ordinance cover 13-1511_Attachment 2 - Supplemental App Ordinance 13-1511_Attachment 3 - 13 June grant		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 5, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing, Second Reading and Final Passage of a Supplemental Appropriation Ordinance for the Support of the City Government for FY 2013. [ROLL-CALL VOTE]

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BODY

ISSUE: Consideration of a Supplemental Appropriation Ordinance for the support of the City government for FY 2013.

RECOMMENDATION: That City Council pass this proposed Ordinance (Attachment 2) on first reading, Tuesday, June 11, 2013, and schedule it for public hearing, second reading, and final passage on June 15, 2013.

DISCUSSION: Near the end of each fiscal year a Supplemental Appropriation Ordinance is presented for Council consideration in order to reflect additional grant revenues, donations and other technical appropriation adjustments previously planned but not yet enacted. This Ordinance includes the appropriation of City Grants, the appropriation of Capital Project Fund Revenues; and the appropriation of Equipment Replacement Retained Earnings; and the appropriation of Schools and DASH Fund Balance to pay for commitments established but not paid prior to June 30, 2013. Staff recommends the FY 2013 Appropriations Ordinance be amended to accomplish the following:

(1) Appropriation of grant revenue accepted or adjusted by the City in FY 2013, for specific programs, but not yet appropriated. A listing of grants is included as Attachment 3 and totals $324,796. The majority of these appropriations are small adjustments to existing grants. The most significant changes are an additional $89,743 in funding from the Workforce Investment Board to increase employment and self-sufficiency for persons with disabilities, $129,299 in program income in the form of developer contributions to the Housing Trust Fund from the Potomac Yard development project, and $32,943 from the Virginia Department of Emergency Management for operational costs related to the City's Emergency Operations Center (EOC). All of the adjustments are described in attachment 3.

(2) Appropriation of General Fund Balance for not yet appropriated, one-time expenditures. The appropriation of $17,029,939 of General Fund balance includes $15,240,503 appropriated as cash capital to fund Council planned expenditures as contained in the Council Approved FY 2012 Capital Improvement Program; $1,729,436 for Debt Service and $60,000 for the unbudgeted costs of the June 2013 Gubernatorial Primary Election.

(3) Appropriation of General Fund Bond Premium. The appropriation of $1,729,436 of Original Issue Premium on the General Obligation Capital Improvement Bonds, Series, 2012B will provide funding for Debt Service payments that resulted from the refinancing of General Obligation Bonds that occurred in July 2012, subsequent to the adoption and appropriation of the FY 2013 Approved Operating Budget.

(4) Appropriation of Other Special Revenue Fund Balance. The appropriation of $200,000 of Other Special Revenue Fund Balance to the Office of Building and Fire Code Administration will provide funds for the purchase of furniture and renovations at the Multi-Departmental Permit Center.

(5) Appropriation of Special Revenue to Transit Subsidies. The appropriation of $13,980,117 of Commonwealth Transportation Funds, from the Virginia Department of Rail and Public Transportation (DRPT) includes $2,833,183 for the City's transit service and $11,146,934 for the City's share of transit services provided by the Washington Metropolitan Area Transit Authority (WMATA). These funds will be transferred from the City to the Northern Virginia Transportation Commission to pay for the City's share of the Fiscal Year 2013 to Fiscal Year 2018 Six Year Improvement Program. Previously, the funds were transferred directly from the DRPT to the NVTC. As of July 18, 2012, the funds are required to be allocated to the member jurisdictions, appropriated and transferred to better reflect the jurisdiction's obligation to provide subsidy funding for WMATA service.

(6) Transfer of budget authority between various departments. The transfer of budget authority between City departments establishes budget authority in the department in which the expense is incurred or the program or activity is carried out. Remaining funds in the amount of $300,000 that were appropriated for the Project Implementation Office in December will not be needed in FY 2013. These funds will be

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transferred to the Office of Planning and Zoning to offset unbudgeted expenses associated with development projects related to the Waterfront, Beauregard and Braddock Road.

(7) Appropriation of grant revenues to the Capital Improvement Program Fund. This appropriation of $66,262 will increase the allocation of Highway Safety Improvement Program funds, which will be used for signal upgrades with pedestrian accommodations on Duke Street.

FISCAL IMPACT: The seven sections of the Ordinance appropriate a total of $33,330,550 as follows:

Section 1	Appropriation of grant revenue authorized and adjusted, but not yet appropriated in FY 2013.	$324,796
Section 2	Appropriation of General Fund Balance	$17,029,939
Section 3	Appropriation of Original Issue Bond Premium	$1,729,436
Section 4	Appropriation of Other Special Revenue	$200,000
Section 5	Appropriation of Special Revenue	$13,980,117
Section 6	Transfer of budget authority between various departments	$0
Section 7	Appropriation of grant revenues to the Capital Improvement Program Fund	$66,262

ATTACHMENTS:
Attachment 1. Ordinance Cover
Attachment 2. Ordinance to Amend Fiscal Year 2013 Operating Budget
Attachment 3. Listing of Fiscal Year 2013 Grant Authorization and Adjustments

STAFF:
Laura Triggs, Chief Financial Officer
Nelsie Smith, Director, Office of Management and Budget
Kendel Taylor, Assistant Budget Director
Ray Welch, Comptroller

Introduction and first reading:	6/11/13
Public hearing:	6/11/13
Second reading and enactment:	

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE making supplemental appropriations for the support of the government of the City of Alexandria, Virginia, for fiscal year 2013.

Summary

The proposed ordinance accomplishes the adoption of supplemental appropriations for the operation of the city government in fiscal year 2013.

Sponsor

Laura B. Triggs, Chief Financial Officer

Staff

Laura B. Triggs, Chief Financial Officer
Christina Zechman Brown, Assistant City Attorney
Nelsie L. Smith, Director, Office of Management and Budget

Authority

§ 2.02(c), Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE making provision for the support of the government of the City of Alexandria, Virginia for fiscal year 2013.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the Council of the City of Alexandria, Virginia, does hereby make provision for and appropriate to the fund hereafter named the amount hereafter stated that is required to defray certain expenditures and liabilities of the city for fiscal year 2013 the source of such amount being external grant awards for which the proceeds were received or accepted prior to June 30, 2012, but which were not expended by such date, and further that the council does hereby allot the amount so appropriated to the several city departments for fiscal year 2013, as follows:

SPECIAL REVENUE FUND

ESTIMATED REVENUE:

Housing	$ 169,594
Community and Human Services	122,859
Fire	$ 32,943
Total Estimated Revenue	$ 324,796

SPECIAL REVENUE FUND

APPROPRIATION:

Housing	$ 169,594
Community and Human Services	122,859
Fire	$ 32,943
Total Estimated Revenue	$ 324,796

Section 2. That the Council of the City of Alexandria, Virginia, does hereby make provision for and appropriate to the fund hereafter stated the amount hereafter stated that is required to defray certain expenditures of the city for fiscal year 2013 the source of such amount being Committed General Fund Balance, and further that the Council does hereby allot the amount so appropriated to the city departments, as follows:

GENERAL FUND

ESTIMATED REVENUE:

Committed General Fund Balance	$15,240,503

Spendable General Fund Balance	$ 60,000
Total Estimated Revenue	$15,300,503

APPROPRIATION:

Non-Departmental - Cash Capital	$15,240,503
Officer of Voter Registration	$ 60,000
Total Appropriation	$15,300,503

Section 3. That the Council of the City of Alexandria, Virginia, does authorized the transfer from the Capital Project Fund to the General Fund and does make provision for and appropriate to the latter fund hereafter named the amount hereafter stated that is required to defray certain expenditures and liabilities of the city for fiscal year 2013, the source of such amount being Capital Project Fund, and further that the Council does hereby allot the amount so appropriated for fiscal year 2013, as follows to Non-Departmental – Debt Service:

CAPITAL PROJECT FUND

FINANCE SOURCE:

Transfer Out to General Fund	$ 1,729,436
Total Transfer Out	$ 1,729,436

GENERAL FUND

ESTIMATED REVENUE:

Transfer in from Capital Project Fund	$ 1,729,436
Total Financial Source	$ 1,729,436

APPROPRIATION:

Non-Departmental – Debt Service	$ 1,729,436
Total Appropriation	$ 1,729,436

Section 4. That the Council of the City of Alexandria, Virginia, does hereby make provision for and appropriate to the fund hereafter named the amount hereafter stated that is required to defray certain expenditures and liabilities of the city for fiscal year 2013, the source of such amount being Spendable Other Special Revenue Fund Balance, and further that the Council does hereby allot the amount so appropriated for fiscal year 2013, as follows:

OTHER SPECIAL REVENUE

ESTIMATED REVENUE:

Spendable Other Special Revenue Fund Balance	$ 200,000
Total Estimated Revenue	$ 200,000

APPROPRIATION:

Office of Building and Fire Code Administration	$ 200,000
Total Appropriation	$ 200,000

Section 5. That the Council of the City of Alexandria, Virginia, does hereby make provision for and appropriate to the fund hereafter stated the amount hereafter stated that is required to defray certain expenditures and liabilities of the city for fiscal year 2013, the source of such amount being Special Revenue, and further, that the council does hereby allot the amount so appropriated, as follows:

SPECIAL REVENUE

ESTIMATED REVENUE:

Intergovernmental Revenue	$13,980,117
Total Estimated Revenue	$13,980,117

APPROPRIATION:

Transit Subsidies	$ 13,980,117
Total Appropriation	$ 13,980,117

Section 6. That the Council of the City of Alexandria, Virginia, does hereby make provision for and transfer appropriations in the General Fund in the amounts hereafter stated that are required to defray certain expenditures and liabilities, as follows:

GENERAL FUND

APPROPRIATION:

Office of Planning and Zoning	$ 300,000
Office of Project Implementation	$ (300,000)
Total Appropriation	$ 0

Section 7. That the Council of the City of Alexandria, Virginia, does hereby make provision for and appropriate to the fund hereafter named the amount hereafter stated that is required to defray certain expenditures and liabilities of the city for fiscal year 2013, the source of such amount being Capital Project Fund revenue, and further that the Council does hereby allot the amount so appropriated for fiscal year 2013, as follows:

CAPITAL PROJECTS

ESTIMATED REVENUE:

Capital Projects	$ 66,262
Total Estimated Revenue	$ 66,262

APPROPRIATION:

Capital Projects	$ 66,262
Total Appropriation	$ 66,262

Section 8. That this ordinance shall be effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction: 6/11/13
First Reading: 6/11/13
Publication:
Public Hearing:
Second Reading:
Final Passage:

TITLE/DESCRIPTION	GRANTOR AGENCY	COMMENTS	FEDERAL	STATE	NON-CITY LOCAL	CITY MATCH	TOTAL AMOUNT
Office of Housing							
CDBG Rehabilitation 0% - 861401	Program Income	Actual unbudgeted program income received from loan repayments. The additional program income will be used for home rehabilitation loans.	$ 600	$ -	$ -	$ -	$ 600
CDBG HAP Loans - 861252	Program Income	Actual unbudgeted program income received from loan repayments. The additional program income will be used for homeownership assistance loans.	$ 532	$ -	$ -	$ -	$ 532
HOME HAP Loans - 861062	Program Income	Actual unbudgeted program income received from loan repayments. The additional program income will be used for homeownership assistance loans.	$ 1,150	$ -	$ -	$ -	$ 1,150
Moderate Income Homeownership - 773309	Program Income	Actual unbudgeted program income received. The additional program income will be used for homeownership loans. The source of the funding is the Housing Trust Fund.	$ -	$ -	$ 36,583	$ -	$ 36,583
Employee Homeownership Incentive Program - 775064	Program Income	Actual unbudgeted program income received. The additional program income will be used for homeownership loans. The source of the funding is the Housing Trust Fund.	$ -		$ 830	$ -	$ 830
Housing Trust Fund - 773432	Program Income	The program income in the next column reflects actual developer contributions and interest received. Funds will be used for Housing Trust Fund programs. The source of the funding is the Housing Trust Fund.	$ -	$ -	$129,299	$ -	$ 129,299
Housing Trust Fund Mini-Ramp - 773895	Program Income	The program income received for Mini-Ramps Funds will be used for Housing Trust Fund programs. The source of the funding is the Housing Trust Fund.	$ -	$ -	$ 600	$ -	$ 600
		Subtotal Housing	$ 2,282	$ -	$167,312	$ -	$ 169,594

TITLE/DESCRIPTION	GRANTOR AGENCY	COMMENTS	FEDERAL	STATE	NON-CITY LOCAL	CITY MATCH	TOTAL AMOUNT
Department of Community and Human Services							
Parent Infant Education/Part C	Virginia Department of Behavioral Health and Developmental Services	The Parent Infant Education program provides early intervention supports and services to infants and toddlers from birth through age two who are not developing as expected or who have a medical condition that can delay normal development. Actual funding for FY13 is $21,766 higher than currently budgeted and will be used to purchase services such as speech therapy from private providers.		$ 21,766			$ 21,766
Smart Beginnings - Virginia Star Quality Initiative (VSQI) 861666	Virginia Early Childhood Foundation (VECF)	Smart Beginnings is a new Grant awarded from Virginia Early Childhood Foundation (VECF) from period of October 1, 2012 through June 30, 2013 (one time funding) to continue quality improvement for family child care home phase VI. The grant was docketed and approved on Thursday, September 27, 2012, item 13-0578. The program is 100% State funded and will not need general funds.	$ -	$ 10,750	$ -	$ -	$ 10,750
Workforce Investment Board (Disability Employment Initiative) 834752	Arlington is the grantor agency partnering with Alexandria	The Workforce Investment Board is a Joint initiative between Virginia Community College and Department of Rehabilitative Services that seeks to increase employment and self-sufficiency for individuals with disabilities. The actual grant award is $89,743 higher than estimated in the FY 2013 approved budget. The program is 100% federal funded and will not need general funds.	$ 89,743	$ -	$ -	$ -	$ 89,743
		Subtotal Community and Human Services	$ 89,743	$ 32,516	$ 600	$ -	$ 122,859

TITLE/DESCRIPTION	GRANTOR AGENCY	COMMENTS	FEDERAL	STATE	NON-CITY LOCAL	CITY MATCH	TOTAL AMOUNT
Fire							
2012 LEMPG (713495)	Virginia Department of Emergency Management	The City was notified on October 16, 2012, that it was eligible to receive additional funds to support the comprehensive emergency management program. City Council approved the acceptance of the federal pass-thru funds on January 8, 2013, item 13-0860. The required matching funds of $32,943 are currently budgeted in the FY 2013 Fire Department budget and do not need to be appropriated. the funds will be used for operational needs of the emergency management program, including supplies and equipment for the Emergency Operations Center.	$ -	$ 32,943	$ -	$ -	$ 32,943
		Subtotal Fire	$ -	$ 32,943	$ -	$ -	$ 32,943
		Total Supplemental Appropriation	$ 92,025	$ 65,459	$ 167,312	$ -	$ 324,796

Legislation Details (With Text)

File #:	13-1594	**Name:**	Public Hearing, Second Reading, and Final Passage of an Ordinance to Make Appropriations for the Support of the City Government for Fiscal Year 2014
Type:	Ordinance	**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading, and Final Passage of an Ordinance to Make Appropriations for the Support of the City Government for Fiscal Year 2014. [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1594_AppOrd		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 11, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing, Second Reading, and Final Passage of an Ordinance to Make Appropriations for the Support of the City Government for Fiscal Year 2014. [ROLL-CALL VOTE]

BODY

ISSUE: Consideration of an Appropriation Ordinance to make appropriations for the support of the government of the City of Alexandria, Virginia, for the Fiscal Year (FY) 2014.

RECOMMENDATION: That City Council pass the ordinance scheduled for public hearing, second reading, and final passage on Saturday, June 15, 2013.

DISCUSSION: On May 6, 2013, City Council approved the FY 2014 General Fund Budget and adopted an ordinance setting the City's real property and personal property tax rate for calendar year (CY) 2013. In accordance with sections 6.07 and 6.14 of the City Charter, an annual ordinance is also required to appropriate the Approved Operating and Capital Budgets. This ordinance contains the appropriation of the Adopted Operating Budget, the reappropriation of expected encumbrances, and an appropriation from the Special Revenue Fund for new grants.

ADOPTED OPERATING BUDGET: Sections 1 through 9 of the attached proposed appropriations ordinance legally establishes the revenues and expenditures of the FY 2014 budget. As detailed in Section 7 of the attached ordinance, a significant portion of the General Fund's revenues are transferred to other funds and component units, principally to finance operations of the Alexandria City Public Schools. In addition, the total expenditure appropriation must be reduced by the amount of these transfers (referred to as "Interfund Transfers") to eliminate double counting and accurately reflect the aggregate expenditure appropriations. Table I, which is attached to the ordinance, provides the detailed breakdown for all funds for each department and component unit. Table II, which is also attached to the ordinance, provides the detailed revenue estimate for all funds by the major sources of revenue.

APPROPRATION OF FUND BALANCE FOR OTHER POST EMPLOYMENT BENEFITS : Section 10 of the attached proposed appropriation ordinance appropriates General Fund balance to continue funding the City's obligation for other post-employment benefits. These funds are placed in a separate trust fund, the Post-Employment Benefits Trust.

REAPPROPRIATION OF PROJECTED ENCUMBRANCES: Section 11 of the attached proposed appropriation ordinance reappropriates monies authorized and expected to be obligated in FY 2013 but not expected to be expended as of June 30, 2013. By City Charter, all appropriations lapse at the end of the fiscal year. When budgeted goods and services are ordered prior to the end of one fiscal year but not delivered until the next fiscal year, monies need to be reappropriated to cover the expenditures paid in the current fiscal year. As introduced in 2006, encumbrances are now authorized based on estimates of preliminary encumbrances. The actual encumbrance amount that is carried over from FY 2013 into FY 2014 may be lower than this amount. The final encumbrance amount that is carried over into FY 2014 will be reduced to reflect actual authorized encumbrances.

FISCAL IMPACT: This ordinance authorizes the receipt and expenditure of $815,186,242 for FY 2014 in the following sections ($804,538,724 in Sections 1 through 9, $200,000 in Section 10 and $10,193,000 in Section 11):

Section 1 to Section 9

General Fund (including Transportation Improvement)	$ 624,848,747
Special Revenue Fund	88,443,842
Housing Special Revenue Fund	3,293,260
Sewer Special Revenue Fund	8,068,865
Stormwater Special Revenue Fund	1,682,033
Capital Projects Fund	76,735,227
Equipment Replacement Internal Service Fund	6,661,403
Alexandria City Public Schools	243,921,824
Library	7,289,752
Alexandria Transit Co.	16,045,633

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Alexandria Transit Company	16,045,632
Less: Interfund Transfers	(272,451,861)
Total	**$ 804,538,724**

The amounts listed for the Alexandria Transit Company, the Schools, and the Library represent their total budgets, including the City's General Fund appropriation to each agency and any fee revenue (such as farebox revenue for the Alexandria Transit Company), grants, State aid or other revenues that are part of the total budgets. By the City Charter, Council must appropriate all monies, including those for the Alexandria Transit Company, irrespective of the source. The "Less: Interfund Transfers" line backs out dollars counted both in the General Fund and Sewer and Wastewater Fund amounts and each of the agency budgets for the City's appropriation to these individual agencies.

Section 10

The appropriation of $200,000 of General Fund Balance designated in FY 2014 Adopted Budget.

Section 10	Spendable General Fund Balance	$ 200,000
Total		**$ 200,000**

Section 11

The reappropriation of $10,193,000 of General Fund Balance as the maximum monies encumbered as of June 30, 2012.

Section 11	Reappropriation of monies encumbered as of June 30, 2013	$ 10,193,000
Total		**$ 10,193,000**

ATTACHMENT: Appropriation Ordinance

STAFF:
Laura Triggs, Chief Financial Officer
Nelsie Smith, Director, Management and Budget
Kendel Taylor, Assistant Director, Office of Management and Budget

Introduction and first reading: 06/11/13
Public hearing:
Second reading and enactment:

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE making provision for the support of the government of the City of Alexandria, Virginia, for Fiscal Year (FY) 2014.

Summary

The proposed ordinance appropriates funds for the operation of the City government in FY 2014.

Sponsor

Laura B. Triggs, Chief Financial Officer

Staff

Laura B. Triggs, Chief Financial Officer
Nelsie Smith, Director, Office of Management and Budget
James L. Banks, City Attorney
Christina Zechman Brown, Assistant City Attorney

Authority

§ 2.02(c), Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. ____

AN ORDINANCE making appropriations for the support of the government of the City of Alexandria, Virginia, for Fiscal Year 2014.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That, pursuant to Section 6.07 of the City Charter, the sum of $804,538,724 be, and the same hereby is, appropriated for the support of the government of the City of Alexandria in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014.

Section 2. That, pursuant to Section 6.07 of the City Charter, the sum of $804,538,724 appropriated in Section 1 of this ordinance for the support of the government of the City of Alexandria in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014 be, and the same hereby is, further appropriated to the following City departments, major operating units, component units, and major categories of expenditures in the amounts set forth below:

Department/Unit/Component Unit/ Category of Expenditure	Appropriation
18th Circuit Court	$1,609,069
18th General District Court	62,452
18th Juvenile Court	36,129
City Attorney	2,715,438
City Clerk and Clerk of Council	463,282
City Council	527,725
City Manager	2,432,507
Clerk of Court	1,665,830
Code Administration	6,196,852
Commonwealth's Attorney	3,068,294
Contingent Reserves	1,448,885
Court Services Unit	1,733,396
Economic Development	5,085,724
Emergency Communications	6,699,221
Finance	11,743,918
Fire	42,720,641
General Debt Service	56,664,478
General Services	12,589,431
Health	6,851,046

Human Resources	3,011,789
Human Rights	697,584
Human and Community Services	89,239,307
Information Technology Services	8,384,972
Internal Audit	723,098
Law Library	177,452
Non-Departmental	11,304,314
Office of Communications	1,913,177
Office of Historical Alexandria	3,265,142
Office of Housing	3,293,260
Office of Management and Budget	1,277,825
Office of Project Implementation	337,568
Other Correctional Activities	5,645,113
Other Educational Activities	11,785
Other Health Activities	1,374,000
Planning & Zoning	6,085,811
Police	55,051,466
Real Estate Assessments	1,856,591
Recreation, Parks & Cultural Activities	22,047,522
Registrar of Voters	1,215,161
Sheriff	29,688,741
Transit Subsidies	25,536,010
Transportation and Environmental Services	33,478,512
Capital Projects	76,735,227
Component Unit-Library	7,289,752
Component Unit-Schools	243,921,824
Internal Services	6,661,403
TOTAL APPROPRIATIONS	**$ 804,538,724**

Section 3. That, pursuant to Section 6.07 of the City Charter, the sum of $804,538,724 appropriated in Section 1 of this ordinance for the support of the City of Alexandria in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014 be, and the same hereby is, further appropriated to the following principal objects of city expenditures:

Object of Expenditures	Appropriation
Personnel Service	$ 267,782,606
Non-Personnel Services	185,886,480
Capital Outlay	215,800

Component Unit-Library	7,289,752
Component Unit-Schools	243,921,824
Component Unit-Alexandria Transit Company	16,045,632
Equipment Replacement	6,661,403
Capital Projects	76,735,227
TOTAL APPROPRIATIONS	**$804,538,724**

Section 4. That the sum of $804,538,724 appropriated in Section 1 of this ordinance for the support of the government of the City of Alexandria in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014 is expected to be derived from the following sources of revenue:

Source of Revenue	Amount
General Property Taxes	$ 404,708,572
Other Local Taxes	129,514,000
Permits, Fees and Licenses	8,782,974
Fines and Forfeitures	5,322,000
Intergovernmental Revenue	150,834,812
Charges for Services	45,026,764
Revenue from Use of Money and Property	5,890,000
Miscellaneous Revenue	8,145,588
Bond Proceeds - Future Sale	24,876,105
Spendable Fund Balance - General Fund: Subsequent Year's Budget as Committed	18,138,196
Spendable Fund Balance – Capital Projects Fund	250,000
Spendable Fund Balance – Stormwater Fund	1,133,113
Spendable Fund Balance – Code Administration Fund	500,000
Spendable Fund Balance – Transportation	812,000
Spendable Fund Balance – Internal Service	604,600
TOTAL ESTIMATED REVENUE	**$804,538,724**

Section 5. That, pursuant to Section 6.14 of the City Charter, the sum of $76,735,227 be, and the same hereby is, appropriated for Capital Improvement Project expenditures of the City of Alexandria and the Alexandria City Public Schools in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014. This sum, which consists of the $76,735,227 appropriated as Capital Projects in Section 3 of this ordinance, is appropriated as follows: (i) $62,594,366 capital projects that are included in the City government Fiscal Year 2014 - 2023 Capital Improvement Program adopted by City Council on May 6, 2013; and (ii)

$14,150,911 to the capital projects identified in the Alexandria City Public Schools' capital budget approved by the School Board on May 23, 2013.

Section 6. That the sum of $76,735,227 appropriated in Section 5 of this ordinance for capital improvement project expenditures of the City of Alexandria and the Alexandria City Public Schools in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014 is expected to be derived from the following sources of revenue:

Source of Revenue		Amount
Intergovernmental Revenue	$	11,291,999
Transfer In from Special Revenue		1,471,507
Transfer In from Special Revenue - Stormwater		903,172
Transfer In from Transportation Fund		10,369,201
Transfer In from General Fund		12,309,531
Transfer In from Special Revenue Fund - Sewer		273,384
Use of Money and Property		1,895,000
Miscellaneous Revenue		5,646,174
Spendable Fund Balance		7,699,154
Bond Proceeds - Future Sale		24,876,105
TOTAL ESTIMATED REVENUE	**$**	**76,735,227**

Section 7. That the sum of $272,693,861 be, and the same hereby is, authorized to be transferred between the following funds maintained by the City, as set forth below:

From	Amount	To	Amount
General Fund	$ 37,870,491	Special Revenue Fund - General	$ 37,870,491
Special Revenue Fund - Sewer	2,541,151	General Fund	2,541,151
Special Revenue Fund - Stormwater	353,178	General Fund	353,178
Special Revenue Fund	1,471,507	Capital Projects	1,471,507
Transportation Fund	242,000	General Fund	242,000
General Fund	2,313,228	Special Revenue Fund - Affordable Housing	2,313,228

Special Revenue Fund - Sewer	903,172	Capital Projects	903,172
Special Revenue Fund - Stormwater	273,384	Capital Projects	273,384
General Fund	17,757,911	Capital Projects Fund	17,757,911
Transportation Fund	4,920,821	Capital Projects Fund	4,920,821
General Fund	185,611,472	Component Unit-Schools	185,611,472
General Fund	11,585,632	Component Unit-Alexandria Transit Company	11,585,632
General Fund	6,849,914	Component Unit-Library	6,849,914
TOTALS	**$ 272,693,861**	**TOTALS**	**$ 272,693,861**

Section 8. That the sum of $804,538,724 appropriated in Section 1 of this ordinance for the support of the government of the City of Alexandria in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014 is, for accounting purposes and in accordance with generally accepted accounting principles, attributed, for each City department, major operating unit, component unit, and major category of expenditure, to the funds maintained by the City as shown in Table I on the pages following this ordinance.

Section 9. That the sum of $804,538,724 appropriated in Section 1 of this ordinance for the support of the government of the City of Alexandria in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014 is, for accounting purposes and in accordance with generally accepted accounting principles, attributed, for each major source of revenue, to the funds maintained by the City as shown in Table II on the pages following this ordinance.

Section 10. That the sum of $200,000 be appropriated from the designated General Fund balance for the support of the government of the City of Alexandria in the fiscal year beginning on the first day of July 2013 and ending on the thirtieth day of June 2014 in the amounts set forth below:

ESTIMATED REVENUE:

Designated General Fund Balance	$ 200,000
Total Estimated Revenue	$ 200,000

APPROPRIATION:

Non Departmental	$ 200,000
Total Appropriation	$ 200,000

Section 11. That the City Council of the City of Alexandria, Virginia does hereby make provision for and appropriation to the funds hereafter named in the amounts required to defray the expenditures and liabilities of the City for which commitments were established in the form of encumbrances or otherwise on or before June 30, 2013 but which are payable in fiscal year 2014 and for which amounts were appropriated but not expended in fiscal year 2013 and further, that the City Council does hereby allot the amounts so appropriated to the several City departments for fiscal year 2014 as follows:

GENERAL FUND

City Attorney	$	20,000
Code Administration		26,000
Commonwealth's Attorney		50,000
Community and Human Services		837,000
Court Services		38,000
Economic Development Activities		65,000
Emergency Communications		78,000
Finance		1,240,000
Fire		220,000
General Services		540,000
Health		130,000
Human Resources		101,000
Human Rights		4,000
Information Technology Services		580,000
Internal Audit		27,000
Non-Departmental		320,000
Office of Communications		8,000
Office of Historic Alexandria		17,000
Other Correctional Activities		26,000
Planning and Zoning		62,000
Police		530,000
Recreation and Cultural Activities		880,000
Registrar of Voters		44,000
Sheriff		590,000
Transit Subsidies		460,000
Transportation and Environmental Services		3,300,000
Total General Fund		**$10,193,000**

Section 12. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction: 06/11/13
First Reading: 06/11/13
Publication:
Public Hearing:
Second Reading:
Final Passage:

Legislation Details (With Text)

File #:	13-1595	**Name:**	Bike Ordinance Amendments Public Hearing
Type:	Ordinance	**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of an Ordinance to Amend Chapter 7 (Bicycles), Title 10 (Motor Vehicles and Traffic) of the Code of the City of Alexandria, Virginia. [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1595_Attachment 1 Bike Ord Cover.pdf 13-1595_Attachment 2 Bike Ord.pdf		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 5, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing, Second Reading and Final Passage of an Ordinance to Amend Chapter 7 (Bicycles), Title 10 (Motor Vehicles and Traffic) of the Code of the City of Alexandria, Virginia. [ROLL-CALL VOTE]

BODY

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ISSUE: Recommendation to amend the ordinance to be consistent with the Virginia State Code.

RECOMMENDATION: That City Council hold the public hearing and pass a proposed amendment on the proposed changes to the bicycle section of the City Code, introduced on Tuesday, June 11, 2013.

DISCUSSION: With exception to the helmet rules of the code, the City's bicycle code has not been updated since 1963. To be consistent with the State of Virginia code and neighboring jurisdiction's codes, staff is proposing updates to Chapter 7 of title 10 of the Code of the City of Alexandria. Attachment 1 contains all proposed changes.

Proposed changes include:

1) Removing the local bicycle registration requirement since the National Bike Registry is now utilized nationally to register bicycles;
2) Making the City code consistent with the State code regarding how bicycles are operated on the roadway, and;
3) Removing the requirement that bicycles utilize paths on certain roadways;
4) Change the rules regarding bicycle riding on sidewalks.

Currently the City of Alexandria code, title 10-7-4 states that with exception of police officers, no bicycle can be operated on a sidewalk except sidewalks designated by City Council resolution as bicycle routes. Any cyclist riding on a city sidewalk for any distance in a non-designated area may be subject to a citation. This causes problems for young or less confident cyclists, or cyclists on major arterials in the City, such as Duke Street or Beauregard Street.

The State of Virginia code, 46.2.904, states that bicycles may be ridden on sidewalks unless prohibited by local ordinance or traffic control devices, and if so, signs must be posted with the prohibition. Following the State code, recently Arlington County updated their code section 14.2-65, to state that persons of any age may ride a bicycle upon any sidewalk, except for those sidewalks, designated by the County Manager. Signs indicating such prohibition shall be conspicuously posted in general areas where bicycle riding is prohibited.

To be consistent with the State code and neighboring jurisdictions, staff is proposing the following section to replace existing Section 10-7-4-(d) of the City code:
Sec. 10-7-4 - Non-roadway Bicycle routes; Duties of riders.
Unless designated by signage prohibiting such conduct, persons may ride a bicycle upon any sidewalk located within the City, subject to the following conditions:

1) A person riding a bicycle on a sidewalk or shared-use path shall yield the right-of-way to any pedestrian and shall give an audible signal, either verbally or by the use of a bell or other device capable of giving a signal audible for a distance of 100 feet, before overtaking and passing a pedestrian;
2) A person riding a bicycle on a sidewalk or shared-use path shall have all the rights and duties of a pedestrian under the same circumstances;
3) The foregoing sections shall not apply to bicycles operated by police officers in the course of their law enforcement duties;
4) The designation of sidewalks on which bicycling is prohibited shall be determined by the Director of Transportation & Environmental Services after consultation with the Chief of Police and subsequent to a public hearing before and recommendation from the Traffic & Parking Board.

Staff presented the proposed changes to the ordinance and public comment was sought at the Alexandria Bicycle and Pedestrian Advisory Committee meeting on April 15, 2013, the Transportation Commission

meeting on May 8, 2013 and a public hearing was held at the Traffic and Park Board's May 20, 2013 meeting.

Speakers at the Traffic and Parking Board public hearing, including those that had been ticketed for riding on sidewalks, spoke in support of the proposed changes to the code. Speakers at the Alexandria Bicycle and Pedestrian Advisory Committee meeting also spoke in favor of the changes, with the exception that the proposed ban on sidewalk riding in the King Street Dining overlay zone or in future dining zones was not supported.

The Traffic and Parking Board recommended that there be an age limit of fourteen with an accompanying adult (s) for sidewalk riding. In addition, the Traffic and Parking Board recommended that children aged 14 and under with an accompanying adult(s) may ride on any sidewalk in the City. Further the Traffic and Parking Board recommended allowing sidewalk riding for children aged 14 and under with an accompanying adult(s) within the King Street Dining overlay zone, as this zone overlaps with the school walking/biking zones. However, to be consistent with Virginia State Code and neighboring jurisdictions, an age limit has not been added to this recommendation. Also, in response to the Traffic and Parking Board recommendation, the proposed ordinance does not prohibit bicycling on sidewalks in the King Street Dining overlay zone or future dining zones.

In addition to the above meetings, notification of the code change was sent to communication outlets, including the city website, social media, and other outlets.

FISCAL IMPACT: There is no fiscal impact.

ATTACHMENTS:
Attachment 1: Ordinance Cover
Attachment 2: Ordinance

STAFF:
Mark Jinks, Deputy City Manager
Jerome Fletcher, Special Assistant to the City Manager
Richard J. Baier, Director, Transportation and Environmental Services
Chris Spera, Deputy City Attorney
Joe Mancuso, Deputy Director, Transportation and Environmental Services
Captain James Bartlett, Commander, Alexandria Police Department
Sandra Marks, Division Chief, Transportation Planning, Transportation and Environmental Services
Bob Garbacz, Division Chief, Traffic, Transportation and Environmental Services

ATTACHMENT 1

Introduction and first reading:	6/11/13
Public hearing:	6/15/13
Second reading and enactment:	6/15/13

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Chapter 7 (BICYCLES), Title 10 (MOTOR VEHICLES AND TRAFFIC) of The Code of the City of Alexandria, Virginia, 1981, as amended, by amending certain sections thereof as set forth more fully below.

Summary

The proposed ordinance makes changes to the City code regarding riding bicycles on the sidewalk, sets up a process for demarcating sidewalks on which bicycle riding would be prohibited, eliminates antiquated and unused bicycle registration procedures and makes changes to rules for riding that are consistent with state law, which applies in neighboring jurisdictions.

Sponsor

N/A

Staff

Mark Jinks, Deputy City Manager
Richard J. Baier, PE, LEED AP, Director, T&ES
Christopher P. Spera, Deputy City Attorney
Jerome Fletcher, Special Assistant to the City Manager
Joel Mancuso, Deputy Director, T &ES
Captain James Bartlett, Commander, Alexandria Police Department
Sandra Marks, Division Chief, Transportation Planning, T & ES
Bob Garbacz, Division Chief, Traffic, T & ES

Authority

§2.04(g), Alexandria City Charter

Estimated Costs of Implementation

None

ATTACHMENT 1

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ATTACHMENT 2

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Chapter 7 (BICYCLES), Title 10 (MOTOR VEHICLES AND TRAFFIC) of The Code of the City of Alexandria, Virginia, 1981, as amended, by amending certain sections thereof as set forth more fully below.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Chapter 7 of Title 10 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by amending he following sections to read as follows:

(New language is underlined; deleted language is ~~stricken through~~)

Sec. 10-7-1 - ~~Registration and license tags; fees.~~ Reserved.

~~The owner of every bicycle kept or regularly operated within the city shall register the same with the police chief and shall obtain from him a license tag for such vehicle, which tag shall be attached and sealed on the rear of the bicycle. The registration and tag shall cost $0.25 and shall be effective throughout the life of the bicycle; except, that in the event of any transfer, the new owner shall obtain a transfer of license tag from the police chief at a cost of $0.10.~~

Sec. 10-7-2 ~~- Owner's report of change of ownership, etc.~~ Reserved.

~~Within 10 days after change of ownership or dismantling and removal from operation of any bicycle, the previous owner shall report the information to the police chief.~~

Sec. 10-7-3 Reports required of bicycle dealers

Every person engaged in the business of buying or selling new or secondhand bicycles shall report to the police chief every bicycle purchased or sold by such person, as well as the name and address of the person from whom it is purchased or to whom it is sold, a description of the bicycle name or make, the frame number thereof, and the number of the license tag, if any, found thereon

Sec. 10-7-4 - ~~Designation of~~ Non-roadway bicycle routes; duties of riders.

Unless designated by signage prohibiting such conduct, persons may ride a bicycle upon any sidewalks located within the City, subject to the following conditions

(a) A person riding a bicycle on a sidewalk or shared-use path shall yield the right-of-way to any pedestrian and shall give an audible signal, either verbally or by the use of a bell or other device capable of giving a signal audible for a distance of 100 feet, before overtaking and passing any pedestrian.

(b) A person riding a bicycle on a sidewalk or shared-use path shall have all the rights and duties of a pedestrian under the same circumstances.

(c) ~~With the exception of~~ The foregoing sections shall not apply to bicycles operated by police officers in the course of their law enforcement duties~~, no bicycle shall be operated on any sidewalk in city, except such sidewalks or portions thereof which city council shall by resolution designate as bicycle routes~~.

(d) The designation of sidewalks on which bicycling is prohibited shall be determined by the Director of Transportation & Environmental Services after consultation with the chief of police and a public hearing before and recommendation from the Traffic & Parking Board.

Sec. 10-7-5 - Definitions.

The following words, when used in this chapter shall, for the purposes of this chapter, have the meanings respectively ascribed to them in this section, except in those instances where the context clearly indicates a different meaning:

(1) *Bicycle.* A device propelled solely by human power, upon which a person may ride either on or astride a regular seat attached hereto, having two or more wheels in tandem, including children's bicycles except a toy vehicle intended for use by yong children. A bicycle is a vehicle when operated on the roadway.

(2) *Roadway:* That portion of a street or highway improved, designed or ordinarily used for vehicular travel. In the event a highway includes two or more separate roadways, the term "roadway" shall refer to any roadway separately but not to all roadways collectively.

(3) *Sidewalk.* That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians.

(4) *Shared-use path:* a bikeway that is physically separated from motorized vehicular traffic by an open space or barrier and is located either within the roadway right-of-way or within a separate right-of-way. Shared-use paths may also be used by pedestrians, skaters, users of wheel chair conveyences, joggers, and other nonmotorized users.

(5) *Bike Lane:* That portion of a street designed and used for bicycle travel.

Sec. 10-7-6 - Manner of operating on roadway

Every person riding a bicycle upon a roadway has all the rights and is subject to all the duties applicable to the driver of a motor vehicle except those provisions which by their very nature can have no application or to the extent that different rights and restrictions are expressly imposed by this chapter or applicable state law.

(a) .

~~(b) Whenever any person shall ride a bicycle on a sidewalk designated by the city council as a bicycle route, the person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian or bicycle.~~

Sec. 10-7-7 ~~– Brakes, lights, etc., as prerequisite to registration, etc.~~ Reserved.
~~The police chief shall have the authority to refuse to register, license or transfer a tag on any bicycle which is not equipped with effective brakes and with lights and reflectors as required in this title.~~

[Intervening section unchanged]

Sec. 10-7-9 - Riding abreast.
Persons riding bicycles upon roadways~~,~~ ~~designated by the city council as bicycle routes~~ may ride two abreast so long as they do not impede traffic. Persons riding bicycles may not ride more than two abreast.

Sec. 10-7-10 - Parking.
No person shall park a bicycle in the city in a manner that unreasonably impedes pedestrian or vehicular traffic on a public roadway, bike path or sidewalk.

Sec. 10-7-11 – Safety Equipment
.Front white light and red rear reflector lights are required on bicycles ridden between sunset and sunrise as required by state law.

Sec. 10-7-12 - Bicycle helmets.

(a) *Requirement.* Every person 14 years of age or younger shall wear a protective helmet when riding or being carried on a bicycle on any roadway, sidewalk or public ~~bicycle~~ bike path within the city. For the purpose of this section, "protective helmet" shall refer to any helmet that meets the Consumer Product Safety Commission standard

(b) *Civil penalty.* The parents of any person who violates this section shall be, jointly and severally, liable for a civil penalty. For each such violation, the parents of the violator shall be liable for a penalty of $25; provided, that such penalty shall be suspended (i) for any person's first violation and (ii) for any person's second or subsequent violation, if the person provides proof of ownership of, or of having purchased or acquired, subsequent to the violation but prior to the deadline for payment of the civil penalty, a helmet of the type required by this section.

(c) *Procedures.* If a violation of this section has occurred, the violator shall be given written notice of the violation. The notice shall state:
   (1) that the parents of the violator shall be liable for the civil penalty set forth in subsection (b);
   (2) the circumstances under which the civil penalty may be suspended, as provided in subsection (b); and
   (3) the deadline by which the parents of the violator must appear, either in person or by mail, before the treasurer of the city and admit liability for or plead no contest to the violation, and pay the civil penalty established for the violation, or alternatively provide satisfactory proof of ownership, purchase or acquisition,

within the time specified in subsection (b), of a helmet of the type required by subsection (a).

An admission of liability or a statement of no contest to a violation of this section shall not be deemed a criminal violation for any purpose. If the parents of a violator do not elect to admit liability or plead no contest, the violation shall be tried in the Alexandria General District Court upon the filing of a warrant in debt.

Section 2. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:
First Reading:
Publication:
Public Hearing:
Second Reading:
Final Passage:

Legislation Details (With Text)

File #:	13-1596	**Name:**	Changes to Towing Ordinance Public Hearing
Type:	Ordinance	**Status:**	Agenda Ready
File created:	6/7/2013	**In control:**	City Council Legislative Meeting
On agenda:	6/15/2013	**Final action:**	
Title:	Public Hearing, Second Reading and Final Passage of an Ordinance Authorizing Amendments to Section 9-13 of the City Code - Towing and Storage of Motor Vehicles. [ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1596_Attachment 1 Cover Towing.pdf 13-1596_Attachment 2 Towing Ord.pdf 13-1596_Attachment 3 Towing PowerPoint.pdf		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 5, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER /s/

DOCKET TITLE:

TITLE

Public Hearing, Second Reading and Final Passage of an Ordinance Authorizing Amendments to Section 9-13 of the City Code - Towing and Storage of Motor Vehicles. [ROLL-CALL VOTE]

BODY

ISSUE: That City Council pass the proposed ordinance (Attachment 2) on first reading and schedule it for public hearing, second reading and final passage on Saturday June 15, 2013.

RECOMMENDATION: That City Council consider the ordinance on first reading and set it for public hearing, and second reading June 15, 2013 and final passage on Saturday, June 15, 2013.

DISCUSSION: The City's towing ordinance was last revised in 1993. In March 2012, City Council created an Ad Hoc Towing Services Advisory Board. The Board makes recommendations to City Council on the provisions in the contract for City authorized towing services and the maximum allowable towing charges for towing companies operating in the City. The Board reviewed the City's towing ordinance and made suggestions for improvements. City staff considered the Board's suggestions and is proposing the following changes to the towing ordinance:

Sec. 9-13-1 - Definitions:
Definitions be changed to provide terminology consistent with the language used in the towing industry.
Sec. 9-13-1 - (b) Change "retrieval fee" to "after hours fee;"
Sec. 9-13-1 - (d) Change the definition of "tow, tows or towing" from "*the act of removing*…" to "*when a tow truck has engaged a vehicle*…" This change is made to better define the action in City code and to provide consistency with the definition in the Fairfax County code;
Sec. 9-13-1 - (f) Delete "*has paid, or is required to pay, the business privilege tax authorized by the state law and imposed by section 9-1-73 of this code, and that*" This section of the code was repealed in 1995 so the reference is not necessary.

Sec. 9-13-3 - Towing and storage fees and regulations:
To maintain consistency with the towing rates in surrounding jurisdictions and state code, staff recommends the following rate adjustment:

1) Increase the cost of a standard tow from $75 to $125;
2) Create a new category for medium tows and allow charges up to $250 per tow;
3) Create a new category for heavy tows and allow charge up to $500 per tow;
4) Increase the drop fee from $25 to $50;
5) Increase the storage fee from $20 to $50 and allow for an oversized vehicle storage fee of $5.00 per foot for any vehicle over 22 feet in length;
6) Replace the after-hours retrieval fee with an afterhours towing fee. Private tow lots are required to be open twenty four hours a day so there is no need to charge for an after-hours retrieval fee, the fee is more appropriately applied to the towing outside of normal business hours and;
7) Add a $75 administrative fee for notification of the lien holder.

TOWING FEES FOR SURROUNDING JURISDICTIONS

	Alexandria Existing	Alexandria Proposed	Fairfax Co Fees	Arlington Co Fees
Standard Tow	$75	$125	$125	$125
Medium Tow	---	$250	$250	$250
Heavy Tow	---	$500	$500	$500

Drop Fee	$25		$50		$50		$25	
Storage		---		$50		$50		$50
Storage Large	---		$5/ft		$5/ft.		---	
After Hours Tow	$10		$25		$25		---	
Admin Fee	---		$75		$75		---	

Sec. 9-13-3 (c) Towing and storage fees and regulations:
Subsection (d) is combined with subsection (c) to establish that the storage rates of the jurisdiction where the vehicle is stored may be applicable.

Sec. 9-13-4 – Notice of Tow:
The notice of tow requirement is changed to eliminate the requirement that tow companies call the police non-emergency number before towing a vehicle from private property. This is done to expedite the towing process and to eliminate the hold experienced by towing companies when calling the Department of Emergency Communications (DEC). New methods will include faxing, emailing or texting the Police Department to notify of a tow.

Sec. 9-13-6 – Method of Payment:
This section is revised to align the City of Alexandria's ordinance with the Fairfax County ordinance since most tow yards are located in Fairfax County.

Sec. 9-13-7 - Receipt:
This section is changed to require that the following information be provided on the tow receipt; reason for the tow, date and time of the tow, name of the person to whom the vehicle was released by the towing company.

Sec. 9-13-8 – Posting of Fees:
This section is changed to require that City of Alexandria's towing rates and fees be prominently posted at the towing company's storage lot available to customers retrieving their vehicles.

Sec. 9-13-9 – Towing Log or similar record:
This section is changed so that it is no longer required that the towing log indicates the date and time the vehicle entered the facility and the mileage on the car when removed. This required information is addressed in Sec. 9-13-7.

Sec. 9-13-10 – Warning Signs:
The minimum size of the warning sign is changed to make the size compatible with standard sign blanks. The requirement that the phone number for DEC be listed instead of the police nonemergency number is also added.

Sec. 9-13-12 – Penalty:
The penalty is changed to allow staff to site a towing company with a class four civil violation when violations occur. This is important because in the past a conviction was required and most violations being of small dollar value where not pursued since it was not cost effective. The proposed language creates a greater disincentive by stipulating that if a towing company is assessed two civil penalties for violations at the same property, the Department of Transportation & Environmental Services can issue a written warning to the property owner. In the event of a violation at a towing company that has within the last six months been previously issued a written warning the property owner shall be guilty of a class four civil violation as set forth in City Code section 1-1-11 (b)(4)

Sec. 9-13-11 – Registration:

The proposed language now requires any towing company operating in the City to register with the City and provide a list of properties from which the company is allowed to tow.

FISCAL IMPACT:
No fiscal impact

ATTACHMENTS:
Attachment 1: Ordinance Cover
Attachment 2: Ordinance
Attachment 3: PowerPoint Presentation

STAFF:
Mark Jinks, Deputy City Manager
Jerome Fletcher, Special Assistant to the City Manager
Richard J. Baier, Director, Transportation and Environmental Services
Joel Marcuson, Deputy Director, Transportation Planning, Transportation and Environmental Services
Bob Garbacz, Division Chief, Traffic, Transportation and Environmental Services

ATTACHMENT 1

Introduction and first reading: 5/14/13
Public hearing: 5/18/13
Second reading and enactment: 5/28/13

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Chapter 4 (COMMITTEES, BOARDS AND COMMISSIONS), Title 2 (GENERAL GOVERNMENT) of The Code of the City of Alexandria, Virginia, 1981, as amended, by adding a new ARTICLE Z, Sections 2-4-210 through -211.

Summary

The proposed ordinance establishes a permanent Towing Advisory Board to advise the City with regard to the appropriate provisions of the towing ordinance and to have jurisdiction over towing companies and their owners and operators.

Sponsor

N/A

Staff

Mark Jinks, Deputy City Manager
Richard J. Baier, PE, LEED AP, Director, T&ES
Bob Garbacz, T&ES
Christopher P. Spera, Deputy City Attorney

Authority

§2.04(d), Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Chapter 13 (TOWING AND STORAGE OF MOTOR VEHICLES), Title 2 (LICENSING AND REGULATION) of The Code of the City of Alexandria, Virginia, 1981, as amended, by amending certain sections thereof as set forth more fully below.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Chapter 12 of Title 9 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by amending he following sections to read as follows:

(New language is underlined; deleted language is ~~stricken through~~)

Sec. 9-13-1 - Definitions.

The following words and phrases, when used in this chapter, shall have the following meanings:

(a) "Motor vehicle" or "vehicle" means:
  (1) any motor vehicle designed primarily for the transportation of no more than ten persons, including the driver, and having a registered gross weight of 7,500 pounds or less; and
  (2) any motor vehicle designed primarily for the transportation of property, such as pick-up trucks and panel trucks, and having a registered gross weight of 7,500 pounds or less.

(b) "After-hours fee" means the compensation payable for the towing of a motor vehicle, during the periods of time prescribed in section 9-13-3(a)(3), to a facility owned, operated, leased or used by a tow truck service, whether that facility is located within or beyond the City of Alexandria.

(c) "Storage fee" means the compensation payable for the storage of a towed motor vehicle that has been stored at or in a facility owned, operated, leased or used by a tow truck service, whether that facility is located within or beyond the City of Alexandria.

(d) ~~"Tow," "tows," or "towing" means the act of removing, by tow truck, a motor vehicle from privately-owned property within the City of Alexandria where it is parked. The mere preparation of a motor vehicle for removal by a tow truck or the attachment of a motor vehicle to a tow truck, or both, does not, for purposes of this chapter, constitute a "tow" or "towing."~~ "Tow," "tows," or "towing" means when the Tow Truck has engaged a Vehicle by a physical or mechanical means that causes the Towed Vehicle to be removed from private property.

(e) "Towing fee" means the compensation payable for the towing of a motor vehicle.

(f) "Tow truck service" means any individual or entity that ~~has paid, or is required to pay, the business privilege tax authorized by state law and imposed by section 9-1-73 of this code, and that~~ tows motor vehicles for compensation, and includes any authorized

agent or legal representative of such individual or entity. The term does not, for purposes of this chapter, include an individual or entity that removes motor vehicles from public streets and other locations, pursuant to a contract with the City of Alexandria.

(g) "Tow truck" means any truck used by a tow truck service to tow or transport away a motor vehicle, and includes a flatbed truck.

(h) "Tow truck operator" or "operator" means any individual who, as an employee of or otherwise for a tow truck service, tows motor vehicles.

(i) "Drop fee" means the compensation payable for the release of a vehicle that has been connected to a tow truck but not yet removed from ~~premises~~ *private property* from which it is to be towed.

Sec. 9-13-2 - Applicability.

This chapter applies (i) to the towing, by a tow truck service, of motor vehicles from privately-owned property within the City of Alexandria without the consent of the vehicle owner or driver, (ii) to the fees that are charged for such towing of vehicles, and (iii) to the fees that are charged for the storage and retrieval of such towed vehicles. The chapter does not apply to the towing of motor vehicles from public streets and other locations within the city that is performed pursuant to a contract with the City of Alexandria or at the direction of City of Alexandria staff, or to the storage of such vehicles.

Sec. 9-13-3 - Towing and storage fees and regulations.

(a) The maximum fees that may be charged for the towing of motor vehicles and for the storage and, when specifically authorized by this section, the retrieval of such towed vehicles are as follows:

(1) for the towing of a motor vehicle (i) less than 7,500 pounds gross vehicle weight rating, the maximum fee shall be ~~$75;~~125 $125; (ii) for medium tows, 7,500 to 10,000 pounds gross vehicle weight rating, the maximum fee shall be $250; (iii) for heavy tows, greater than 10,000 pounds gross vehicle weight rating, the maximum fee shall be $500;

(2) for the storage of a towed motor vehicle, the maximum fee for each 24-hour period of storage, or portion thereof, shall be ~~$20~~50 for any (i) vehicle 22 feet or less and (ii) $5.00 per foot for any Vehicle over 22 feet in length; provided, that no storage fee may be charged for the first 24 hours of storage~~, or any portion thereof, following the arrival of a towed vehicle at a storage facility unless the vehicle is not retrieved within that initial 24-hour period, in which case a storage fee for the initial 24 hours of storage may be charged~~; and

(3)

(4) ~~for the retrieval of a towed motor vehicle from a storage facility (i) between the hours of 7:00 p.m. and 8:00 a.m. on any day, or (ii) at any time on a Saturday, Sunday or holiday, the maximum fee shall be $10 $~~25~~.~~ For towing a vehicle between seven o'clock p.m. and eight o'clock a.m. or on any Saturday, Sunday, or holiday, an additional after-hours fee of no more than $25 per instance may be charged; however, in no event shall more than two such fees be charged for towing any such vehicle. No charge shall be made for storage and safekeeping for a period of twenty-four hours or less.

(4) If a fee for notification of lien holder, owner, agent or other interested party is charged, it shall not exceed $75.00. This fee may only apply after the Vehicle is on the Storage Site over three full business days. No administrative fees will be charged, or any other charges unless expressly set forth herein.

(b) It shall be unlawful for any person to charge a towing fee, storage fee or retrieval fee that exceeds the fees established by subsection (a).

(c) Any towed motor vehicle that is covered by this chapter shall be towed directly to and stored at a facility located in the City of Alexandria or in the Commonwealth of Virginia within three miles of the boundaries of the City of Alexandria. It shall be unlawful for any person to cause a towed vehicle to be stored at a facility more than three miles beyond the boundaries of the City of Alexandria. If the facility at which a towed motor vehicle is stored is located beyond the boundaries of the City of Alexandria, any storage fee shall be assessed at the rate of the jurisdiction in which the lot is located. This applies only to storage fees and not towing fees, after hours fees or any other fees regulated by this chapter.

~~(d) If the facility at which a towed motor vehicle is stored is located outside the City of Alexandria in a jurisdiction that has enacted a regulation limiting the fees that may be charged for the storage of towed vehicles and such ordinance applies to vehicles towed from the city, that jurisdiction's storage fee regulations shall apply.~~

(e) Vehicle Release.

(1) If the owner of the vehicle is present and removes the vehicle from the property or corrects the violation before the vehicle is connected to the tow truck, no fee will be charged the vehicle owner;

(2) If the vehicle has been connected to the tow truck and has not yet left private property, the vehicle shall not be towed upon request of the vehicle owner. The owner shall be liable for a drop fee, as set forth in this Section, in lieu of towing, in an amount not to exceed $50, provided that the vehicle owner removes the vehicle from the property or otherwise corrects the violation.

Sec. 9-13-4 - Notice of tow.

When towing any motor vehicle, the tow truck service or operator shall contact the city's police department and provide the following information:

(a) the name of the tow truck service and operator;

(b) a description of the vehicle to be towed, including its year, make, model, vehicle identification number and license plate number;

(c) the date and time of the tow;

(d) the address of the location from which the vehicle is being towed; and

(e) the name and address of the facility to which the vehicle is to be delivered and stored, and from which the vehicle may be retrieved.

(f) The City Manager, in conjunction with the Director of Transportation & Environmental Services, the Police Chief and the Department of Emergency Communications, shall promulgate regulations for compliance with this section.

Sec. 9-13-5 - Hours of operation of storage facilities.

Any tow truck service that tows a motor vehicle from a location within the city shall take the vehicle to a storage facility from which towed vehicles may be retrieved 24 hours a day.

Sec. 9-13-6 - Methods of payment.

A tow truck service, tow truck operator and storage facility operator shall accept payment for towing fees, storage fees, after-hours fees and ~~the~~ drop ~~"in lieu of towing"~~ fees ~~set out in section 9-13-3(e)~~ in each of the following ways:

(a) cash in United States currency;

~~(b) travelers' checks or money orders payable in United States currency; and~~ MasterCard or Visa debit cards;

(c) not less than two major national ~~any~~ credit ~~or charge~~ cards ~~that the tow truck service, tow truck operator or storage facility operator is authorized by the issuing credit or charge card company to accept, and that is accepted by the service or operator in the ordinary course of business.~~; and

(d) personal checks, but only in the event that debit/credit cards payments cannot be processed at the time payment is tendered.

Sec. 9-13-7 - Receipt.

Upon payment of all towing, storage and, if applicable, retrieval fees, the tow truck service or storage facility operator, as the case may be, shall immediately give the vehicle owner or custodian a written receipt that contains the following information:

(a) the name and address of the tow truck service;

(b) the address from which the vehicle was towed;

(c) the date and time that the vehicle was towed;

(d) ~~the date and time that the vehicle entered the facility at which it was placed for storage~~ the reason for the tow and the entity or person who authorized the removal of the vehicle;

(e) an itemized list of all the fees that are being charged; and

(f) ~~a signature of an authorized representative of the tow truck service~~ the date and time when and the name of the person to whom the vehicle was released .

In the case of a drop fee, item (f) is not required and items (a) and (b) are modified to refer to the address at which the drop fee was incurred.

Sec. 9-13-8 - Posting of fees.

At every place of business where towing fees or storage fees, or both, are collected related to vehicles towed from private property located in the City of Alexandria, there shall be prominently displayed a sign containing a list of the fees imposed for towing and storage services, which sign shall state that the listed fees do not exceed the maximum fees allowed by law and shall refer to section 9-13-3 of this code. If the facility processes payments for tows from multiple jurisdictions, those related to the City of Alexandria shall be separately posted and displayed in a manner reasonably designed to make clear the rates that apply to tows from

Alexandria as opposed to other jurisdictions. Any fee or charge in excess of those posted is prohibited.

Sec. 9-13-9 - Towing log or similar record.

Every tow truck service shall maintain a separate log or similar record which shall show, for each motor vehicle that it has towed from a location within the City of Alexandria, the following information:

(a) the date and time that the vehicle was towed;
(b) ~~the date and time that the vehicle entered the facility at which it was placed for storage~~;
(c) the make, model, year, Vehicle Identification Number and license plate number of the vehicle;
(d) the address of the property from which the vehicle was removed; and
~~(e) the total mileage of the tow; and~~
(f) the towing and storage fees actually charged.

Such log or record shall be maintained for a period of at least one year from the date of each tow, and shall be made available, during normal business hours, for inspection by the city. In addition, the portion of such log or record pertaining to a particular motor vehicle shall be made available, during normal business hours, for inspection by the owner of the vehicle.

Sec. 9-13-10 - Warning signs.

It shall be unlawful for any tow truck service or operator to tow a motor vehicle unless the area in which the vehicle is parked has posted, at each entrance, a legible sign of a minimum size of 12" by 18" ~~area of four square feet~~ that contains the following:

(a) a pictorial symbol of a tow truck;
(b) a statement, in letters not less than three inches in height, to the effect that any trespassing motor vehicle within the area is subject to towing and storage at the expense of the vehicle owner;
(c) if applicable, the hours and days of the week when trespassing vehicles are subject to towing; and
(d) ~~a.~~ the telephone number for the City of Alexandria's Department of Emergency Communications, or such other telephone number as may be designated by the City~~, other than that of the city police department,~~ that may be called 24 hours a day for information regarding the retrieval of a towed vehicle; provided, that the requirements of this section shall not apply to areas providing parking for single-family~~,~~ and two-family ~~*and townhouse dwellings*~~, as such dwellings are defined in the city zoning ordinance.

Sec. 9-13-12 - Penalty.

Any person violating a provision of this chapter shall be guilty of a class four civil violation as set forth in City Code section 1-1-11(b)(4), to be assessed by the Department of Transportation & Environmental Services. In the event any tow truck service is assessed two civil penalties hereunder for violations at the same property, the Department of Transportation & Environmental Services shall issue a written warning to the property owner at the address of record in the tax records for the City of Alexandria. In the event a violation at a property that has been issued a written warning occurs within 6 months of the issuance of such written warning,

the property owner shall be guilty of a class four civil violation as set forth in City Code section 1-1-11(b)(4), separate from and in addition to any penalty that may be assessed against any other person. ~~ive n, upon conviction, be punished by a fine not to exceed $250 for each violation; provided, that if, in any 12-month period, a person is convicted of having violated one or more provisions of this chapter in conjunction with the towing of more than one motor vehicle, the punishment for each violation in conjunction with the second and with any subsequent tow in the 12-month period shall be a fine not to exceed $500.~~

Sec. 9-13-11 – Registration

(a) Any tow truck service providing service in the City of Alexandria shall register with the Department of Transportation & Environmental Services prior to commencing service in the City by January 31 of each subsequent year.

(b) The Department of Transportation & Environmental Services shall issue certificates in the normal course of its business after receiving the following materials from each applicant:

(1) the name, address and telephone number of the tow truck service;

(2) the name and telephone number of the business owner or chief executive officer of the business;

(3) either A) a copy of the tow truck service's City of Alexandria Business, Professional and Occupational License; or B) a written certification from the business owner or CEO that the tow truck service does not transact sufficient business to require such a license pursuant to the terms of City Code Section 9-1-1, et seq. and a copy of the tow truck service's business license from the jurisdiction in which they are licensed;

(4) the address and telephone number of the facility to which vehicles towed from the City of Alexandria are to be taken; and

(5) the addresses and (if applicable) trade names of the property owners who have authorized the tow truck service to tow vehicles from their property. Such information will be considered proprietary business information pursuant to Va. Code Section 2.2-3705.6.

(c) Any change to the information provided at the time of registration shall be provided to the Department of Transportation & Environmental Services within 30 days of such change.

Section 2. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:
First Reading:
Publication:
Public Hearing:
Second Reading:
Final Passage:

Towing Ordinance



June 2013

Why Change Now?

- **The last code revision was in 1993.**
- **There are a number of issues that need to be addressed.**
- **Tow operators are not following the code.**

9-13-3
Towing Fees

	City Impound	Existing	Proposed
Standard Tow	$125	$75	**$125**
Medium Tow			**$250**
Heavy Tow			**$500**
Storage	$50		**$50**
Storage Large Vehicles			**$5/ft.**
Admin Fee	$90		**$75**
Drop Fee		$25	**$50**
After Hours		$10	**$25**

9-13-3 (e)
Vehicle Release

- **If violation is corrected before tow truck hook-up, <u>no charge</u>.**

- **If vehicle owner corrects violation after hook-up there will be a $50 drop fee.**

9-13-4
Notice of Tow

- **City Manager shall promulgate regulations on how tow operators contact the City when towing a vehicle.**

9-13-6
Methods of Payment

Tow Operators must accept:

- **Cash**
- **Debit**
- **Credit**
- **Personal Check if debit/credit payments can't be processed.**

9-13-10
Warning Signs

- **Now allows standard 9”x18” sign rather than 4 square feet.**
- **The Department of Emergency Communications number must be on sign.**

9-13-11 Registration

- **New section requires tow truck operators to register with the City.**
- **Operators must provide a list of all the properties they tow from.**
- **City will issue operator certificates authorizing the tow operator to operate in the city.**

9-13-12

Staff is now able to assess Class Four Civil Violations

- **Property owner held accountable for towing violations related to their property.**
- **Towing operators also held accountable.**

Questions?

Legislation Details (With Text)

File #:	13-1569	**Name:**	
Type:	Ordinance	**Status:**	Agenda Ready
File created:	6/5/2013	**In control:**	City Council Public Hearing
On agenda:	6/15/2013	**Final action:**	
Title:	Introduction and First Reading. Consideration. Passage on First Reading of an ordinance to amend and reordain Sheet No. 47.02 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning a portion of the property at 5801 Duke Street and a portion of the property at 5815 Duke Street from CR/Commercial Regional to CRMU/M/Commercial Residential Mixed Use - Medium in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0002. (Implementation Ordinance for the Map Amendment (Rezoning) approved by City Council on June 15, 2013 for the Landmark Mall project)		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	13-1569_Information Sheet 13-1569_Ordinance 13-1569_Exhibit A 13-1569_Exhibit B		

Date	Ver.	Action By	Action	Result

Title

Introduction and First Reading. Consideration. Passage on First Reading of an ordinance to amend and reordain Sheet No. 47.02 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (Official Zoning Map and District Boundaries), of the City of Alexandria Zoning Ordinance, by rezoning a portion of the property at 5801 Duke Street and a portion of the property at 5815 Duke Street from CR/Commercial Regional to CRMU/M/Commercial Residential Mixed Use - Medium in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0002. (Implementation Ordinance for the Map Amendment (Rezoning) approved by City Council on June 15, 2013 for the Landmark Mall project)

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Introduction and first reading: June 15, 2013
Public hearing: June 25, 2013
Second reading and enactment: June 25, 2013

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Sheet No. 47.02 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (OFFICIAL ZONING MAP AND DISTRICT BOUNDARIES), of the City of Alexandria Zoning Ordinance, by rezoning a portion of the property at 5801 Duke Street and a portion of the property at 5815 Duke Street from CR/Commercial Regional to CRMU/M/Commercial Residential Mixed Use - Medium in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0002.

Summary

The proposed ordinance accomplishes the final adoption of Rezoning No. 2013-0002 to rezone a portion of the property at 5801 Duke Street and a portion of the property at 5815 Duke Street from CR/Commercial Regional to CRMU/M/Commercial Residential Mixed Use – Medium for the Landmark Mall redevelopment project. The rezoning was approved by City Council on June 15, 2013.

Sponsor

Department of Planning and Zoning

Staff

Faroll Hamer, Director of Planning and Zoning
James L. Banks, Jr., City Attorney
Joanna C. Anderson, Acting Deputy Director, Planning and Zoning

Authority

§§ 2.04(w), 9.12, Alexandria City Charter
§ 11-800, City of Alexandria Zoning Ordinance

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Sheet No. 47.02 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 (OFFICIAL ZONING MAP AND DISTRICT BOUNDARIES), of the City of Alexandria Zoning Ordinance, by rezoning a portion of the property at 5801 Duke Street and a portion of the property at 5815 Duke Street from CR/Commercial Regional to CRMU/M/Commercial Residential Mixed Use - Medium in accordance with the said zoning map amendment heretofore approved by city council as Rezoning No. 2013-0002.

WHEREAS, the City Council finds and determines that:

1. In Rezoning No. 2013-0002 the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on June 4, 2013 of a rezoning a portion of the property at 5801 Duke Street and a portion of the property at 5815 Duke Street from CR/Commercial Regional to CRMU/M/Commercial Residential Mixed Use - Medium, which recommendation was approved by the City Council at public hearing on June 15, 2013;

2. The said rezoning is in conformity with the Master Plan of the City of Alexandria, Virginia, as amended;

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Sheet No. 47.02 of the "Official Zoning Map, Alexandria, Virginia," adopted by Section 1-300 of the City of Alexandria Zoning Ordinance, be, and the same hereby is, amended by changing, in the manner set forth below, the zoning classification of the property hereinafter described:

LAND DESCRIPTION: the 11.2 acres of land which consists of a portion of 5801 Duke Street (Tax Map #: 047.02-03-05) and a portion of 5815 Duke Street (Tax Map #: 047.02-03-09 (formerly 047.02-03-02)) as described on the legal description and map titled “Description of Application Area Within Landmark Mall, Alexandria Virginia” dated March 6, 2013 and prepared by Urban, Ltd attached hereto as Exhibit A and as shown on the map titled “Metes and Bounds Map” dated March 13, 2013 prepared by Urban, Ltd attached hereto as Exhibit B

From: CR/Commercial Regional
To: CRMU/M/Commercial Residential Mixed Use - Medium

Section 2. That the director of planning and zoning be, and hereby is, directed to

record the foregoing amendment on the said map.

Section 3. That Sheet No. 47.02 of the "Official Zoning Map, Alexandria, Virginia," as so amended, be, and the same hereby is, reordained as part of the City of Alexandria Zoning Ordinance.

Section 4. That this ordinance shall become effective on the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:
First Reading:
Publication:
Public Hearing:
Second Reading:
Final Passage:

Exhibit A
page 1

urban

PLANNERS
ENGINEERS
LANDSCAPE ARCHITECTS
LAND SURVEYORS

March 6, 2013

Description of
Application Area
Within Landmark Mall
Alexandria, Virginia

BEGINNING AT A POINT ON THE NORTHERN RIGHT-OF-WAY OF DUKE STREET, ROUTE #236, A VARIABLE WIDTH PUBLIC STREET, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF TAX MAP #047.02-03-01; THENCE RUNNING WITH SAID TAX MAP #047.02-03-01
NORTH 60°36'01"WEST 603.02 FEET TO A POINT; THENCE
NORTH 21°15'15"WEST 413.13 FEET TO A POINT; THENCE
NORTH 26°01'06"EAST 307.15 FEET TO A POINT ON THE WESTERN LINE OF TAX MAP #047.02-03-02, THENCE RUNNING THROUGH THE LANDS OF SAID TAX MAP #047.02-03-02
NORTH 68°08'29"EAST 349.09 FEET TO A POINT; THENCE
SOUTH 21°52'27"EAST 132.92 FEET TO A POINT BEING THE NORTHWEST CORNER OF TAX MAP #047.02-03-06; THENCE RUNNING WITH SAID TAX MAP #047.02-03-06
SOUTH 21°52'27"EAST 179.27 FEET TO A POINT; THENCE
SOUTH 23°07'29"WEST 42.22 FEET TO A POINT; THENCE
SOUTH 68°07'33"WEST 6.12 FEET TO A POINT; THENCE
SOUTH 21°52'27"EAST 346.43 FEET TO A POINT; THENCE
SOUTH 68°07'33"WEST 16.80 FEET TO A POINT; THENCE
SOUTH 21°18'07"EAST 300.69 FEET ON THE LINE OF TAX MAP #047.02-03-05; THENCE RUNNING THOUGH THE LANDS OF TAX MAP #047.02-03-05
SOUTH 21°18'07"EAST 147.89 FEET TO A POINT ON THE NORTHERN LINE OF SAID DUKE STREET; THENCE
91.06 FEET ALONG THE ARC OF A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 91.06 FEET, WITH A RADIUS OF 1512.69 FEET, WITH A CHORD BEARING OF SOUTH 86°05'16"WEST, WITH A CHORD LENGTH OF 91.05 FEET TO A POINT; THENCE
SOUTH 86°05'08"WEST 63.40 FEET TO THE POINT OF BEGINNING AND CONTAINING 487,999 SQUARE FEET OR 11.20292 ACRES.

Urban, Ltd. 7712 Little River Turnpike Annandale, Virginia 22003 **PH:** 703.642.8080 **FAX:** 703.642.8256
www.urban-ltd.com
Annandale, VA Chantilly, VA Winchester, VA Wilmington, NC

Exhibit A
Page 2

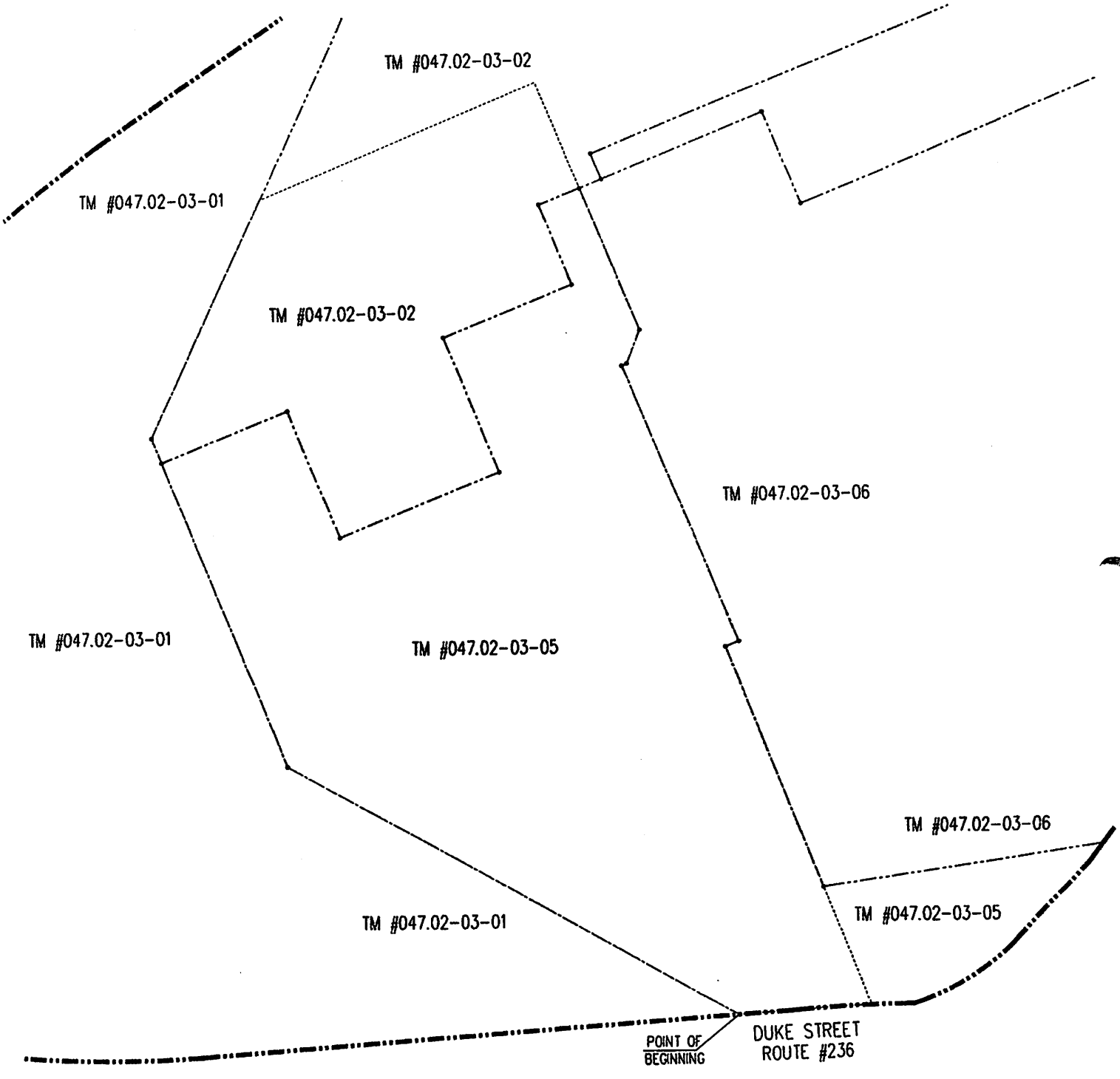
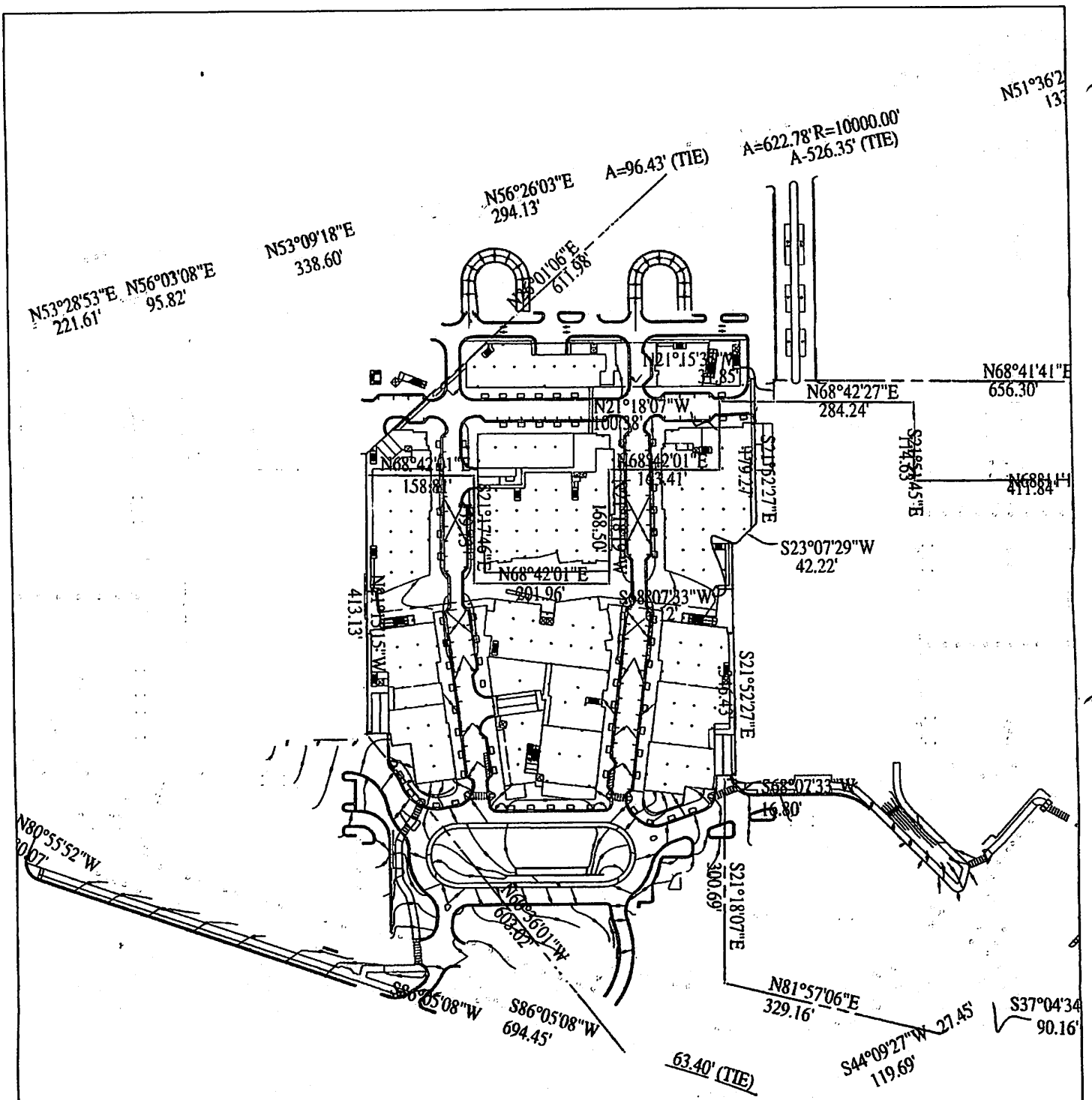


Exhibit B



DATE:	SCALE:	SHEET TITLE:
03/13/2013	**1"=200'**	**METES AND BOUNDS MAP**

LANDMARK MALL
DSUP 2013-00004

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