



**Master Plan Amendment #2023-00008**  
**Rezoning #2023-00006**  
**Development Special Use Permit #2023-10012**  
**1201 East Abingdon Drive**

---

| <b>Application</b>   | <b>General Data</b> |  |
|--|---------------------|--|
| <b>Project Name:</b><br>1201 East Abingdon Drive   | PC Hearing:         | February 6, 2024   |
|  | CC Hearing:         | February 24, 2024  |
|  | DSUP Expiration:    | February 24, 2027  |
|  | Plan Acreage:       | 1.55 acres (67,480 SF)                                     |
| <b>Location:</b><br>1201 East Abingdon Drive   | Existing Zone:      | OCM(50) / Office Commercial Medium (50)                    |
|  | Proposed Zone:      | CRMU-X / Commercial Residential Mixed Use (Old Town North) |
|  | Proposed Use:       | Multi-unit residential                                     |
|  | Dwelling Units:     | 136-144  |
| <b>Applicant:</b><br>PF III Abingdon, LLC,<br>represented by Kenneth W.<br>Wire, Attorney. | Gross Floor Area:   | 178,179 SF   |
|  | Net Floor Area:     | 156,227 SF   |
|  | Small Area Plan:    | Old Town North   |
|  | Historic District:  | Old and Historic Alexandria District                       |
|  | Green Building:     | Compliance with 2019 Green Building Policy                 |

| <b>Purpose of Application</b>  |
|--|
| Consideration of a request to convert an existing office building to multi-unit residential with an added wing for a total of up to 144 units.   |
| <b>Special Use Permits and Modifications Requested:</b>  |
| <ol style="list-style-type: none"> <li>1. Amendment to the Old Town North Small Area Plan chapter of the Master Plan to change the Recommended Height District Limits Map to allow for 65 feet in building height;</li> <li>2. Rezoning of 1201 East Abingdon Drive from OCM(50) to CRMU-X;</li> <li>3. Development Special Use Permit and Site Plan for multi-unit dwellings in the CRMU-X zone; and</li> <li>4. Special Use Permit for an increase in FAR to 2.5 for multi-unit in the CRMU-X zone.</li> </ol> |

| <b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>  |
|--|
| <b>Staff Reviewers:</b><br>Robert M. Kerns, AICP, Chief of Development: <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a><br>Catherine Miliaras, AICP, Principal Planner: <a href="mailto:catherine.miliaras@alexandriava.gov">catherine.miliaras@alexandriava.gov</a><br>Daniel Welles, Urban Planner II: <a href="mailto:daniel.welles@alexandriava.gov">daniel.welles@alexandriava.gov</a> |

**PLANNING COMMISSION ACTION:**

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Master Plan Amendment #2023-00008. The motion carried on a 7-0 vote.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Rezoning #2023-00006. The motion carried on a 7-0 vote.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of DSUP #2023-10012 with changes to Conditions 101 and 113 in accordance with the memo sent to Planning Commission on February 5, 2024 and with a revision to Condition 52. The motion carried on a 7-0 vote.

**Reason:**

While the Planning Commission was supportive about staff's recommendation for the applicant to provide a bus shelter at the nearby 11Y WMATA stop in order to meet the transit needs of the increased number of residents, they acknowledged the uncertainty related to the cost of providing conduit at the bus shelter to accommodate future real time LED screens. Therefore, they found it acceptable to remove that aspect of the condition related to the conduit while still providing for the purchase and installation of the physical bus shelter.

The Planning Commission agreed with staff's analysis and with the recommended changes to the following conditions:

**Condition 52**

52. Provide **and install** a City standard bus-shelter ~~with the ability to accommodate future real time bus information LED screens, and electric connections,~~ **with a cost not to exceed \$30,000** for the WMATA 11Y bus stop located immediately adjacent to the site to the satisfaction of the Director of T&ES **prior to the issuance of the first Certificate of Occupancy**. The final bus shelter and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter are at: [www.alexandriava.gov/6548](http://www.alexandriava.gov/6548). Bus shelters require a building permit. (T&ES) (Code) \*\*\*

**Condition 101**

101. Provide seven (7) set aside rental units within the development, ~~comprising one (1) one-bedroom, four (4) one-bedroom plus den, and two (2) two-bedroom units,~~ **with a unit mix proportional to the project's total unit mix,** or an **substantially** equivalent mix of **seven** units to the satisfaction of the Director of Housing to be finalized prior to the release of the Final Site Plan. ~~For the purposes of the set aside units, dens are defined as being enclosed with a door,~~

having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment. (Housing)

### Condition 113

113. Should the project develop as or convert to residential condominiums, provide ~~no fewer than~~ seven (7) affordable set-aside for-sale units within the development, ~~comprising one (1) one-bedroom unit for sale at \$225,000, four (4) one-bedroom plus den units for sale at \$250,000, and two (2) two-bedroom units for sale at \$275,000,~~ **with a unit mix proportional to the project's total unit mix,** or a **substantially equivalent** mix of **seven** units to the satisfaction of the Director of Housing to be finalized prior to the release of the Final Site Plan. **The units will be priced consistent with the City sale prices and policies in effect at the time of the application's approval by City Council.** These prices include the cost of one parking space per unit. Set-aside units sold without a parking space shall be subject to a \$30,000 price deduction. For the purposes of the set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment. (Housing)

### Discussion

Commissioner Manor confirmed that he spoke with the City Attorney Office to confirm that he does not have a conflict of interest in the project and was able to cast a vote.

Vice Chair McMahon noted that the project will bring something new to a building that currently does not offer many benefits to the community with minimal disruptions to the surrounding fabric. Vice Chair McMahon also noted how the site design will speak to the streetscape in a way that removes a surface parking lot and activates the space. She expressed no concerns about the height increase and also acknowledged the importance of the affordable housing component of the project.

Commissioner Lyle agreed with the applicant's concerns about Condition 52, particularly with respect to not knowing the full cost of the bus shelter with conduit in the public right-of-way, and asked the applicant to work with staff on a revision to the condition to identify an agreed-upon cost and remove the requirement for electrical conduit to the bus shelter.

Commissioner Koenig noted that the project is creatively and pragmatically transforming a building that is outdated but still structurally sound and acknowledged that the transformation of the existing parking lot to an open space courtyard will be a great change. Commissioner Koenig expressed some concern about the number of projects coming forward with height limit increases but found it appropriate at this site.

Commissioner Brown noted that the Old Town North Small Area Plan has outdated language about office to residential conversions and expressed interest in an update to the plan that aligns with the current Citywide policy that encourages conversions.

Commissioner Ramirez expressed support in how the project will activate the area.

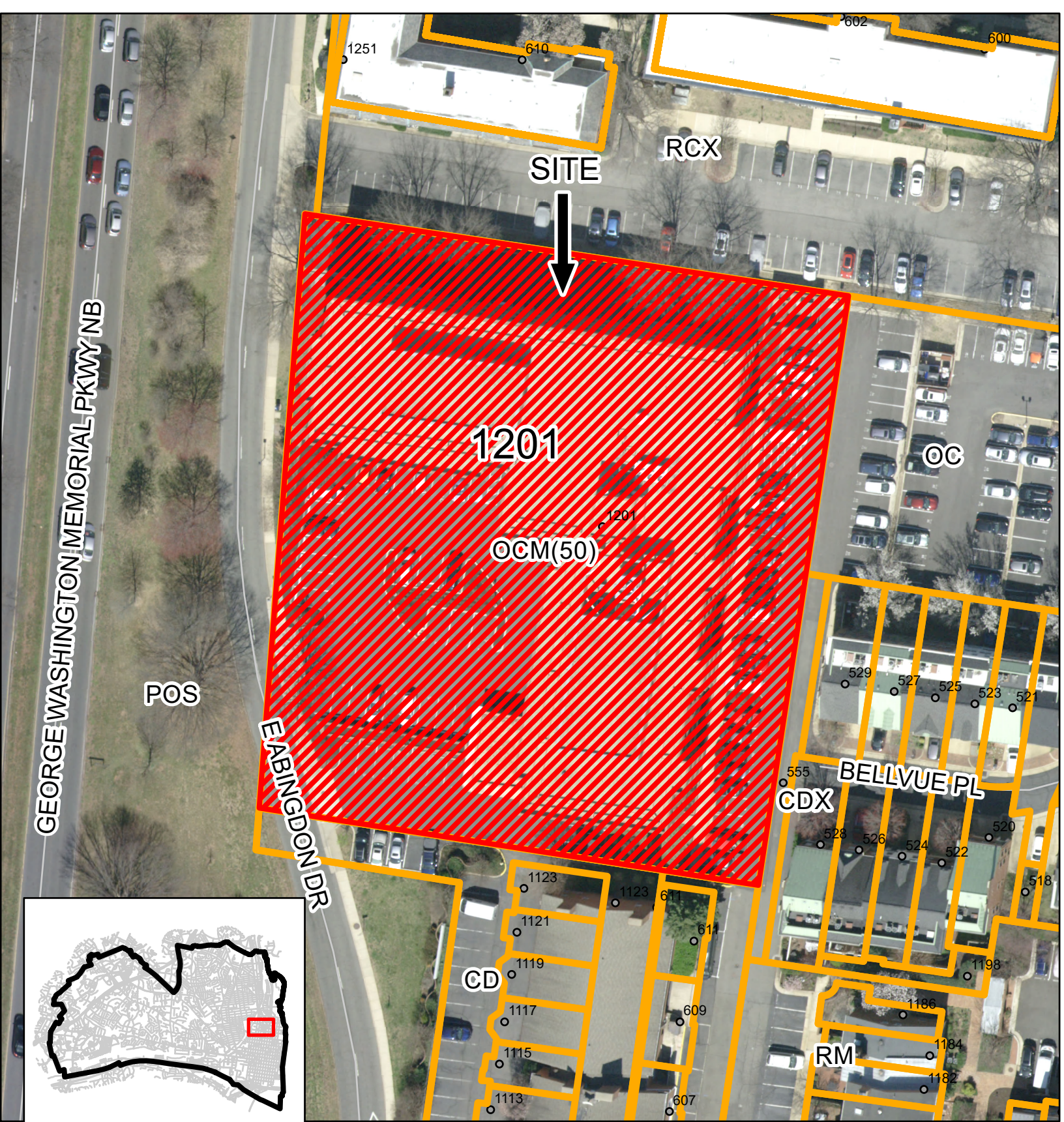
Chair Macek expressed support of the project based on the number of affordable units, the way the proposal will activate this portion of Old Town North, and that he was not concerned about the height increase based on the benefits provided and how the height does not exceed the height of the existing penthouse.

Speakers

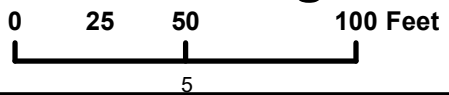
Andrea Haslinger, a resident of Pitt Street Station Townhouses, spoke in opposition of the project as currently proposed based on the massing and height. Ms. Haslinger also expressed concerns about building access from North Saint Asaph Street extension and also noted that she did not receive any notice from the applicant.

Stephen Milone, representing Old Town Civic Association, spoke against the proposed height increase and suggested the project should explore wider streetscape improvements such as the landscape strip, and requested more EV chargers in the parking garage.

Ellen Mosher, Old Town resident, spoke in opposition of the project, expressing concerns about the height.



**Master Plan Amendment #2023-00008**  
**Rezoning #2023-00006**  
**Development Special Use Permit #2023-10012**  
**1201 East Abingdon Drive**



## **I. SUMMARY**

### ***A. Recommendation***

Staff recommends **approval** of the request by PF III Abingdon, LLC (“the Applicant”) for a Master Plan Amendment, Rezoning, Development Special Use Permit with Site Plan, and associated applications to convert an existing commercial office building to residential multi-unit with the addition of a new wing to the building. This development provides a number of benefits for the city and the surrounding community, including:

- Replacement of an underutilized office building with a multi-unit building in a transit-rich location;
- New building with high-quality design and architectural character;
- Inclusion of seven (7) new affordable units on-site and a contribution of \$181,568 to the Housing Trust Fund;
- Green building and site design, including LEED Silver (or equivalent) building certification;
- Public art contribution (at a minimum value of \$16,813);
- Monetary contributions of approximately \$450,000 (2023\$) to Old Town North Small Area Plan Implementation Fund;
- A \$20,000 contribution to Capital Bikeshare; and
- Publicly accessible path at the southeast corner of the site.

The following issues are evaluated as part of the staff analysis:

- Conformance with the Master Plan and Other City Policies
- Site, Building Design and Board of Architectural Review
- Open Space, Pedestrian and Streetscape Improvements
- Parking and Transportation
- Stormwater Management
- Special Use Permits
- School Impacts
- Community Outreach

### ***B. General Project Description***

The Applicant proposes to convert the existing office building into a 136-144 multi-unit residential building (including seven affordable units), with the construction of an additional building wing. Parking will consist of 162 total parking spaces. Of those, 138 parking spaces are located in the existing underground garage and 24 are existing surface parking spaces that are located to the rear of the site. The underground parking garage is one-level and accessed from the existing driveway on East Abingdon Drive along the northern perimeter of the building. The tallest portion of the building reaches six stories (65 feet) but is significantly setback. There will be an at-grade open

entry court with pedestrian access for building residents from East Abingdon Drive. There is a combination of ground level and above-grade open space, most of which is private for building residents.

The following approvals are requested:

- An amendment to the Old Town North Small Area Plan (OTNSAP) Chapter of the Master Plan to update to the Height Maps;
- A Map Amendment to amend the zoning from OCM(50) to CRMU-X; and
- A Development Special Use Permit (DSUP) with Site Plan to construct a multi-unit residential building, including:
  - A Special Use Permit to increase the maximum permitted floor area ratio to 2.5 in the CRMU-X zone.

## **II. BACKGROUND**

### ***A. Site Context***

The five-story brick veneer office building at 1201 East Abingdon Drive was constructed in 1983-1984. The project site is 1.55 acres (67,480 square feet) and located on the east side of East Abingdon Drive, between Second Street and Bashford Lane. The site is also located in the Old and Historic Alexandria District and subject to the Washington Street Standards.

The site borders the Abingdon Row Townhouse development to the south, Riverton Condominiums to the north, East Abingdon Drive and the George Washington Memorial Parkway (GWMP) to the west, and the Canal Center and Pitt Street Station townhouses to the east. To the east of the site is a private street that is an extension of North Saint Asaph Street, providing access to the rear parking at this site and the parking associated with the neighboring townhouse developments. The topography of the site is generally flat, but slopes upward toward the east side of the building site.

### ***B. Detailed Project Description***

East Abingdon Drive is a one-way northbound access road running approximately parallel to the George Washington Memorial Parkway (GWMP) that has a curve reflective of the former Memorial Circle. This area of the historic district along the GWMP reflects the more post-war suburban character and includes numerous garden apartment buildings and late 20<sup>th</sup>-century office buildings. The General Land Use Concept Plan (Subareas) in Figure 2.03 in the OTNSAP shows that the subject parcel is located within the boundaries of “Subarea 2 – Predominantly Residential” in the OTNSAP but borders “Subarea 1 – Washington Street Gateway” due to its location fronting the GWMP and former Memorial Circle (Figure 1).



**Figure 1: 1949 aerial view of North Washington Street at Memorial Circle**

Approximately 112,775 square feet of floor area of the existing office building will be converted to a residential multi-unit building, with the addition of an approximately 43,452-square foot new building wing at the south end of the property over the existing surface parking lot. A total of 136-144 rental units will be included with the proposal. The Preliminary Plan includes 136 units, however, the applicant has requested flexibility to adjust the number of units during the Final Site Plan process (up to 144). Of these, seven (7) units will be affordable. A total of 162 on-site parking spaces are proposed to serve the residents. There is an existing one-level, below-grade parking garage with 138 spaces accessed through the existing driveway at the northernmost portion of the site from East Abingdon Drive. The remaining 24 spaces are retained from the existing surface parking lot at the easternmost portion of the site. The surface parking spaces will be accessed from the private north-south street.





Figure 2: Illustrative site plan

The proposed building addition at the southern end of the site will change the building from an “L” shaped building into a “U” shaped building. The existing building will have a new architectural expression and fenestration that will complement the addition. The ground level will be revised to feature additional glazing and street level entries. At the roof level, the general footprint of the existing penthouses will be expanded to allow for the introduction of additional occupiable space and units. The new wing at the south end of the site will be similar in size to the existing north wing but will have a slightly smaller footprint with a convex west wall meant to reflect the curve in Abingdon Drive in this area. The red brick and glass addition will be broken into vertical modules that are similar to historic townhomes.

The project will include approximately 19,000 square feet of open space: a private at-grade entry courtyard accessed from East Abingdon Drive, a private rooftop terrace, and a pathway at the southeast portion of the site with a public access easement. The building setbacks allow for a rooftop amenity terrace on the sixth floor to be shared by all residents. Programming of the courtyard and rooftop amenity spaces will be determined during the final site plan process. The courtyard will also provide access to the main building entrance.

The proposal includes a variety of streetscape improvements. An eight-foot wide concrete sidewalk will be added to serve as a transition between the concrete sidewalk along East Abingdon Drive and the all-brick sidewalk at the adjacent Abingdon Row site. The addition of a layby on East Abingdon Drive will provide two (2) ride-share drop off and pickup spaces to serve as short-term temporary parking for the site. There will be two landscape islands added to the surface

parking lot at the rear with a width of approximately 14 feet and approximately eight (8) feet in depth.



Figure 3: Perspective view along East Abingdon Drive

### III. ZONING

Table 1 – Zoning Tabulations

|                          |  |  |
|--------------------------|--|--|
| <b>Property Address:</b> | 1201 East Abingdon Drive   |  |
| <b>Total Site Area:</b>  | Existing: 67,480 SF (1.55 acres);<br>Proposed: 64,741 SF (1.49 acres) <sup>1</sup> |  |
| <b>Existing Zone:</b>    | OCM(50) (Office Commercial Medium)   |  |
| <b>Proposed Zone:</b>    | CRMU/X (Commercial Residential Mixed Use/Old Town North)                           |  |
| <b>Current Use:</b>      | Office building  |  |
| <b>Proposed Use:</b>     | Multi-unit residential   |  |
|                          | <b>CRMU-X<br/>Permitted/Required</b>   | <b>Proposed/Provided</b>   |
| <b>FAR:</b>              | 1.5; 2.5 with SUP  | 2.32   |
| <b>Height:</b>           | 50 feet;<br>65 feet (per OTNSAP) <sup>2</sup>                                      | 65 feet  |
| <b>Open Space:</b>       | 16,185 SF (25%)  | Ground level: 12,000 SF (18.5%)<br>Above-grade: 7,000 SF (10.8%)<br>Total: 19,000 SF (29.3%) |
| <b>Crown Coverage:</b>   | 16,185 SF (25%)  | 16,375 SF (25.3%)  |

<sup>1</sup> 2,739 square feet of site area will be dedicated to the City;

<sup>2</sup> The applicant is requesting to amend the Height Map in the OTNSAP to allow for a height of up to 65 feet.

|                             |                         |   |
|-----------------------------|-------------------------|---|
|                             |                         |   |
| <b>Residential Parking:</b> | 149 spaces <sup>3</sup> | 138 garage spaces<br><u>24 surface spaces</u><br>Total: 162 spaces (incl. 8 ADA spaces) |
| <b>Loading spaces:</b>      | 1                       | 1   |

## IV. STAFF ANALYSIS

### *A. Conformance to the City Master Plan*

The site is included within the Old Town North Small Area Plan (OTNSAP), though it is not identified as a development site. The proposal requires an amendment to the OTNSAP through an update to the *Recommended Height District Limits Map* to allow for 65 feet in building height. Staff supports the Applicant’s request for additional residential density and height on this site in order to create more diverse housing options in this transit-rich neighborhood and meet the goals and principles outlined in Tables 9 and 10 in the Appendix of this report, including:

- Establish land uses and building heights compatible with the neighborhood.
  - The change in use from office commercial to residential supports the site’s location within the Predominantly Residential Subarea (Subarea 2) of the OTNSAP. The Plan encourages a focus on residential uses within this subarea. The proposed height is compatible with nearby buildings.
- Enhance the design of the public realm in a way that prioritizes the pedestrian.
  - The public realm will be enhanced with new wider, concrete sidewalks, additional landscape strips, and Washington Street Lights. The applicant will also provide a publicly accessible pathway along the ground level open space which provides a pedestrian connection from East Abingdon Drive to the private road to the east.

#### *Master Plan Amendment*

The applicant has requested a Master Plan Amendment to the Recommended Height District Limits map to increase the project height from 50 feet to no more than 65 feet. The Recommended Height District Limits for this site in the OTSNAP is 50 feet (Figure 2.14). The proposed building height at the tallest point is 65 feet. The portion of the building generally above 50 feet is the sixth story of the building which is significantly setback from the rest of the building footprint.

Staff notes that the current height of the building exceeds 50 feet as it was constructed prior to the Height District Map within the OTNSAP<sup>4</sup>. The proposed building height of 65 feet is consistent with the height of the existing building when measured to the top of the penthouses. However, the penthouses are not counted towards the overall height of the existing building as they only function

<sup>3</sup> The applicant is requesting flexibility to add up to a total of 144 units in accordance with condition 9. The parking requirement will be recalculated during final site plan review if the units increase above 136.

<sup>4</sup> Exclusive of the two (2) penthouses, the existing building height ranges from 51 feet 6 inches to 52 feet 6 inches. With the penthouses included, the building height ranges from 62 feet and 6 inches to 65 feet.

for the screening of mechanical equipment and do not contain habitable space. The proposal includes the addition of habitable units on the sixth story of the building at the same height as the existing penthouses and thus must be included as part of the overall building height.

Staff supports the applicant's request to amend the OTNSAP to increase the allowable building height to 65 feet, finding it consistent with the City's priority of increasing the overall housing supply, especially in transit-rich locations such as Old Town North. The proposed height increase also contributes toward the inclusion of seven affordable units. Staff also finds the proposed building height compatible with adjacent buildings in this area, which includes garden apartment and office buildings, and notes that due to the significant setback of the portion of the building over 50 feet, the greater height is less perceptible.

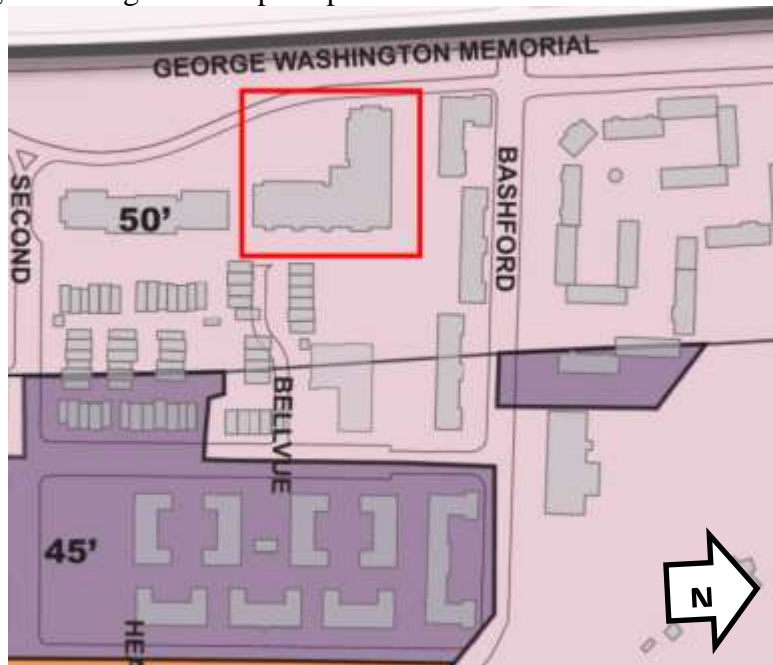


Figure 4: 1201 East Abingdon Drive in the OTNSAP Recommended Height District Limits (Figure 2.14 in the OTNSAP)

### ***B. Rezoning***

The applicant is requesting a rezoning to the CRMU-X (Commercial Residential Mixed Use – Old Town North) zone. The CRMU-X zone permits density up to 2.5 FAR with an SUP for residential uses. The existing OCM(50) zone permits limited redevelopment opportunities for residential or mixed use sites based on the permitted FAR for residential (1.5). The CRMU-X zone is intended to support multi-unit and mixed use developments within the Old Town North neighborhood. The scale and density of the proposed project is consistent with other nearby multi-unit and mixed use developments which were recently approved, including 901 North Pitt Street and the Tidlock redevelopment, both approved in 2022.

Staff recommends this rezoning for a number of reasons: 1) the proposal is consistent with the principles of the OTNSAP outlined above and is consistent with the City's Housing Master Plan and Regional Housing Goals; 2) the project meets the OTNSAP vision to provide a variety of housing choices and building types that are affordable and accessible to a diverse range of ages,

incomes, abilities, and household sizes; 3) the increased density associated with the rezoning results in the creation of seven (7) affordable units; and, 4) the project provides quality urban design and enhances the existing streetscapes around the site.

### **Criteria for Rezoning without a Master Plan Study**

While staff supports the rezoning request, the rezoning proposal should be reviewed against the criteria for the rezoning of a property outside of a small area planning process, since the site was not identified as a redevelopment site in the plan and thus a rezoning was not recommended in the OTNSAP. The [criteria \(adopted by City Council in December 2010\)](#) are listed and explained below, with staff response located below each criterium:

**SMALL AREA PLAN:** Is the proposal consistent with the small area plan for the area, or is a master plan amendment required? Is the proposal consistent with the intent of the master plan for the area, even if the zoning needs adjustment? Will the proposal be inconsistent with or a radical departure from the other existing uses in the area? If there is no master plan amendment required, then it is typical for the rezoning to proceed on its own.

**Staff Response:** *A master plan amendment is required to allow the proposed building height of 65 feet, however the proposed multi-unit development is consistent with the uses and scale in the immediate vicinity, which are multi-unit, townhouse, and other commercial developments. The project is consistent with the goals and objectives of Subarea 2, which is predominantly residential.*

**TYPE OF AREA:** Is the area one where redevelopment is encouraged or one that is slated for revitalization, such as Arlandria and West Eisenhower? Would the proposal be inconsistent with or a radical departure from the other existing uses in the area? For example, a proposal for a high rise in the middle of single-family homes would not be consistent with the City's policy to protect residential areas. The need to protect residential neighborhoods would weigh in favor of not proceeding without a thorough study and, if necessary, an area wide rezoning plan.

**Staff Response:** *The site is located within the boundary of the OTNSAP, which was updated in 2017 with the anticipation that significant redevelopment would occur in the neighborhood. The proposed conversion is consistent with the residential nature of the surrounding vicinity.*

**ISOLATED PARCEL(S):** If the property is one of several within the immediate area, all of which holding the potential for redevelopment with foreseeable impacts on traffic, public benefits, the street network or other amenities which suggest the benefit of further study, then a small area plan review may be warranted. The need for further and broader study will impact the consideration of a rezoning application. If a study is necessary for the subject property as well as others, then that fact weighs in favor of the application not proceeding.

**Staff Response:** *The OTNSAP identified several sites in the area with a potential for redevelopment in the near and mid-term future and included analysis related to impacts*

*on traffic, public benefits and the like. Staff does not think that broader study is warranted given the scale of this office conversion project.*

**STATUS OF PLANNING FOR AREA:** Is there a small area plan or other planning study slated to begin within the next fiscal year, or in progress? If a study is underway or about to be, then the rezoning should not proceed until guidelines for appropriate development are understood as a result of the planning work. If a study is not formally scheduled for the area, then that fact weighs in favor of the application proceeding without a study.

**Staff Response:** *The OTNSAP was updated in 2017, with many elements of the plan still being implemented. There is no future plan to update the OTNSAP.*

**APPLICATION'S CONSISTENCY WITH CITY GOALS:** Is the parcel well served by mass transit? Is expanded high capacity transit service anticipated in the near term in the area? Could development of the parcel contribute to the viability or implementation of already planned expansion of transit services? Does the proposal comply with all city policies other than the land use called for in the Master Plan? Does it, for example, reflect the direction, policy and goals of the City for its future transportation, environment, and housing and for protecting existing residential neighborhoods? If Council has made land use decisions for the area, it is consistent with them? If the parcel meets the City's goals for an area, that weighs in favor of the application proceeding without a study.

**Staff Response:** *The impact of the project is projected to be minimal. The proposed residential use would actually generate less traffic than an occupied office building and would not demand additional mass transit facilities. The site is served by the WMATA line 11Y bus and is located within a block from the DASH line 34 bus. Additionally, the project removes a prominent surface parking lot and helps to meet the City's Regional Housing Goals with the addition of 136 units in an underutilized office building.*

### ***C. Compliance with City Policies***

#### **Green Building Policy**

The project at 1201 East Abingdon Drive will meet the 2019 Green Building Policy. The Applicant is still evaluating which certification option (LEED, Green Globes, Earthcraft, or NGBS) and associated potential points the project will pursue.

The proposed residential building is an adaptive reuse of a steel, concrete, and masonry office building. The adaptive reuse of the existing underground garage structure and office building will significantly reduce the embodied carbon footprint, cost, and construction duration of the overall project.

Building envelope attributes for the project will include:

1. Exterior insulated double pane windows, with Low-E glass, and storefront frames that have a "thermal break".

2. Insulated Grade 1 exterior walls systems with R21 insulation.
3. Insulated roofing systems with minimum R38 insulation.

The dwelling units and their kitchens and bathrooms are stacked to limit the unnecessary distribution of additional plumbing, hot water, and exhaust systems. This contributes to embodied carbon and energy usage over the life of the building. To additionally lower the project's energy usage, timers and photovoltaic sensors will be used to control some of the building's exterior lighting.

Dwelling units will include EnergyStar appliances and energy-efficient, properly sized HVAC systems.

Stormwater will be captured from the roof and used to irrigate landscaped planters filled with drought tolerant and native plantings. The sixth-floor terrace will have green roofing for stormwater mitigation and at least two percent of the project's parking spaces will have active electric vehicle chargers.

### **Public Art Policy**

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement for development projects to go towards public art. The contribution can be used for public art on the site or a monetary contribution to further the City's public arts efforts in the neighborhood. Should on-site art not be provided, then a contribution amount of approximately \$16,813, or \$0.30 per gross square foot of development, is recommended.

### **Affordable Housing Policy**

Consistent with the Commercial to Residential Conversion component of the 2023 Zoning for Housing initiative, the project proposes to convert a non-competitive office building to residential use to expand housing options in close proximity to jobs, services, and amenities. The project's affordable housing contribution consists of three parts.

Consistent with the City's 2020/21 Housing Contribution Policy Update (Policy), which requires ten percent of residential floor area above what is recommended in the underlying small area plan be provided as affordable housing, the applicant will provide two committed affordable units (CAUs). (The project is in Old Town North which is defined in the Policy as a core submarket.)

Due to its location within Height District 1, which has a 50-foot height limit, the project is unable to request bonus height through Section 7-700; the project is pursuing additional height through a Master Plan Amendment (MPA). The applicant has proposed to provide additional CAUs. This contribution is equivalent to the contribution that would have been required had the project been able to utilize bonus height. In total, the project will provide seven CAUs.

The CAUs comprise one (1) one-bedroom, four (4) one-bedroom and den, and two (2) two-bedroom units. This unit mix is generally proportional to the project's planned unit mix for a 136 multi-unit building (Table 4). Should the project's total unit count and mix change at the time of Final Site Plan (potentially up to 144 units), the applicant will provide seven CAUs with a unit mix substantially equivalent to the unit mix presented by staff to the Alexandria Housing Affordability Advisory Committee (AHAAC) at their December 7, 2023 meeting.

**Table 4**

| <b>Unit Type</b>  | <b>Units</b> | <b>Unit Mix as % of Total Units</b> | <b>Affordable Units</b> | <b>Affordable Unit Mix as % of Total Affordable Units</b> |
|-------------------|--------------|-------------------------------------|-------------------------|---|
| Studio            | 7            | 5%                                  | 0                       | 0%  |
| One-bedroom       | 28           | 21%                                 | 1                       | 14%   |
| One-bedroom + den | 72           | 53%                                 | 4                       | 57%   |
| Two-bedroom       | 29           | 21%                                 | 2                       | 29%   |
|                   | <b>136</b>   |                                     | <b>7</b>                |   |

Rents (adjusted for utilities and parking fees) will be affordable to households with incomes at 60% of the Area Median Income (AMI) (equivalent to \$63,300-\$90,420 in 2023 for a household with one to four members, respectively), as well as to eligible households with Housing Choice (Section 8) vouchers as required by State law. In addition, 'non-standard' unit types such as one-bedroom + den units must have rent limits equal to their closest equivalent; one-bedroom + den units will rent at a one-bedroom rate. The units will remain affordable for a 40-year period from the date of initial occupancy. The residents of CAUs will have the same access to amenities as do market-rate residents in the project.

If the project converts from a rental to a for-sale condominium structure or is constructed as such, the applicant will provide seven for-sale CAUs. The final CAU mix will be evaluated at the time of Final Site Plan for proportionality. For-sale units will be affordable to households with incomes generally ranging between 70% and 100% AMI (Table 5). City homeownership assistance will be available to eligible households to help with down payment and closing costs. The units will remain affordable with equity sharing enforced through deeds of covenant restricting their resale.

**Table 5**

| <b>2023 Affordable For-Sale Committed Affordable Unit Program Income Limits</b> |                       |                 |                 |                 |
|---|-----------------------|-----------------|-----------------|-----------------|
|   | <b>Household Size</b> |                 |                 |                 |
| <b>Percent of AMI</b>   | <b>1 Person</b>       | <b>2 People</b> | <b>3 People</b> | <b>4 People</b> |
| 70%   | \$73,850              | \$84,420        | \$94,990        | \$105,490       |
| 100%  | \$105,500             | \$120,600       | \$135,700       | \$152,100       |

The starting point for the prices of the affordable for-sale units is the City's standard prices, which include one parking space: \$225,000 for a one-bedroom and \$275,000 for a two-bedroom. Consistent with the City's policy which requires the unbundling of housing from parking, buyers of the affordable units will have the opportunity to purchase up to one parking space per household for \$30,000; if the buyer does not purchase a parking space, the unit will be discounted \$30,000 from the standard price. In addition, units with dens are priced \$25,000 above the standard price



due to the added value created by the additional space (Table 6). For the purposes of CAUs, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment.

**Table 6**

| <b>2023 Affordable For-Sale Prices</b> |                                 |                                  |
|--|---------------------------------|----------------------------------|
| <b>Unit Type</b>                       | <b>Price (w/ parking space)</b> | <b>Price (w/o parking space)</b> |
| One-Bedroom                            | \$225,000                       | \$195,000                        |
| One-Bedroom Plus Den                   | \$250,000                       | \$220,000                        |
| Two-Bedroom                            | \$275,000                       | \$245,000                        |

Consistent with the City's Procedures Regarding Affordable Housing Contributions, the application is subject to the contribution rate in effect at the time the application's concept plan was accepted for review (2022). The applicant will provide a voluntary monetary contribution of \$181,568 to the Housing Trust Fund based on the floor area associated with the office to residential conversion. Should the project proceed as for-sale condominiums, it is anticipated that the contribution would help fund part of the City's downpayment and closing cost assistance needed for the project's future CAU purchasers.

Staff's memo and the applicant's Affordable Housing Plan dated October 20, 2023 were presented to AHAAC on December 7, 2023. Members discussed aspects of the site plan including parking and drop-off points. The Committee voted to unanimously endorse the affordable housing contribution.

#### ***D. Site, Building Design and Board of Architectural Review (BAR)***

The addition of a multi-unit building in this portion of Old Town North near existing residential townhouses, condominiums, a hotel, and office buildings provides a unique opportunity to convert an outdated office building to a residential use and blend into the surrounding neighborhood fabric. The Old Town North neighborhood contains a variety of uses and architectural styles, ranging from Colonial Revival era townhomes to 1970s era concrete and brick residential towers and 1980s era office buildings and existing mixed-use projects. Staff is supportive of the vision of a simple, well-designed architectural approach and worked with the applicant to ensure that the building would not read as an office building. Balconies will be added to several units to support a residential scale rhythm and a prominent entry courtyard defines the entrance and residential use. In design discussions, the design approach was to create a building with two defined sections in a U-shape form. The new building wing was designed to enhance the entry courtyard and overall built environment of the site, creating a strong street presence in the place of a surface parking lot. The exterior brick of the existing building will be generally reused (with new windows and a change in fenestration) and the new building wing design includes gray brick masonry. The setback sixth floor is comprised of metal panels on both building wings.

The applicant will also implement site improvements to the property that will transform the site from an underutilized office building to an activated multi-unit residential building, such as the entry courtyard, wider sidewalks which provide pedestrian connectivity to the surrounding area,

and landscaping, including street trees. The proposed site and building design illustrate how an outdated office building can be converted and modified to activate the space.

The BAR reviewed the project in concept on July 6, 2023 (BAR Case #2023-00245). At concept review, the BAR provided extensive feedback in accordance with the Concept Review Policy, which outlines the optional, informal review whereby the BAR provides the applicant, staff, and the Planning Commission and City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character. Concept reviews also include an opportunity for public comment. Specifically, the proposed project was evaluated for its compliance with the *Washington Street Standards*. When reviewing designs for new construction the *Design Guidelines* state that "As a general rule, the Board favors contextual background buildings which allow historic structures to maintain the primary visual importance. Singular buildings in the latest architectural vocabulary are generally discouraged. It is not the intention of the Board to dilute design creativity in residential buildings. Rather the Board seeks to promote compatible development that is, at once, both responsive to the (current) needs and tastes while being compatible with the historic character of the districts. This balancing act will clearly be different in different sections of the historic districts."

When the applicant first approached BAR and City staff, the design of the building still included a variety of features that read as an office building. Staff encouraged the applicant to incorporate features to provide more of a multi-unit residential rhythm, such as the addition of balconies on some units, the ground-level courtyard at the building entrance, and metal canopies placed to complement the windows.

Following approval of the DSUP by City Council, the applicant will return to the BAR for approval of a Certificate of Appropriateness for the multi-unit building and will refine design details and material selections.

### ***E. Open Space, Pedestrian and Streetscape Improvements***

#### **Open Space**

**Table 7 – Open Space**

| <b>OPEN SPACE</b>                                   | <b>AMOUNT</b>                         |
|---|---------------------------------------|
| <b>Required per CRMU-X Zone</b>                     | <b>16,185 SF (25% of site area)</b>   |
| <b>Total Provided</b>                               | <b>19,000 SF (29.3% of site area)</b> |
| At-grade private entrance courtyard and public path | 12,000 SF (18.5% of provided)         |
| Above-grade rooftop (private)                       | 7,000 SF (10.8% of provided)          |

Staff supports the proposed open space, which includes a variety of private and publicly accessible open space areas as noted in Table 7 above, as well as the removal of a large surface parking lot. The project exceeds the 25 percent open and usable space requirement by about four percent. The portion of at-grade open space at the southeast corner of the site will be publicly accessible with a pathway connecting pedestrians to a sidewalk constructed as part of the Abingdon Row project

along the private North Saint Asaph Street extension at the rear of the building. At the Final Site Plan stage, the applicant will provide details about the rooftop amenities, including shade structures, grills, and seating.

### **Pedestrian and Streetscape Improvements**

The existing office building and surface parking lot make for an unattractive streetscape and pedestrian experience and the proposed streetscape improvements, which include new sidewalks, area for right-of-way dedication, a pickup and drop-off layby, and a landscape strip along the building perimeter will help knit this site more seamlessly into the urban fabric. The applicant will incorporate new Washington Street Lights along East Abingdon Drive in addition to new concrete sidewalks. A portion of the sidewalk will be an easement for public access and utilities. An additional 2,758 square feet of area along East Abingdon Drive will be dedicated right-of-way.

A layby will be added on the east side of East Abingdon Drive in front of the building to provide two temporary spaces for rideshare drop-off and pickup and other temporary deliveries. In addition to the landscape strip, two landscape islands will be provided at the rear of the building adjacent to the surface parking spaces. Following the completion of the proposed project, the portion of East Abingdon Drive that fronts the site will see significantly more pedestrian activity and a safer, more attractive streetscape.

### ***F. Stormwater Management***

This project will ensure compliance with all stormwater requirements of Chapter XIII of the Zoning Ordinance by using a green roof and a hydrodynamic separator device that will treat the site's entire disturbed area, including portions of the existing building that are outside the limits of disturbance. Compliance with the City's 65% green infrastructure requirements is met through the green roof area providing 70% of the project's necessary phosphorus reduction, with the remaining required phosphorus reduction provided through the hydrodynamic separator device. The green roof will extend onto portions of the existing building, achieving additional stormwater quality treatment by removing 0.39lbs of phosphorus per year, which significantly exceeds the project's necessary required reduction of .10lbs per year. Currently, there is an existing stormwater detention vault under the parking lot that conveys the entire building's stormwater runoff and will remain after the project is completed.

### ***G. Parking and Transportation***

The proposed project will utilize the existing below-grade parking garage and the existing surface parking spaces at the eastern side of the site for all of its parking, allowing the removal of the existing surface lot fronting the GWMP. The parking garage is accessed from East Abingdon Drive at the far north end of the parcel with the downward sloping ramp along the east side of the building. The loading space is located along the driveway at the north end of the site and will serve as the location for the site's private trash collection.

### **Traffic Impacts**

The applicant has completed transportation, traffic and parking studies, including:

- Multimodal Transportation Network Assessment;
- Public Transit Services, Nearby Bicycle Network, & Pedestrian Access;
- On-Street Parking Restrictions; and
- Trip Generation.

These studies were used to determine the required amount of on-site parking spaces and identify how much on-street parking is available in the neighborhood. As a result, the project does not qualify to allow Residential Parking Permits (RPPs) to be issued for the residents of the building, as specified in Condition 142c.

According to the City's guidelines for the trip generation for a proposed development, the proposal does not trigger a traffic study. The proposed project being a residential use will actually generate fewer trips than would occur at an occupied office building.

According to the trip generation analysis submitted by the applicant, the proposed development is expected to generate approximately 128 fewer weekday trips in the morning peak hour, and 121 fewer trips in the evening peak hour than the existing office development. Furthermore, the Trip Generation Report also shows 89 fewer morning peak hour weekday trips and 85 fewer evening peak hour weekday trips assuming a 30% non-auto reduction.

### **Transit and Bicycle Facilities**

The site is well-served by a robust variety of transit options, including the Braddock Metro Station, DASH bus stops for the 34, 31, and 30, and a Metrobus stop for the 11Y which is located on East Abingdon Drive immediately to the south of the site. DASH lines 30 and 31 serve both the King Street/Old Town and Braddock Metro stations, while DASH line 34 and Metrobus line 11Y serve the new Potomac Yard Metro Station. The site is near two Capital Bikeshare stations, with the closest located to the west at the intersection of Powhatan Street and Bashford Lane. Another Capital Bikeshare station is located at the intersection of North Pitt and Montgomery streets. Staff has conditioned the Applicant to provide a \$20,000 contribution to the City's Capital Bikeshare fund for enhancements to Bikeshare facilities within the plan area.

### **Transportation Management Plan**

The applicant is required to contribute to the City-wide Transportation Management Plan in accordance with Section 11-700 of the Zoning Ordinance and Conditions 48 through 53.

### ***H. Special Use Permits***

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUPs), one of which is included with this application. The Zoning Ordinance requires that the approval of the SUPs associated with the development application:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of the SUP requested with this application along with a rationale for approval is provided below.

### **Increase in Residential FAR to 2.5 in the CRMU-X Zone**

The Applicant has requested an increase in FAR (floor area ratio) up to 2.5 in the CRMU-X zone to allow for a multi-unit development on a small urban site. Staff supports the request for increased density, as it allows the Applicant to provide a multi-unit building with seven affordable units with a height and massing that is compatible with the Washington Street Guidelines in this area of the Old and Historic District and is consistent with the principles of the OTNSAP in this transit-rich area of the city.

Based on the three criteria City Council considers in its approval of SUPs, staff supports this approval due to the following:

1. The increased density will not have an adverse effect on area residents and workers, as the building's massing, height, and scale is compatible with other recently approved developments within the OTNSAP boundary with a similar contemporary building design.
2. The project will mitigate potential impacts by providing sufficient open space, below-grade parking, and streetscape improvements, such as new concrete sidewalks and a layby for drop-off and pickup.
3. This project contributes to meeting the goals and objectives highlighted in the OTNSAP as discussed in Section A of this report and supports other City-wide goals such as the Regional Housing Goals. Furthermore, the project demonstrates support with the City's recent recognition as a national leader in office to residential conversions.

### ***I. School Impacts***

The applicant proposes to construct 136 multifamily units and the student generation rate for new market-rate mid-rise multifamily units is 0.04 students per market-rate unit and 0.90 per affordable units. Staff estimates the proposed development will generate approximately twelve (12) new students. This project is located within the Jefferson-Houston K-8, George Washington Middle School, and Alexandria City High School attendance areas. Students will have the option of attending either Jefferson-Houston or George Washington for middle school. Staff will integrate the proposed development project in forthcoming school enrollment forecasts.

## V. COMMUNITY

The applicant hosted three in-person community meetings on the subject site which were all well-attended and one in-person meeting with the Towns of Abingdon Homeowners Association. The project was well-received by the community, with questions raised about parking and anticipated pedestrian usage of the private drive aisle at the east side of the site (North Saint Asaph Street extension). The site falls within the boundary of the North Old Town Civic Association (NOTICe) and the applicant reached out to them to discuss the project. Additionally, the applicant presented to the BAR one time. Finally, the applicant installed a sign at the site in January 2024 with project details and contact information.

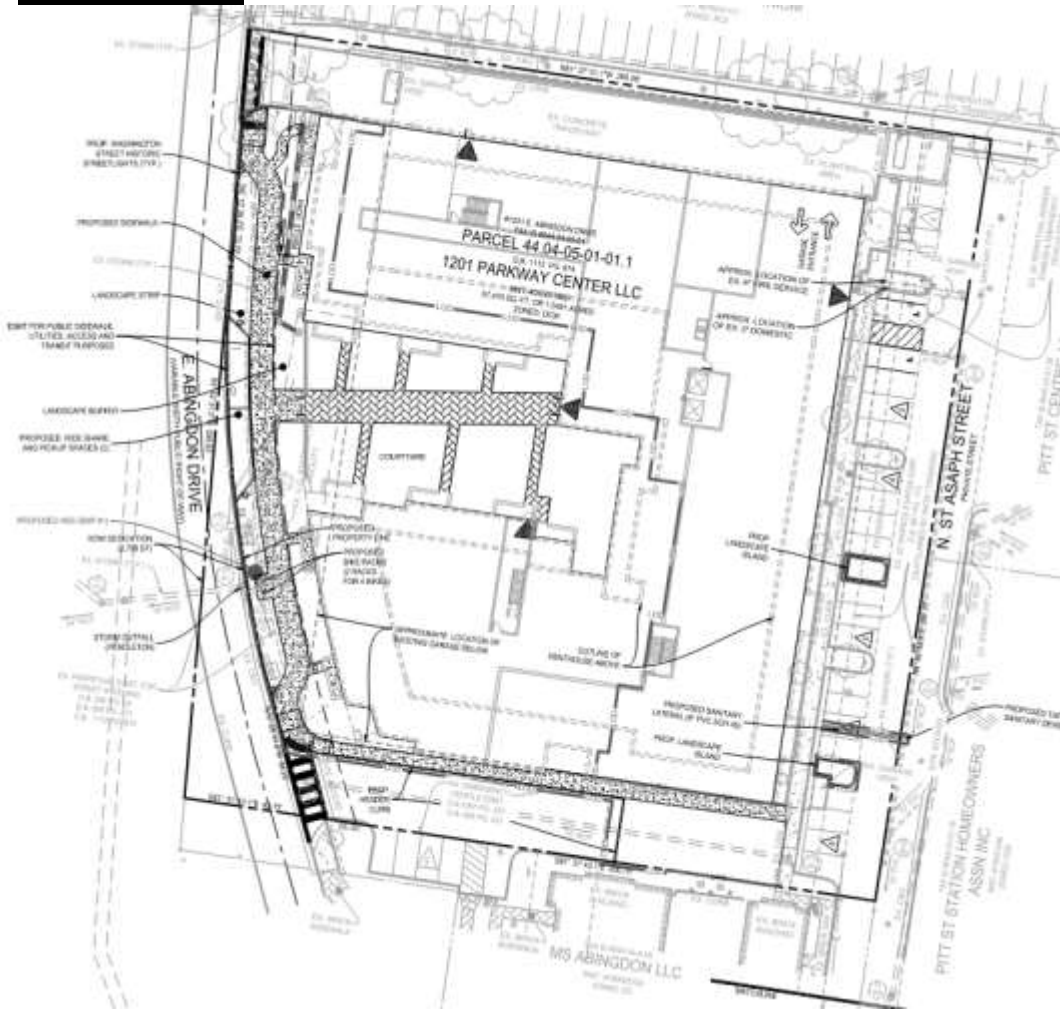
*Table 8 – Community and City Meetings*

| <b>DATE</b>               | <b>MEETING</b>                      |
|---------------------------|-------------------------------------|
| <b>Community Meetings</b> |                                     |
| February 1, 2023          | Community Meeting                   |
| June 20, 2023             | Community Meeting                   |
| July 17, 2023             | Meeting with Towns of Abingdon HOA  |
| November 7, 2023          | Community Meeting                   |
| <b>City Meetings</b>      |                                     |
| July 6, 2023              | Board of Architectural Review (BAR) |
| February 6, 2024          | Planning Commission                 |
| February 24, 2024         | City Council                        |

## VI. CONCLUSION

Staff recommends approval of the Master Plan Amendments, Rezoning, Development Special Use Permit with Site Plan, and associated Special Use Permit subject to compliance with all applicable codes and the following Staff recommendations.

## VII. GRAPHICS



*Proposed site plan*



*Proposed East Abingdon Drive (west) elevation*



*Proposed east elevation*



*Proposed north elevation*



*Proposed south elevation*



## **VIII. STAFF RECOMMENDATIONS**

1. The Final Site Plan shall conform substantially with the preliminary plan dated November 21, 2023 and comply with the following conditions of approval.

### **C. SITE PLAN**

2. Per § 11-418 of the Zoning Ordinance, the Development Special Use Permit shall expire and become null and void, unless the applicant commences substantial construction of the project within 36 months after initial approval and the applicant thereafter pursues such construction 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 if they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the plats and associated deeds for all applicable easements prior to submitting the first Final Site Plan. The applicant must obtain approval of the plat(s) prior to or concurrent with Final Site Plan release. (P&Z) (T&ES) (RP&CA) \*
  - a. Provide easement(s) to the satisfaction of the Directors of P&Z and T&ES. Easements shall be:
    - i. For public sidewalk, utilities, access, and street to the satisfaction of the Directors of P&Z and T&ES.
    - ii. A pedestrian public access easement for the sidewalk and open space area at the southeast corner of the site.
  - b. Emergency Vehicle Easement(s) (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.
4. Make all fee simple conveyances (if any) to the City with General Warranty of title (unless not available) or provide current ALTA survey and Title Report that includes the areas to be dedicated to City. Include the City as an authorized user of the ALTA survey for any purposes that the City deems necessary, including obtaining title insurance. Submit the ALTA survey and Title Report for review prior to approval of subdivision plat and deed by City. (T&ES) \*
5. Record the plat and submit a copy of the recorded plat, dedications, and deeds with the first application for a building permit. (P&Z) (T&ES) \*\*

6. Show site utilities compatibly with other site conditions on the site plan to the satisfaction of the Directors of P&Z and T&ES prior to Final Site Plan release, specifically: (P&Z) (T&ES) (BAR) \*
  - a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes.
  - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.
  - c. Excluding above grade utilities from dedicated open space areas and tree wells.
  - d. Screening all utilities from the public right-of-way.
  
7. Provide a lighting plan with the Final Site Plan, unless otherwise identified below, to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of P&Z and T&ES in consultation with the Chief of Police and Code administration shall include: (P&Z) (T&ES) (Code) \*
  - a. The location of all existing and proposed streetlights 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. A photometric plan with lighting calculations encompassing all existing and proposed streetlights and site light fixtures, including any existing streetlights 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.
  - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
  - e. The numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - f. Full cut-off lighting as applicable to prevent light spill onto adjacent properties. Provide a plan distinguishing between the site with all streetlights and other pertinent off-site lighting and the site without streetlights and off-site lighting to demonstrate how the plan complies with light spill regulations.
  - g. Additional lighting to achieve City standards if existing lighting within the City right-of-way adjacent to the site does not meet the minimum standards.
  - h. Specify the Washington Street Historic standard streetlights along the frontage on East Abingdon Drive.
  - i. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.
  - j. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.

- k. Details indicating proposed light pole and footings relative to the adjacent grade and pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
  - l. Light fixtures for the open canopies and underground/structured parking garages shall be recessed into the ceiling for any areas visible from the public right-of-way. \*\*
8. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan. The unit numbers shall comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and continue in this scheme for the remaining floors. Indicate the use of each unit (i.e., residential, retail, office). (GIS) \*
9. The total number of residential units may be adjusted higher or lower so long as the new unit count does not increase the building envelope, parking is provided per the Zoning Ordinance, and the building is in substantial conformance with the preliminary plan to the satisfaction of the Director of P&Z. (P&Z) \*
- a. Minor changes to the façade fenestration and details will be permissible, including but not limited to, window count and alignment, to be coordinated with sustainability envelope attributes and energy performance submission.
  - b. The Sanitary Adequate Outfall Analysis must reflect the actual number of units.
  - c. The unit count must be finalized prior to Final Site Plan release. (P&Z) \*
10. Provide a georeferenced CAD file in **AutoCAD 2018**.dwg format that adheres to the National CAD Standards prior to Final Site Plan release. The file shall have the dimension plan including existing conditions, proposed conditions, and grading elements. (P&Z) (DPI) (GIS) \*
11. Provide fire truck turning movement exhibits that demonstrate compliance with the 48 percent fire service coverage access requirements on the first final site plan.

#### **A. BUILDING**

12. Provide a building code analysis with these building code data prior to Final Site Plan release: (1) use group, (2) number of stories, (3) type of construction, (4) total floor area per floor, (5) height of structure, (6) non-separated or separated mixed use, and (7) fire protection system requirements. (P&Z) (Code) \*
13. The building design, including the appearance, color, and quality of materials; final detailing; three-dimensional expression; and depth of all plane changes, shall be consistent with the elevations dated November 21, 2023 and the following conditions. Provide this information regarding materials and design to

the satisfaction of the Director of P&Z prior to Final Site Plan release: (P&Z)  
(Code) \*

- a. Samples of actual window glazing, frame, and sash components proposed for each area of the building in the color and material that will be provided (may reduce sample sizes for ease in handling).
    - i. Window sizes and types.
    - ii. Window mullion dimensions and projection in front of face of glass.
    - iii. Window frame, sash, and mullion materials.
    - iv. All windows must comply with the BAR Alexandria New and Replacement Window Performance Specifications.
  - b. Where fiber cement façade panels are permitted, they shall not use a wrap-around trim for mounting to the substructure but may use either a batten system to conceal the joints or a rainscreen type installation. If exposed fasteners are proposed, they may be either concealed or if exposed, shall be finished to match the adjacent panels and their location integrated into the overall design.
  - c. The underside of all balconies shall be finished and present a visually cohesive appearance.
  - d. Where specified by the governing Small Area Plan and accompanying Design Guidelines, or by the governing CDD documents, the maximum percentage of fiber shall be interpreted as the percentage of *solid façade* that is fiber cement (excluding glazed portions of the elevation). Typically, such restrictions shall apply to building facades that face any public right-of-way or public open space, along with any portions of open courtyards that are visible from same.
  - e. Coordinate the design, color, and materials of all penthouses, rooftop mechanical areas, and rooftop screening with the overall architecture of the building, as regards massing, materials, and detailing/expression.
  - f. The recessed or projecting depth of brick rustication must be a minimum of 1/2 inches or as otherwise approved as part of the Certificate of Appropriateness.
  - g. Where plane changes in facades are proposed, they shall generally not be less than two feet or as otherwise approved as part of the Certificate of Appropriateness.
  - h. Where dissimilar materials meet, they must typically meet at an interior corner; where that is not possible, such transitions shall occur at a significant plane change or reveal or as otherwise approved as part of the Certificate of Appropriateness.
14. Provide detailed drawings in realistic colors to permit evaluation of key building elements such as the building base, entrances, entry canopy, stoops, windows, balconies, railings, cornices, and other ornamental elements, and material details

including the final detailing, finish, and color of these elements prior to Final Site Plan release. (P&Z) \*

- a. The drawings shall be enlarged and coordinated plan-section-elevation studies, typically at ¼” =1’-0” scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections.
  - b. Separate design drawings shall be submitted for each primary building typology, different wall, or bay type.
  - c. When warranted by the three-dimensional complexity of the design, the applicant shall provide isometric vignettes of special conditions or building areas to the satisfaction of the Director of P&Z.
  - d. All structures must remain within the property (e.g., balconies, railings, and canopies), unless permitted under the City of Alexandria Code or an encroachment has been obtained.
15. Provide the items listed below to allow Staff to review the materials, finishes, and architectural details. These materials shall conform substantially to the preliminary plan and the current *Guidelines for Preparation of Mock-Up Panels*, Memo to Industry effective at application submission.
- a. Prior to ordering final building materials, provide a materials board that includes all proposed materials and finishes as part of the Certificate of Appropriateness review. The materials board shall remain with P&Z until the issuance of the final Certificate of Occupancy, when Staff will return all samples to the applicant. (P&Z) \*, \*\*\*
  - b. Staff may request more detailed/extensive materials relating to the proposed fenestration, such as samples of the glazing, frame, and sash components, and including whether the windows will be double-or-triple glazed and have simulated divided lights. \*
  - c. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. \*
  - d. An on-site, mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials. Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. \*\*
  - e. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. (P&Z) (Code) \*\*\*
16. Building materials, finishes, and architectural details shall be subject to review and approval of a Certificate of Appropriateness. A materials board shall be submitted as part of the Certificate of Appropriateness approval. (BAR)

**B. OPEN SPACE/LANDSCAPING**

17. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, and Code. (P&Z) (T&ES) (Code) \*
18. Post sign(s) stating that open space public access easements are open to the public, noting any operating hours or other restrictions. Show the sign locations and design on the Final Site Plan and install the signs prior to the issuance of the first Certificate of Occupancy. (P&Z) (RP&CA) \*, \*\*\*

**C. TREE PROTECTION AND PRESERVATION**

19. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. (P&Z) (RP&CA) \*

**D. ARCHAEOLOGY**

20. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of historic or prehistoric 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. (Arch) \*
21. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Arch) \*
22. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the zoning ordinance. (Arch) \*
23. The statements in archaeology conditions above marked with an asterisk (\*) shall appear in the General Notes of all site plans and on grading plans so that on-site contractors are aware of the requirements.

**E. PEDESTRIAN/STREETSCAPE**

24. Provide the pedestrian improvements listed below to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) \*\*\*
  - a. Install ADA accessible pedestrian improvements serving the site.
  - b. Construct all concrete-brick sidewalks to City standards. The minimum unobstructed width of all newly constructed sidewalks shall be six feet and

all internal pedestrian pathways shall be a minimum of four feet in unobstructed width..

- c. Sidewalks shall be flush across all driveway crossings.
- d. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards.
- e. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street.
- f. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development.
- g. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet 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. Alternative crosswalk treatments must be approved by the Director of T&ES.
- h. All below grade utilities placed within a City sidewalk shall be integrated with the adjacent paving materials and to minimize any visible impacts.
- i. Continue to work with T&ES Staff during review of the final site plan to refine the sidewalk transition at the northwest corner of the site, including the spur which leads to the building, to the satisfaction of the Director of T&ES.

## **F. PARKING**

- 25. All residential parking shall be unbundled (i.e., the cost to purchase or rent a parking space is separate from the cost to purchase or rent the residential unit). (T&ES)
- 26. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than 7 feet from the curb. (T&ES).
- 27. Advertise off-site visitor parking spaces to residents and visitors with signage visible from the entrance. Provide information regarding off-site visitor parking spaces in the lease/purchase agreements. (T&ES)
- 28. The City can request parking utilization periodically, up to one time per year, for purposes of confirming provided parking is consistent with DSUP requirements, or for analysis to be used as part of City parking studies. (T&ES)
- 29. Parking spaces within the garage that are required to comply with zoning requirements may be made available for public/off-site if excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (TE&S)

30. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. The Traffic and Parking Board must approve any on-street parking changes desired after the Signature Set approval. (P&Z) (T&ES) \*
31. Provide bicycle parking per 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](http://www.alexandriava.gov/bicycleparking).
32. Provide details on the locations and types of bicycle parking on the Final Site Plan. Install bicycle parking prior to the issuance of the first Certificate of Occupancy. (T&ES) \*, \*\*\*
33. Provide signage, striping, or other means to prevent parking in emergency vehicle easement(s) prior to Final Site Plan release, to the satisfaction of the Director of T&ES. (T&ES) \*
34. Provide Level 2 electric vehicle chargers for at least two percent of the required parking spaces, rounded up to the next whole number parking space. (Office of Climate Action)
35. At least three (3) percent of the required parking spaces shall be electric vehicle charger ready per these requirements: (Office of Climate Action)
  - a. Size and install the conduit correctly based on the number and location of future Level 2 chargers.
  - b. Label parking space location junction box for the future electric vehicle charger.
  - c. Provide available physical space within the utility closet for future cabinetry required to add vehicle chargers to the electrical panel.
  - d. Additional conduit does not need to account for transformer sizing.
  - e. Parking space(s) can include the dimensions of the EV charger.
36. Update parking counts on the cover sheet to indicate the number of electric vehicle charger and electric vehicle charger ready parking spaces and show the location of these spaces prior to Final Site Plan release. (T&ES) \*

## **G. SUSTAINABILITY**

37. The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Director of P&Z and the Climate Action Officer (Office of Climate Action).



38. The project shall comply with the requirements of the current City of Alexandria Green Building Policy at the time of DSP/DSUP approval. Diligent pursuit and achievement of this certification shall be monitored through these requirements unless exempted by the certification rating systems and the Green Building Policy (Office of Climate Action):
- a. Provide evidence of the project’s registration with LEED, Green Globes, or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist from the P&Z website showing how the project plans to achieve the certification and clearly indicate that requirements for the priority performance points are being met as defined by the City of Alexandria’s Green Building Policy. \*
  - b. Provide an updated copy of the draft certification scorecard/checklist prior building permit release for above-grade construction to show compliance with the Green Building Policy. \*\*
  - c. Provide updated building energy performance analysis and building energy use intensity (EUI) (energy use per sq. ft.) prior to release of the building permits for above-grade construction. \*\*
  - d. Provide a draft commissioning plan and verification, if required by the Green Building Rating System and the building code, from a certified third-party reviewer that includes items “i” through “v” below, prior to receiving building permits for above-grade construction. \*\*
    - i. A narrative describing the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
    - ii. A listing of the specific equipment, appliances, or systems to be tested and a description of the tests to be performed.
    - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
    - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
    - v. Measurable criteria for performance.
  - e. Provide updated water efficiency documentation for the priority performance points as defined by the City of Alexandria’s Green Building Policy prior to building permit release for above-grade construction. \*\*
  - f. Provide updated documentation for the indoor environmental quality priority performance points as defined by the City of Alexandria’s Green Building Policy prior to the release of building permits for above-grade construction. \*\*
  - g. Provide evidence that design phase credits (for the certifying party) have been submitted by the first Certificate of Occupancy. \*\*\*
  - h. Provide a commission report that has been verified by a certified, third-party reviewer, including issues log, completed pre-function checklists, and any

completed functional performance tests prior to issuance of the final Certificate of Occupancy. \*\*\*

- i. Provide evidence showing that the requirements for priority performance points for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria's Green Building Policy for Design Phase credits to the U.S. Green Building Council, Green Globes, or Earthcraft (or equivalent) prior to issuance of a Certificate of Occupancy. \*\*\*
  - j. Provide documentation of applicable green building certification prior to release of the performance bond clearly indicating that the priority performance points requirement for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality have been achieved as defined by the City of Alexandria's Green Building Policy. \*\*\*\*
  - k. Failure to achieve the certification level, as required by the City of Alexandria's Green Building Policy, will be evaluated by City Staff to determine whether a good faith, reasonable, and documented effort was made to achieve the certification level to the satisfaction of the Climate Action Officer.
39. Post information on the City of Alexandria's Reuse Directory in a public place near trash collection area for residents of multifamily buildings that exceed 100 units and send proof to T&ES staff prior to the issuance of the first Certificate of Occupancy. The directory is available at: <https://www.alexandriava.gov/tes/solidwaste/info/default.aspx?id=19202#NewCityofAlexandriasReuseDirectory> (T&ES) \*\*\*
40. The building's HVAC system shall be fully electric. The building shall use electricity except for emergency generators, and common areas amenities including outdoor community fire pits and BBQs. All outdoor community fire pits and BBQs shall include automated, or occupant-sensored, or scheduled controls as to prevent natural gas combustion onsite when not in use by building occupants. For these limited accessory elements, the buildings shall support low cost and easy conversion from fossil fuel to electricity in the future. Alternatively, the applicant may submit a detailed Greenhouse Gas (GHG) emissions report, stamped by a mechanical engineer licensed in Virginia, no later than the first Final Site Plan, for review by staff in the Office of Climate Action. The report should demonstrate that full electrification is more carbon intensive over the life cycle of the proposed HVAC system than a gas-fired back-up auxiliary rooftop dedicated outdoor air unit(s), and must include the following:
- a. Complete specifications for both the proposed gas-fired system and the all-electric system alternatives being compared. At a minimum, this will include equipment manufacturer and unit name, system sizing, efficiency ratings, SEER ratings, fan capacities, useful life and anticipated quantities of each system needed to meet the project's HVAC demands;

- b. An all-electric alternative comparison which includes systems consistent with Condition 35, adherence to the Green Building Policy;
  - c. Use most recent IPCC or other government-reviewed projections for anticipated localized average temperature changes over the manufacturer-specified lifespan of the equipment; and
  - d. The report will use the fuel generation mix provided by National Renewable Energy Laboratory's (NREL) projection data, with the following criteria: Standard Scenarios 2022, Scenario: Mid-case, nascent techs, current policies, Location: Virginia. (Scenario Viewer (nrel.gov).
    - i. Office of Climate Action staff will review this report and make a determination within 30 days of receipt of the complete proposal. The authorized system shall be the system which the report demonstrates has the lower carbon intensity, when all conditions A-D above are met. If the proposal is not accepted, the Final Site Plan must be updated to show the fully electric HVAC system, to the satisfaction of the Directors of the Office of Climate Action and Planning & Zoning. (OCA) (P&Z)"
41. Demonstrate that the roof(s) are solar ready, with the necessary conduit and available electrical panel area to enable future solar panel installation, on the Final Site Plan. (Office of Climate Action) \*

#### **D. TRANSPORTATION**

##### **A. STREETS/TRAFFIC**

- 42. Repair any of the City's existing public infrastructure that is damaged during construction per the most recent version of the T&ES Design and Construction Standards, or to the satisfaction of Director of T&ES, prior to Performance Bond release. (T&ES) \*\*\*\*\*
- 43. Conduct a pre-construction walk/survey of the site prior to any land disturbing activities with T&ES Construction & Inspection Staff and Code Administration Staff to document existing conditions prior to Final Site Plan release. (T&ES) (Code) \*
- 44. If existing ramps are modified, any new slopes on parking ramps to garage entrances and exits shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 10 percent and greater, a minimum of 10 feet in length transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half the difference in slope between two adjacent sections. Final design shall be to the satisfaction of the Director of T&ES prior to Final Site Plan release. (T&ES) \*

45. Any new or modified wall mounted obstructions at the wall end of a parking space shall be limited to no more than 24 inches extended from the wall and at least 48 inches from the garage floor. Areas with obstructions that exceed this requirement will not count as parking spaces. (T&ES) \*\*\*\*\*
46. Furnish and install two 4-inch Schedule 80 PVC conduits with pull wires, and junction boxes located at a maximum interval of 300 feet under the sidewalks along the frontage of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES) \*\*\*\*\*
47. Provide full curb to curb restoration for any asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street prior to Performance Bond release. (T&ES) \*\*\*\*\*

## **B. TRANSPORTATION MANAGEMENT PLAN**

48. Contribute to the Citywide Transportation Management Plan (TMP) at the rate specified by the current TMP policy. Unless the upfront payment or partial upfront payment option is chosen as described below, payments are due once per year no later than September 30 for 30 years with rates adjusted annually for inflation based on the April-to-March Consumer Price Index change reported by the Bureau of Labor Statistics. (T&ES)
  - a. Projects that obtain their first Certificate of Occupancy prior to July 1, will have their first year of assessment in the current calendar year. Projects that obtain their first Certificate of Occupancy on July 1 or later will have their first year of assessment in the next calendar year.
  - b. A development may receive a 35% discount for paying the entire 30-year amount (unadjusted for inflation) prior to receipt of the first Certificate of Occupancy. Under this option, no further TMP payments are required. \*\*\*
  - c. A development may receive a 25% discount for paying one quarter of the entire 30-year amount (unadjusted for inflation) before receipt of the final Certificate of Occupancy and five standard subsequent payments over the next five years. The five annual payments will be made no later than September 30 each year. After these payments are made, no further TMP payments are required. \*\*\*
49. The applicant/owner may request permission to manage its own TMP fund subject to the approval of the Director of T&ES. The property must have achieved specific single occupancy vehicle targets for at least three years in a row, as specified in the current TMP policy, and have provided the City with detailed information about how the applicant/owner will manage the TMP for the development. Development would retain the annual TMP contributions and must spend it exclusively on transportation related activities approved by the Director of T&ES or designee. (T&ES)

50. Designate an on-site TMP Coordinator prior to the issuance of the first Certificate of Occupancy. Provide the name, address, email, and telephone number of the coordinator to the City's Mobility Services Division, updating this information annually or as needed. This person will be the City's point of contact for the development and will be responsible for paying invoices, coordinating with staff on TMP-related activities as needed. (T&ES) \*\*\*

### **C. BUS STOPS AND BUS SHELTERS**

51. Show all existing bus stops, bus shelters, and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) \*
52. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide **and install** a City standard bus-shelter, ~~with the ability to accommodate future real time bus information LED screens, and electric connections,~~ **with a cost not to exceed \$30,000** for the WMATA 11Y bus stop located immediately adjacent to the site, to the satisfaction of the Director of T&ES **prior to the issuance of the first Certificate of Occupancy**. The final bus shelter and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter are at: [www.alexandriava.gov/6548](http://www.alexandriava.gov/6548). Bus shelters require a building permit. (T&ES) (Code) \*\*\*

### **E. PUBLIC WORKS**

#### **A. WASTEWATER/SANITARY SEWERS**

53. The sewer connection fee must be paid in accordance with City Code Sec. 5-6-25.1(a). (T&ES) \*
54. Comply with the Combined Sewer System Management Policy set forth in the Memo to Industry 23-02, City of Alexandria's Water Quality Volume Default, and state stormwater quality and quantity requirements. The applicant is proposing to discharge both the sanitary flow and the stormwater from the site to the combined sanitary sewer system.
  - a. With respect to sanitary requirements, the applicant shall contribute \$244,800.00 based on a formula of \$1.5 per gallon of peak sanitary flow (\$1.5 per gallon x 163,200 gallons).
  - b. With respect to the stormwater runoff requirement, the applicant is proposing to comply with Option B: Reduce the amount of the stormwater runoff into the CSS by 10 percent for the 10-year 24-hour design storm (i.e., post development peak runoff equal to or less than 90 percent of the peak runoff for the pre-development condition).

- c. The applicant shall provide additional stormwater detention to accommodate the peak flow of groundwater/sump pump discharge, if any, into the combined sewer system. (T&ES)

- 55. The developer shall be responsible for facilitating the easement from private property for the future maintenance of public utilities wherever applicable. (T&ES)

## **B. UTILITIES**

- 56. If a franchise agreement has not been entered into with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
- 57. Do not locate transformer and switch gears in the public right-of-way. (T&ES)
- 58. All new fire hydrants on public streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. Hydrants must be installed and functional prior to issuance of the Certificate of Occupancy. (T&ES) \*\*\*

## **C. SOLID WASTE**

- 59. The point of collection shall be as agreed upon between the owner and the private collector duly licensed, provided that such point shall not be in a public right-of-way and shall not hinder or interfere with parking, traffic, or pedestrians. All trash collectors for the project site are required to take their collected trash to the Alexandria/Arlington waste-to-energy facility (T&ES)

## **F. ENVIRONMENTAL**

### **A. STORMWATER MANAGEMENT**

- 60. The City of Alexandria’s stormwater management regulations regarding water quality are two-fold: (1) state phosphorus removal requirement and (2) Alexandria Water Quality Volume Default. Complying with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site’s post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) \*
- 61. Provide a 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 Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance prior to Final Site Plan release. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES) \*

62. Design all stormwater Best Management Practices (BMPs) to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs, including site specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) \*
63. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) \*
64. Complete construction inspection checklists and associated photographic documentation for each stormwater BMP and detention facility. Submit all documents required by The City of Alexandria As-Built Stormwater Requirements including as-built plans, CAD data, BMP certifications, and completed construction inspection checklists prior to Performance Bond release. (T&ES) \*\*\*\*
65. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the released 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) \*\*\*\*
66. Install descriptive signage for surface-installed stormwater BMPs (e.g., Bio-Retention Filters, Vegetated Swales) prior to the submission of As-Built Plans to the satisfaction of the Director of T&ES. (T&ES) \*\*\*\*
67. Submit two originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum as part of the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) \*
68. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) \*
69. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or

master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/or owner, the applicant shall:

- a. Execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA, master association, and/or owner.
  - b. Include a copy of the contract in the BMP Operation and Maintenance Manual.
  - c. Submit a copy of the maintenance contract to T&ES prior to Performance Bond release. (T&ES) \*\*\*\*
70. Provide an Owner's Operation and Maintenance Manual for all BMPs to the owner. The manual shall include at a minimum:
- a. An explanation of the functions and operations of the BMP(s),
  - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
  - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment,
  - d. Manufacturer contact names and phone numbers,
  - e. A copy of the executed maintenance service contract, and
  - f. A copy of the maintenance agreement with the City. (T&ES)
71. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) \*\*\*\*
72. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations prior Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, provide a description of the maintenance measures performed. (T&ES) \*\*\*\*

## **B. WATERSHED, WETLANDS, & RPAs**

73. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)
74. For sites that contain marine clays, account for marine clay or highly erodible soils in the construction methodology and erosion and sediment control measures. (T&ES)
75. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site):



- a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers,
- b. Highly erodible and highly permeable soils,
- c. Steep slopes greater than 15 percent in grade,
- d. Known areas of contamination; springs, seeps, or related features, and
- e. A listing of all wetlands permits required by law. (T&ES)

### C. CONTAMINATED LAND

76. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall occur until these items have been submitted and approved by the Director of T&ES: (T&ES) \*
  - a. 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. A Risk Assessment indicating any risks associated with the contamination.
  - c. A Remediation Plan detailing any contaminated soils and/or groundwater, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by two feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
  - d. A Health and Safety Plan with measures to take during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. Justify the air monitoring determination in the Health and Safety Plan submitted for review.
  - e. Screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes these SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221 and 1222 (Bituminous Coal).
77. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the applicant must notify T&ES, Office of Environmental Quality immediately. Should unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in “a” through “e” above are

submitted and approved at the discretion of the Director of T&ES. This shall be included as a note on the Final Site Plan. (T&ES) (Code) \*

78. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas 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. The vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES) (Code)

**D. NOISE**

79. Submit a noise study identifying the noise levels that residents will be exposed to initially and 10 years into the future per the Noise Guidance Book used by the Department of Housing and Urban Development prior to the Final Site Plan release. (T&ES) \*
80. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to Final Site Plan release. (P&Z) (T&ES) \*
81. No trucks or other vehicles, including construction vehicles, associated with this project shall be permitted to idle for more than 5 minutes when parked, including vehicles in the loading dock. Post at least two no idling for greater than 5 minutes signs in the loading dock area in plain view prior to the issuance of the Certificate of Occupancy. (T&ES) \*\*\*

**E. AIR POLLUTION**

82. 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)

**G. CONSTRUCTION MANAGEMENT**

83. Submit a separate construction management plan to the Directors of P&Z, T&ES, and Code Administration prior to Final Site Plan release. The plan shall satisfy these requirements:
- a. No streetlights shall be removed without authorization from the City of Alexandria.
  - b. If streetlights are to be removed from the public right-of-way, then temporary lights shall be provided until the installation and commissioning of new lights. \*

- c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed. \*
  - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction. \*
  - e. Include an overall proposed schedule for construction. \*
  - f. Include a plan for temporary pedestrian circulation. \*
  - g. Include the location and size of proposed construction trailers, if any. \*
  - h. Include a preliminary Maintenance of Traffic Plan as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials. \*
  - i. Post copies of the plan in the construction trailer and give to each subcontractor before they start work. (P&Z) (T&ES) (Code) \*, \*\*\*
84. Provide off-street parking for all construction workers without charge and ensure that all workers use this parking. For workers who use Metro, DASH, or another form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall:
- a. Establish and provide verifiable details and/or agreements on 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. Post information on transit schedules and routes. \*
  - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement.
  - d. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the applicant. If the violation is not corrected within five days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) \*
85. Include a chapter on maintaining pedestrian access within the Construction Management Plan. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) \*\*
86. Include a chapter on the waste control program in the Construction Management Plan. 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. Dispose of all wastes offsite per all applicable federal, state, and local laws. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions therein. (T&ES) (Code)

87. Discuss construction staging activities with T&ES prior to the release of any permits for ground disturbing activities. No major construction staging shall be allowed within the public right-of-way. (T&ES) \*\*
88. Transit stops adjacent to the site shall remain open, if feasible, for the duration of construction. If construction requires closing the WMATA 11Y bus stop adjacent to the site, then a temporary ADA accessible transit stop shall be installed. Coordinate with the T&ES Transportation Planning Division at 703.746.4088 as well as with the transit agency which provides service to the bus stop. Install signs noting the bus stop closure and location of the temporary bus stop prior to taking bus stops out of service. (T&ES)
89. Obtain additional City approvals for any structural elements that extend into the public right-of-way, including but not limited to footings, foundations, and tiebacks, from the Director of T&ES as a part of the Sheeting and Shoring permit. (T&ES) \*\*
90. Identify a Certified Land Disturber (CLD) in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities and include the name on the Phase I Erosion and Sediment Control sheets prior to Final Site Plan release. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. (T&ES) \*
91. Conduct an in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any permits are issued. (P&Z) (T&ES) \*\*
92. Hold an in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes with the P&Z project planner prior to starting work. (P&Z) (Code)
93. Identify a community liaison throughout the duration of construction. Provide their name and telephone number, including an emergency contact number, to residents, property managers, and business owners whose property abuts the site,

to the satisfaction of the Directors of P&Z and T&ES. Install a temporary informational sign prior to Final Site Plan release with the community liaison's name and contact information. Display the sign until construction finishes. (P&Z) (T&ES) \*, \*\*\*

94. Temporary construction and/or on-site sales trailer(s) are permitted and subject to the approval of the Directors of P&Z and Code Administration. Remove the trailer(s) prior to the issuance of the final Certificate of Occupancy. (P&Z) (Code) \*\*\*
95. Submit a stamped electronic copy of a wall check survey completed by a licensed, certified public land surveyor or professional engineer when below-grade construction reaches proposed finished grade. Ensure the wall check shows: (P&Z) \*\*
  - a. Key dimensions of the building as shown on the approved Final Site Plan,
  - b. Key dimensions from future face of finished wall above to the property line and any adjacent structures on the property,
  - c. Future face of finished wall above.
96. 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 T&ES Site Plan Coordinator prior to applying for 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 stating that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) \*\*\*
97. If outstanding performance, completion, or other bonds for the benefit of the City are 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 and associated documents 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) \*\*\*\*

#### **H. CONTRIBUTIONS**

98. Pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy, a contribution is required to the Old Town North Implementation Fund. Based on the formula adopted by City Council in 2018, the contribution amount is as follows:
  - a. \$10.35 (2023\$) per net new square foot of development of the building addition, excluding square footage achieved through the application of Section 7-700 and/or Section 6-900 of the Zoning Ordinance;

- b. Contribution rates are subject to an annual escalation clause equivalent to the CPIU for the Washington Metro area. Contribution rates will be recalculated January of each year. The final contribution amount shall be calculated and verified by the Neighborhood Planning and Community Development Division of the Department of Planning and Zoning at the time of Certificate of Occupancy. All contributions shall be made via wire transfer to the City of Alexandria. Instructions will be provided by Planning and Zoning staff prior to the time of deposit. Wire transfer documentation must include the source name, receiving department name (Planning & Zoning), applicable fund reference code and the condition number being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy.
99. Contribute \$20,000 to the City prior to Final Site Plan release for a Capital Bikeshare station, bicycles and/or system operations. (T&ES) \*
100. Contribute \$181,568 to the City's Housing Trust Fund. Make all payments payable to the City of Alexandria and submit them to the Office of Housing with a cover letter to include the project name, case number, and explanation of the contribution amount, if phased. (Housing)

**I. HOUSING**

**[SET ASIDE CONDITIONS –RENTAL]**

101. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide seven (7) set aside rental units within the development, ~~comprising one (1) one-bedroom, four (4) one-bedroom plus den, and two (2) two-bedroom units,~~ **with a unit mix proportional to the project's total unit mix,** or an **substantially** equivalent mix of **seven** units to the satisfaction of the Director of Housing to be finalized prior to the release of the Final Site Plan. ~~For the purposes of the set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment.~~ (Housing)
102. Rents for set-aside units shall not exceed the maximum amounts allowed under the Federal Low Income Housing Tax Credit (LIHTC) program for households with incomes at 60 percent of the Washington D.C. Metropolitan Area Median Family Income (including utility allowances and any parking charges) for a 40-year period from the date of initial occupancy of each affordable unit. Recertify the incomes of resident households annually. (Housing)
103. If at the time of lease up or lease renewal, the differential between the market rent and set-aside rent (as adjusted for utility allowances) for a comparable unit is less than 15 percent of the market rent, then the set-aside rent shall be reduced to maintain a differential of 15 percent for the term of the new lease or lease renewal. (Housing)

104. Total non-refundable fees, excluding application and pet fees, shall not exceed 15 percent of gross affordable rent. (Housing)
105. Residents of the set-aside units may be charged a monthly parking fee of up to \$50 (in 2024 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces shall be subject to standard fees. (Housing)
106. Once an income-eligible household moves into a set-aside unit, that unit shall count as an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. Provide one additional one-year lease term at the affordable rent but notify the household that at the end of one year the household shall not be eligible to continue at the affordable rent. (Housing)
107. Do not deny households receiving Housing Choice Voucher assistance admission based on receiving such assistance. A household is income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent. (Housing)
108. Provide residents of set-aside units with access to all amenities offered within the development. (Housing)
109. Set-aside units shall be comparable in size and floor plan and have comparable finishes as similar units in the development. Clustering of set-aside units shall be avoided. The allocation of ANSI and Type A units to the set-aside units shall be based on proportionality unless otherwise approved by the Director of Housing at the time of Final Site Plan. (Housing)
110. Notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing no less than 90 days prior to leasing. Provide the City with marketing information no less than 45 days prior to leasing, which shall include the affordable rents, fees, property amenities, and contact information for applications. The City shall notify interested parties of the availability of set-aside units. The applicant shall not accept applications for set-aside units until 45 days after providing written notification to the Office of Housing or until the Office of Housing advises the applicant that the information has been distributed and posted, whichever occurs first. (Housing)
111. List all set-aside units at Virginia Housing's website: [www.VirginiaHousingSearch.com](http://www.VirginiaHousingSearch.com) or an alternative website as identified by the Landlord-Tenant Relations Division Chief at the time of lease up. (Housing)
112. Provide the City with the records and information necessary for annual compliance monitoring with the Housing conditions for the 40-year affordability period. (Housing)

***[SET ASIDE CONDITIONS – FOR SALE]***

113. **CONDITION AMENDED BY PLANNING COMMISSION:** Should the project develop as or convert to residential condominiums, provide ~~no fewer than~~ seven (7) affordable set-aside for-sale units within the development, ~~comprising one (1) one bedroom unit for sale at \$225,000, four (4) one bedroom plus den units for sale at \$250,000, and two (2) two bedroom units for sale at \$275,000,~~ **with a unit mix proportional to the project's total unit mix,** or a **substantially equivalent** mix of **seven** units to the satisfaction of the Director of Housing to be finalized prior to the release of the Final Site Plan. **The units will be priced consistent with the City sale prices and policies in effect at the time of the application's approval by City Council.** These prices include the cost of one parking space per unit. Set-aside units sold without a parking space shall be subject to a \$30,000 price deduction. For the purposes of the set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment. (Housing)
114. Set-aside units shall be comparable in size and floor plan and have comparable finishes as similar units in the development, excluding optional upgrades. Clustering of set-aside units shall be avoided. The allocation of ANSI and Type A units to the set-aside units shall be based on proportionality unless otherwise approved by the Director of Housing at the time of Final Site Plan. (Housing)
115. Offer the same purchase incentives to potential market-rate and set-aside homebuyers, excluding sales price reductions or credits. Incentives may include non-monetary incentives, such as complimentary move-in services. (Housing)
116. Provide set-aside homeowners with access to the same amenities to which market-rate homeowners have access. (Housing)
117. Set-aside units shall be subject to deed restrictions recorded as covenants at the time of sale of each unit, per the City's resale restricted housing policy. The City shall provide covenant language before the final sale of any set-aside unit. (Housing)
118. Advise the Office of Housing in writing of the delivery schedule for the set-aside units no less than 180 days prior to anticipated delivery. The City and the applicant shall market the set-aside units jointly. The City reserves the right to select qualified buyers randomly through a lottery system. (Housing)
119. Pay any real estate agent commissions or attorney fees up to a maximum of \$2,500 per unit on the set-aside units. (Housing)
120. Offer Virginia Housing mortgage financing to set-aside buyers through the City's preferred lender(s). If the preferred lenders are unable to offer a Virginia Housing



loan, the selected lender shall offer a loan with interest rates and terms comparable to those provided by Virginia Housing. (Housing)

**J. PUBLIC ART**

121. Work with City staff to incorporate on-site public art elements or provide an equivalent monetary contribution for public art within the Small Area Plan per the City's Public Art Policy, adopted December 13, 2014, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA)
122. Public Art shall comply with the preliminary plan dated November 21, 2023. Provide a schedule for installing the art prior to Final Site Plan release. City staff strongly advises providing construction materials and maintenance details concurrently. (P&Z) (RP&CA) \*
123. Identify the location, type, and goals for public art in the Final Site Plan. Select the artist, finalize locations and medium, and provide a schedule for the art installation prior to Final Site Plan release. (P&Z) (RP&CA) \*
124. Install the art prior to issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (P&Z) (RP&CA) \*\*\*
125. The in-lieu contribution shall be \$0.30 per gross square foot, with a maximum contribution of \$75,000 per building prior to issuance of the first Certificate of Occupancy. On-site public art shall be of an equivalent value to the contribution. (P&Z) (RP&CA) \*\*\*

**K. USES AND SIGNS**

**A. SIGNAGE**

126. Show proposed building signage on the first final site plan. Design building signs to relate in material, color, and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z. (P&Z) \*
127. Design and develop a sign plan for wayfinding and directional signage that sets location, scale, massing, and character of all proposed signage prior to Final Site Plan release to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) \*
128. Incorporate and interpret elements of the site history and archaeological findings into the design of the public realm with a professional archaeological consultant or qualified historian, in consultation with Staff. The site plan shall indicate themes and locations of interpretive elements such as signs, markers, specialty paving, historic features, and the like. Provide text, graphics, and materials for the interpretive elements prior to Final Site Plan release subject to approval by

the Office of Historic Alexandria/Alexandria Archaeology and the Director of P&Z. Install the interpretative elements prior to issuance of the Certificate of Occupancy. (P&Z) (Arch) \*, \*\*\*

**L. DISCLOSURE REQUIREMENTS**

[FOR SALE RESIDENCES]

129. Incorporate these elements in the Condominium/Homeowner's Association (HOA) documents to retain trees proposed to be saved:
  - a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
  - b. Retain the trees depicted as protected on the released Final Site Plan unless the City Arborist permits removing any due to the health and safety of the tree.
  - c. Require unanimous approval by the Condominium/HOA and a site plan amendment to remove a tree designated as protected on the Final Site Plan.
  - d. Comply with other restrictions deemed necessary by the City Attorney (P&Z)
  
130. Submit all condominium association covenants for review and approval by the Director of P&Z and the City Attorney prior to applying for the first Certificate of Occupancy. Include the conditions listed below in a dedicated section of the association covenants. The language shall establish and state that these conditions cannot be changed except by an amendment to this DSUP approved by City Council. (P&Z) (T&ES) (City Attorney) \*\*\*
  - a. The principal use of the underground garage 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. All landscaping and open space areas within the development shall be maintained by the Condominium/Homeowner's Association.
  - c. Obtain approval for any exterior building improvements or changes from the City Council, as determined by the Director of P&Z.
  - d. Develop a noise control by-law to control noise levels in the development and resolve noise issues between neighboring occupants and disclose this by-law to all involved at the time of sale or lease agreement.
  - e. Inspect and maintain stormwater facility BMPs to ensure proper functioning.
  
131. Furnish each prospective buyer with a statement disclosing the prior history of the 1201 East Abingdon Drive site including previous environmental conditions and on-going remediation measures. Disclose this information to the satisfaction of the Director of T&ES. (T&ES)

132. Disclose to potential buyers the items listed below to the satisfaction of the Director of P&Z and the City Attorney:
- a. Heavy industrial uses, the City Waste-To-Energy Plant, the Police Firing Range, Metrorail tracks, and other railway operations are 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. The privatized drive aisle between Second Street and the northern extent of the property (referred to as “North Saint Asaph Street”) is a private street with an emergency vehicle easement with maintenance performed by the Condominium/Homeowner’s Association including maintenance for the sanitary and storm sewers located with the site.
  - c. That the residents of the development are ineligible for residential parking permits (RPP) as the site is located outside of a RPP District.
  - d. The George Washington Memorial Parkway is a major four-lane arterial and that future traffic is expected to increase significantly as development along the corridor continues. (P&Z) (T&ES)
  - e. Planning and approvals required for development parcels will require (as applicable) compliance with Small Area Plans, including but not limited to dedication of right-of-way for roadway expansion to accommodate Transitway infrastructure, construct streetscape enhancements, and provide for any other frontage improvements. (P&Z) (T&ES) (City Attorney)

**CITY DEPARTMENT CODE COMMENTS**

Legend: C - Code Requirement R - Recommendation S - Suggestion F - Finding

**A. Planning and Zoning (P&Z)**

- F - 1. Demonstrate continued compliance with open space, floor area ratio, and setback requirements if a property owner requests future approval to construct a deck on their property.
- C - 1. Submit as-built documents for all landscape and irrigation installations with the as-built plan and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines. (P&Z) (T&ES) \*\*\*\*\*
- C - 2. Identify all trees to remove and protect/preserve in the tree conservation and protection plans prior to Final Site Plan release. Detail construction methods to reduce disturbance within driplines. Schedule an on-site inspection of existing conditions with the City Arborist and Natural Resources Division Staff prior to preparing the Tree Conservation and Protection Plan. \*

- C - 3 The landscape elements of this development are subject to Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Performance and Maintenance Bond release are subject to inspections by City Staff per City Code requirements. A final inspection for landscaping must occur three years after completion. (P&Z) (T&ES) \*\*\*\*
- C - 4 No permits shall be issued prior to the receiving the Certificate of Appropriateness and the demolition permit from the Board of Architectural Review. (BAR) \*\*
- C - 5 Any parking requirement may be adjusted within five percent of the requirement if the Director of P&Z determines that physical requirements of the building prevent complying with the specific number of required parking spaces per § 8-200(A)(2)(c)(i) of the Zoning Ordinance. (P&Z) (T&ES)

**B. 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. A preconstruction conference is recommended for large projects. Contact the Code Administration Office, Plan Review Supervisor at (703) 746-4200 with any questions.
- C - 6 New construction or alterations to existing structures must comply with the current Uniform Statewide Building Code (USBC) in effect when applying for building permit(s).
- C - 7 Facilities shall be accessible for persons with disabilities per the current Virginia Uniform Statewide Building Code in effect when applying for building permit(s).
- C - 8 Submit a soils report with the building permit application for all new and existing building structures. \*\*
- C - 9 Submit an abatement plan from a licensed Pest Control Company to prevent rodents from spreading from the construction site to the surrounding community and sewers to the Department of Code Administration prior to receiving a demolition or land disturbance permit. Code Administration Staff will conduct a pre-demolition site survey to verify that the abatement plan is consistent with the field installation. \*\*
- C - 10 Submit a wall location plat prepared by a land surveyor to the Department of Code Administration prior to any building framing inspection. \*\*

**C. Federal Environmental Reviews:**

- F - 1. Any project that is defined as a federal undertaking, in accordance with the National Historic Preservation Act of 1966 requires a § 106 review or other National Environmental Policy Act (NEPA) review. Projects that require federal review, approval or permitting, or projects that include federal funding are generally considered a federal undertaking. Coordinate with the Virginia Department of Historic Resources or the

appropriate federal or state agency to determine the requirements and process and consult with City Staff.

- a. Information on the § 106 process is at [www.achp.gov](http://www.achp.gov) or [www.dhr.virginia.gov/environmental-review/](http://www.dhr.virginia.gov/environmental-review/)
- b. Information on the NEPA process is at [www.epa.gov](http://www.epa.gov)

#### **D. Archaeology**

C - 11 All archaeological preservation measures shall comply with § 11-411 of the Zoning Ordinance.

#### **E. Transportation & Environmental Services (T&ES)**

- F - 1. Prepare the Final Site Plan per the Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%202009.pdf> (T&ES) \*
- F - 2. Show and label the sanitary and storm sewer and water line in plan and profile in the first Final Site Plan, cross referencing sheets if plan and profile cannot be on the same sheet. Provide existing and proposed grade elevations plus 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 - 3. Provide a dimension plan with all proposed features, the final property lines, and associated property line annotation. When possible, show all annotation pertaining to the final property line configuration on the site layout sheet (also referred to as the site plan sheet). (T&ES) \*
- F - 4. Construct all storm sewers to the City of Alexandria standards and specifications. The minimum diameter for storm sewers is 18-inches in the public right-of-way and the minimum size storm sewer catch basin lead is 15-inches. Acceptable pipe materials are Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, the Director of T&ES may approve AWWA C-151 (ANSI A21.51) Class 52. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes are acceptable. The minimum and maximum velocities are 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 - 5. Construct all sanitary sewers to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers is 10-inches in the public right-of-way and sanitary lateral 6-inches for all commercial and institutional developments; however, a 4-inch

- sanitary lateral is acceptable for single family residences. Acceptable pipe materials are 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-inches or larger diameters); Class III may be acceptable on private properties. Minimum and maximum velocities are 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 - 6. Provide a horizontal separation of 10-feet (edge to edge) between a storm or sanitary sewer and a water line. However, if this horizontal separation cannot be achieved, then install the sewer and water main in separate trenches and set the bottom of the water main at least 18-inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for the sewer pipe material and pressure test it in place without leakage prior to install. (T&ES) \*, \*\*\*\*
- F - 7. Provide at least 18-inches of vertical separation for sanitary sewer and 12-inches for storm sewer when a water main over crosses or under crosses a sanitary/storm sewer. However, if this cannot be achieved, then construct both the water main and the sanitary/storm sewer using 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. Center a section of water main pipe at the point of crossing and pressure test the pipes in place without leakage prior to installation. Provide adequate structural support for sewers crossing over the water main (i.e., concrete pier support and/or concrete encasement) to prevent damage to the water main. Encase in concrete sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance. (T&ES) \*, \*\*\*\*
- F - 8. No water main pipe shall pass through or touch any part of sanitary/storm sewer manhole. Place manholes at least 10-feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, ensure that the manhole is watertight and tested in place. (T&ES) \*, \*\*\*\*
- F - 9. Maintain at least 12-inches of separation or clearance from water main, sanitary, or storm sewers when crossing underground telephone, cable TV, gas, and electrical duct banks. If this separation cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 material for the sewer pipe for a distance of 10-feet on each side of the point of crossing and pressure test it in place without leakage prior to installation. Provide adequate structural support for sanitary/storm sewers and water main crossing over the utilities (i.e., pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES) \*, \*\*\*\*
- F - 10. Design any rip rap per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) \*, \*\*\*\*

- F - 11. Provide the dimensions of parking spaces, aisle widths, etc. within the parking garage on the Final Site Plan. Exclude column widths from the dimensions. (T&ES) \*, \*\*\*\*
- F - 12. Show the drainage divide areas on the grading plan or on a sheet that includes topography and structures where each sub-area drains. (T&ES) \*
- F - 13. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) \*
- F - 14. Show all existing and proposed public and private utilities and easements on the Final Site Plan with a narrative. (T&ES) \*
- F - 15. Provide a Maintenance of Traffic Plan with the Construction Management Plan prior to Final Site Plan release that replicates the existing vehicular, pedestrian, and bicycle routes as closely as practical. Maintain pedestrian and bike access adjacent to the site per Memo to Industry #04-18. (T&ES) \*
- F - 16. Include these notes on all Maintenance of Traffic Plan Sheets (MOT): (T&ES)
- a. Include the statement: “FOR INFORMATION ONLY” on all MOT Sheets. \*
  - b. No sidewalks can remain closed for the duration of the project. Temporary sidewalk closures are subject to separate approval from T&ES at the time of permit application.
  - c. Contractor shall apply for all necessary permits for uses of the City right-of-way and shall submit MOT Plans with the T&ES Application for final approval at that time.
- F - 17. Add complete streets tabulation to the cover sheet with the Final Site Plan submission. (T&ES) \*
- F - 18. Parking for the residential and commercial uses shall match the Zoning Ordinance requirements in effect at approval by the City Council and/or Planning Commission. (P&Z) (T&ES) \*
- F - 19. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES) \*
- F - 20. Maintain a minimum separation of 30 feet on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES) \*
- F - 21. Consider noise mitigation for any possible noise generating activities in the amenity courtyard or fitness center, if applicable, to address noise impacts from the use on other residents within the building.
- C - 12 Complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site, per Article XI of the Zoning Ordinance. If the existing storm system is inadequate, design and build on-site or off-site improvements to discharge to an adequate outfall, even if post development stormwater flow from the site

is less than pre-development flow. Demonstrate that a non-erosive stormwater outfall is present to the satisfaction of the Director of T&ES. (T&ES) \*

- C - 13 Comply with the stormwater quality requirements and provide channel and flood protection per the Article XIII of the Zoning Ordinance. Meet the peak flow requirements of the Zoning Ordinance if the development proposes combined uncontrolled and controlled stormwater outfall. If the project site is within the Braddock-West watershed or a known flooding area, provide an additional 10 percent storage of the pre-development flows in the watershed to meet detention requirements. (T&ES) \*
- C - 14 Design stormwater facilities that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems according to Article XIII of the Zoning Ordinance, § 13-114(F), as signed and sealed by a professional engineer registered in Virginia. Include the adequate outfall, inlet, and hydraulic grade line analyses to the satisfaction of the Director of T&ES. Provide the references and/or sources used to complete these analyses. (T&ES) \*
- C - 15 Provide additional improvements to adjust lighting levels if the site does not comply with § 13-1-3 of the City Code, to the satisfaction of the Director of T&ES to comply with the Code. (T&ES) \*
- C - 16 The location of customer utility services and installing 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 per Title 5, Ch. 3, § 5-3-2 and § 5-3-3, respectively. The transformers, switch gears, and boxes shall be outside of the public right-of-way. (T&ES)
- a. All new customer utility services, extensions of existing customer utility services, and existing overhead customer utility services supplied by any existing overhead facilities must be installed underground below the surface of the ground unless exempted by City Code § 5-3-2, to the satisfaction of the Director of T&ES. \*, \*\*\*\*
  - b. Install all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to transmit or distribute any service (electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam, or petroleum) whether or not on streets, alleys, or other public places of the City must be installed underground or below the surface of bridges and elevated highways unless exempted by City Code § 5-3-3, to the satisfaction of the Director of T&ES. \*, \*\*\*\*
- C - 17 Discharge flow from downspouts, foundation drains, and sump pumps to the storm sewer per the requirements of Memorandum to Industry 05-14. Pipe discharges from downspouts and sump pump to the storm sewer outfall, where applicable after treating for water quality per Article XIII of the Zoning Ordinance. (T&ES) \*, \*\*\*\*
- C - 18 Provide a total turning radius of 25-feet and show turning movements of standard vehicles in the parking lot per the latest AASHTO vehicular guidance per the



- requirements of Title 4, Ch. 2, Article B, § 4-2-21, Appendix A, § A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access to the satisfaction of the Directors of T&ES, Office of Building, and Fire Code Administration. (T&ES) \*
- C - 19 Provide storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines" to the satisfaction of the Director of Transportation & Environmental Services. Show the turning movements of the collection trucks, minimizing the need to reverse to perform trash or recycling collection. The City's storage space guidelines are at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at (703) 746-4410 or [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES) \*
- C - 20 Include a note on the Final Site Plan that mandates delivering all 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. 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 - 21 Submit a Recycling Implementation Plan to the Solid Waste Division, as outlined in Article H of Title 5 prior to Final Site Plan release. The form is available at: <https://www.alexandriava.gov/ResourceRecovery> or contact the Resource Recovery Division at (703) 746-4410 or [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES) \*
- C - 22 Satisfy the City's Minimum Standards for Private Streets and Alleys prior to Final Site Plan Release. (T&ES) \*
- C - 23 Post the bond for the public improvements before Final Site Plan release. (T&ES) \*
- C - 24 Provide plans and profiles of utilities and roads in public easements and/or public right-of-way for review and approval prior to Final Site Plan release. (T&ES) \*
- C - 25 Provide a phased erosion and sediment control plan consistent with the grading and construction plan prior to Final Site Plan release. (T&ES) \*
- C - 26 Provide as-built sewer data with the final as-built process per the Memorandum to Industry, dated July 20, 2005 prior to release of the Performance Bond. Prepare initial site survey work and plans using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Reference the control points/benchmarks used to establish these coordinates. (T&ES) \*\*\*\*\*
- C - 27 Design the thickness of sub-base, base, and wearing course 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. Determine the values of California Bearing Ratios used in the design by field and/or laboratory tests. Using an alternate pavement section for Emergency Vehicle Easements to support H-20 loading designed using California Bearing Ratio determined through geotechnical investigation

and using VDOT method (Vaswani Method) and standard material specifications is acceptable to the satisfaction of the Director of T&ES. (T&ES) \*, \*\*\*\*

- C - 28 Provide all pedestrian, traffic, and wayfinding signage per the Manual of Uniform Traffic Control Devices, latest edition to the satisfaction of the Director of T&ES. (T&ES) \*
- C - 29 No overhangs (decks, bays, columns, post, or other obstructions) shall protrude into public rights-of-ways, public easements, and the pedestrian or vehicular travel ways unless otherwise permitted by the City Code or additional City approvals are obtained. (T&ES) \*
- C - 30 Design all driveway entrances, curbing, etc. in or abutting public right-of-way per City standards. (T&ES) \*
- C - 31 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 32 Comply with the City of Alexandria's Noise Control Code, Title 11, Ch. 5, which sets the maximum permissible noise level as measured at the property line, which includes: (T&ES)
  - a. Ensuring the location of all mechanical equipment, including HVAC equipment, is considered to mitigate potential noise concerns and comply with the residential standard of 55dB(A) at the property line.
  - b. Ensuring trash collection occurs during allowable hours. Section 5-1-42 (c) states no collections may be made between the hours of 11:00 p.m. and 7:00 a.m. (6:00 a.m. from May 1, through September 30).
- C - 33 Comply with the Alexandria Noise Control Code Title 11, Ch. 5, § 11-5-4(b)(15), which permits construction activities to occur during these hours: (T&ES)
  - i. Monday Through Friday from 7 AM to 6 PM
  - ii. Saturdays from 9 AM to 6 PM
  - iii. No construction activities allowed on Sundays and holidays
  - a. § 11-5-4(b)(19) further restricts pile driving to these hours:
    - i. Monday through Friday from 9 AM to 6 PM
    - ii. Saturdays from 10 AM to 4 PM
    - iii. No pile driving is allowed Sundays and holidays
  - b. § 11-5-109 restricts excavating work in the right-of-way to:
    - i. Monday through Saturday 7 AM to 5 PM
    - ii. No excavation in the right-of-way allowed on Sundays, New Year's Day, Independence Day, Thanksgiving, and Christmas.

- C - 34 Comply with the stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default, and stormwater quantity management per Article XIII of the Zoning Ordinance. (T&ES) \*
- C - 35 Comply with the City of Alexandria, Erosion, and Sediment Control Code, Title 5, Ch. 4. (T&ES) \*
- C - 36 Obtain all necessary permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources for all project construction and mitigation work prior to Final Site Plan release. This condition includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan for land disturbing activities equal to or greater than one acre. Refer to the Memo to Industry 08-14: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) \*
- C - 37 Provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final Site Plan. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, provide an electronic copy of the SWPPP Book with the Signature Set submission and a copy of the coverage letter must be added to the plan sheet containing the stormwater management calculations. Include an electronic copy of the SWPPP Binder Book in the released site plans and include a hardcopy of the SWPPP Binder Book with the on-site construction drawings. Separate parcel owners must seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES) \*

## **F. Information Technology**

Coordinate with the GIS Division for address assignments at tenant fit out for all first-floor bays with a street-facing door as their primary access. These uses may not use the primary building address for their address. Contact the Addressing Coordinator in the GIS Division (703) 746-3823 for each new tenant to receive the address based on the primary entrance door. (GIS)

Development cases should not use any addresses in their case name as existing site addresses may change during development. (GIS)

## **G. Fire Department**

- C - 38 Show the location of Fire Department Connections (FDC) prior to Final Site Plan release. (P&Z) (Code) \*
- R - 1. Consider letting the Alexandria Fire Department use buildings that will be razed for training exercises. The Fire Department will formulate conditions of use between the parties and provide a hold harmless agreement to the owner or their representative.

## H. Police Department

### *[Parking Garage Recommendations]*

Gate off the section of the underground garage dedicated to residents from the retail section.

Control access by electronic means. This design helps prevent tampering with resident's vehicles and other crimes.

Provide controlled access for doors in the garage (garage levels only) that lead to the stairwell.

Controlled access must not interfere with the emergency push-bar release located on the inside of the stairwell.

### *[Landscape Recommendations]*

Plant shrubbery that achieves a natural growth height of no more than 2.5 to 3 feet with a maximum height of 3 feet when it matures to avoid obstructing the view of patrolling law enforcement officers.

### *[Open Space]*

Choose benches middle armrests to deter unwanted sleeping and skateboarding.

### *[Miscellaneous]*

Equip all ground floor windows with a device or hardware that enables securing them in a partially open position. This design prevents breaking and entering when the windows are open for air.

Install "door-viewers" (commonly known as a peepholes) in all doors on the ground level that lead directly into an apartment to increase security for the occupant.

### **Asterisks denote:**

- \* 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 issuance of the Certificate of Occupancy
- \*\*\*\* Condition must be fulfilled prior to release of the bond

## IX. APPENDIX

*Table 9 – OTNSAP Plan Principles*

|  |  |
|--|--|
| Elevate the importance of design excellence through design standards and guidelines.               | The project is located on the George Washington Memorial Parkway and thus is required to meet the Washington Street Standards reviewed by the Board of Architectural Review (BAR). Furthermore, all sites located in the Old and Historic District demonstrate strong design principles with high-quality materials. |
| Achieve a balanced mix of residents and employees.   | The new building will house only residents with a small number of building management and leasing employees.   |
| Focus retail in concentrated areas.  | Not applicable.  |
| Establish land uses and building heights compatible with the neighborhood.                         | The change in use from office commercial to residential supports the site’s location within the Predominantly Residential Subarea (Subarea 2) of the OTNSAP. The Plan encourages a focus on residential uses within this subarea. The proposed height is compatible with nearby buildings.                           |
| Encourage arts and cultural uses.  | Not applicable.  |
| Provide amenities and strategic zoning amendments to retain and attract commercial uses.           | Not applicable.  |
| Enhance the design of the public realm in a way that prioritizes the pedestrian.                   | The public realm will be enhanced with new wider, concrete sidewalks, additional landscape strips, and Washington Street Lights. The applicant will also provide publicly-accessible open space.   |
| Create a mix of uses with transit options offering a lifestyle that is independent of automobiles. | The site is in a highly walkable and bikeable location. The project is well served by buses. There are nearby Capital Bikeshare stations and bike racks are included as part of the proposal.  |
| Provide a range of housing opportunities for a diverse population.                                 | The proposed conversion and building addition will provide 136 new residential units. Of these, seven (7) will be affordable.  |
| Create a variety of passive and active open spaces.  | The plan provides private open space for residents in several locations and publicly accessible passive open   |

|  |  |
|--|--|
|  | spaces for residents and the public at the southeast corner of the site.   |
| Utilize sustainability measures based on the priorities of water quality, stormwater, green infrastructure, energy and green building. | The project is compliant with the City’s 2019 Green Building Policy and integrates green infrastructure in the form of green roof areas, bioretention landscape planters, and other stormwater BMPs. |
| Incorporate the history of the plan area into future redevelopment sites, parks and open spaces.                                       | The project will integrate the site’s history through the inclusion of historic interpretation elements, such as signage or interpretive panels.   |

**Table 10 – OTNSAP Subarea 2 Plan Principles**

|   |  |
|---|--|
| Utilize building heights that respect the surrounding context and scale.  | The range of building heights and setback variations respond to the surrounding context and demonstrate compatibility particularly with the adjacent Abingdon Row townhouses as well as the buildings to the north and east.   |
| Promote residential building designs that convey residential character through architectural elements on street frontages, ensuring that buildings are oriented to the street.  | The portion of the building being converted to residential is being redesigned to convey its residential character. Elements such as balconies, new windows and street-level entrances will be added to promote this residential character.  |
| Create attractive and active frontages by providing landscaping, stoops and similar elements in residential buildings with ground floor units.  | The project includes the removal of a visually obtrusive surface parking lot. The proposal includes extensive landscaping, an entry courtyard and at-grade entrances.  |
| Create contextual transitions between less intense residential uses and adjacent higher intensity developments by incorporating height variety and transitions, landscape buffers, and other similar means identified in the Design Standards and Guidelines. | Due to the project’s location in the Old and Historic District and along the GWMP, the project must illustrate compliance with the BAR’s adopted Design Guidelines as well as the Washington Street Standards. The BAR provided positive feedback on the proposal during the BAR concept review process. |
| Provide a combination of private and public open spaces as part of new developments that are visible and clearly accessible from the street.  | The project includes a variety of open spaces, both publically accessible and private. The portion of open space at the southeastern corner of the site will be publicly accessible from East Abingdon Drive, while the ground level courtyard and rooftop terraces will be                              |

|   |                                |
|---|--------------------------------|
|   | private to building residents. |
| Integrate new commercial uses, where permitted, in a compatible manner with the adjoining buildings and uses. | Not applicable.                |



APPLICATION

Master Plan Amendment MPA# \_\_\_\_\_
Zoning Map Amendment REZ# \_\_\_\_\_

PROPERTY LOCATION: \_\_\_\_\_

APPLICANT

Name: \_\_\_\_\_

Address: \_\_\_\_\_

PROPERTY OWNER:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

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:

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.

Print Name of Applicant or Agent Signature

Mailing/Street Address Telephone # Fax #

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 # _____ |

**SUBJECT PROPERTY**

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

| Address<br>Tax Map - Block - Lot | Land Use<br>Existing - Proposed | Master Plan<br>Designation<br>Existing - Proposed | Zoning<br>Designation<br>Existing - Proposed | Frontage (ft.)<br>Land Area (acres) |
|----------------------------------|---------------------------------|---|--|-------------------------------------|
| 1 _____<br>_____                 | _____                           | _____   | _____  | _____                               |
| 2 _____<br>_____                 | _____                           | _____   | _____  | _____                               |
| 3 _____<br>_____                 | _____                           | _____   | _____  | _____                               |
| 4 _____<br>_____                 | _____                           | _____   | _____  | _____                               |

**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 3% interest in such corporation or partnership.

1. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_
2. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_
3. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_
4. Name: \_\_\_\_\_ Extent of Interest: \_\_\_\_\_  
Address: \_\_\_\_\_

|             |
|-------------|
| MPA # _____ |
| 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:
  
- 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:
  
- 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.
  
- 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):

1201 E. Abingdon Drive  
Master Plan Amendment  
Statement of Support  
October 20, 2023

The Applicant, PF III Abingdon LLC, an affiliate of The Pinkard Group, seeks Master Plan Amendments for the property 1201 E. Abingdon Drive (the “Property”) to allow for the conversion of an existing office building to a multifamily residential building. The Property is subject to the Old Town North Small Area Plan (OTN SAP); however, is not designated as a development site (Figure 2.07, p.35). The OTN SAP does acknowledge that “other sites not identified in the plan area may redevelop . . . [and] will be subject to all necessary City approvals (p.34).” Despite this designation, the Applicant believes that the conversion of a 1980s office building with a high vacancy rate to new housing, including on-site affordable housing, is consistent with the Housing goals of the OTN SAP (p.57-60) by providing a significant benefit to the City amidst a regional housing shortage. Additionally, residential use at the Property is consistent with the General Land Use Concept shown in the applicable Sub-Area on p. 15.

Specifically, the Applicant seeks the following Master Plan Amendments concurrently with a Rezoning to the CRMU-X District and a Development Special Use Permit (DSUP).

1. Designation of the Property as a site for rezoning to the CRMU-X (p.40); and
2. Increase in building height to 65’ to allow for the residential use of the existing mechanical penthouse level (p.43).
  - a. Note the proposed height is in line with OTN SAP broad statement “that the predominant building heights in the plan area be mid-rise (50-77 feet) punctuated by taller buildings at strategic locations” (p.41).

In support of the Master Plan Amendments, the development provides the following benefits that would not otherwise be provided with a previously contemplated by right conversion:

1. Expansion of housing and an increase from zero (0) to seven (7) on-site affordable housing units, where five (5) affordable housing units are required per the City’s 2020 Affordable Housing Policy;
2. Provides OTN Developer Contribution applied to new density;
3. Provides standard DSUP contributions including the modernization and increase of storm water management on site, streetscape improvements, sustainability and green building upgrades, TDM contribution, etc.;
4. Proposes design/architecture that more closely reflects the Washington Street Design Standards than does the existing structure; and
5. Decreases surface parking and increases existing on-site open space and green space.



APPLICATION

**DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**

DSUP # \_\_\_\_\_ Project Name: \_\_\_\_\_

PROPERTY LOCATION: \_\_\_\_\_

TAX MAP REFERENCE: \_\_\_\_\_ ZONE: \_\_\_\_\_

APPLICANT:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

PROPERTY OWNER:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

SUMMARY OF PROPOSAL \_\_\_\_\_

MODIFICATIONS REQUESTED \_\_\_\_\_

SUP's REQUESTED \_\_\_\_\_

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 my knowledge and belief.

\_\_\_\_\_  
Print Name of Applicant or Agent

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Mailing/Street Address

\_\_\_\_\_  
Telephone #

\_\_\_\_\_  
Fax #

\_\_\_\_\_  
City and State

\_\_\_\_\_  
Zip Code

\_\_\_\_\_  
Email address

\_\_\_\_\_  
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: \_\_\_\_\_

**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 three percent.

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 three 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 \_\_\_\_\_(address), unless the entity is a corporation or partnership, in which case identify each owner of more than three 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 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 the 12-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.                       |   |   |
| 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



\_\_\_\_\_  
Date    Printed Name    Signature

**Disclosure Attachment**

Applicant:      PF III Abingdon, LLC                              100% owned by Pinkard Fund III, LLC  
                         c/o The Pinkard Group  
                         900 17<sup>th</sup> Street NW, Suite 1050  
                         Washington, DC 20006

Pinkard Fund III, LLC  
                         c/o The Pinkard Group  
                         900 17<sup>th</sup> Street NW, Suite 1050  
                         Washington, DC 20006

Persons below own greater than 3% of Pinkard Fund III, LLC:

Peter Kleebatt  
Robert Pinkard  
c/o The Pinkard Group  
900 17<sup>th</sup> Street NW, Suite 1050  
Washington, DC 20006

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.)



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:

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:

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?



# DEVELOPMENT PRELIMINARY PLAN CHECKLIST

Department of Planning and Zoning  
Development Division, City Hall  
301 King Street, Room 2100  
Alexandria, Virginia 22314  
Phone: (703) 746-4666

CDSP# \_\_\_\_\_ DSP/DSUP# \_\_\_\_\_

Project Name: \_\_\_\_\_

Project Location (Address): \_\_\_\_\_

Tax Map References: \_\_\_\_\_

Applicant's Name: \_\_\_\_\_

Applicant's Address: \_\_\_\_\_

Applicant's E-mail Address: \_\_\_\_\_

Applicant's Phone: \_\_\_\_\_

**Submission Deadline:** Plan submissions received before 3:00 pm will be processed and routed to reviewers the same day. Plan submissions received after 3:00 pm will be processed and routed the next business day. **Notify Planning and Zoning staff of submissions to avoid processing delays.**

The following materials are required to be uploaded to APEX for a complete development preliminary plan submission:

- \_\_\_\_\_ Completed and Signed Development Special Use Permit or Development Site Plan Application
- \_\_\_\_\_ Completed and Signed Preliminary Plan Checklist (this form)
- \_\_\_\_\_ Filing Fee (DSUP and DSP). Please see the fee schedule [here](#).
- \_\_\_\_\_ Site Plans for Completeness Review of Preliminary Plan (First Submission)
- \_\_\_\_\_ Site Plans After Completeness Review of Preliminary Plan (Second Submission)
- \_\_\_\_\_ Signature of professional certifying that the submission meets all requirements:

I, \_\_\_\_\_ (print name), hereby certify that the drawings and other materials that accompany this checklist have met the requirements of the checklist.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

General Process Information:

Preliminary site plans will be reviewed for completeness by City staff. Completeness review comments will be returned to the applicant in approximately 3 weeks from submission listing additional information required for the application to be deemed complete.

The applicant must revise the site plan to address all comments of the completeness review and resubmit to Planning and Zoning. This submission must include a letter responding to each of the completeness comments and the specific location of the additions or corrections made to the plan. These plans are routed and reviewed to verify completeness. **If the plans are still not complete, the review of them will be suspended and the applicant will be notified of the information that is required.**

When the plan/application is deemed complete, a confirmation letter or e-mail will be sent to the applicant. Within 5 working days of receipt of the confirmation the applicant shall install a notice of the proposed development at the site. When an application is complete, it will receive technical review by City agencies. Three (3) weeks prior to the scheduled hearing date the applicant shall submit a sample materials board and/or color rendering.

The following sheets and information are required for every submission. Additional sheets and information should be provided where necessary to demonstrate compliance with City requirements or conditions of approval. Further, provide the appropriate page/sheet number(s) for each of the checklist items listed below.

**Preliminary Site Plan Checklist**

**Formatting Requirements for Each Sheet:**

- \_\_\_\_\_ PDF Print Size of 24" x 36"
- \_\_\_\_\_ Scale of no less than 1" : 40' with scale identified on each sheet – 1" : 20' or 1" : 30' preferred  
Note: 1" : 25' is not an acceptable scale
- \_\_\_\_\_ City approval signature block in same place (lower right corner) on each sheet (see attachment for configuration and size of block)
- \_\_\_\_\_ North point shown consistently in the same direction on all plan sheets with reference to source of meridian
- \_\_\_\_\_ Property lines with course and distance for each
- \_\_\_\_\_ Name, address, signature and registration number of professional(s) preparing the plan on each sheet – all plans to be sealed by the appropriate professional
- \_\_\_\_\_ Legend of symbols, patterns, and abbreviations used
- \_\_\_\_\_ Date the plan was prepared and each revision

**Cover Sheet:**

- \_\_\_\_\_ Name, address, telephone and email address of the developer(s) and of the owner(s) of record
- \_\_\_\_\_ A narrative description of the project
- \_\_\_\_\_ A list of all special use permits, site plan approvals and zoning modifications or waivers being requested
- \_\_\_\_\_ A list of all existing special use permits, site plans and proffers that apply to all or part of the site
- \_\_\_\_\_ Total area included in the site plan, total area of tax parcel, total existing and proposed impervious area on the tax parcel, and total area that will be disturbed during construction (all expressed in square feet and acres)
- \_\_\_\_\_ Location map with the site shown in relation to the nearest intersection of two or more streets, and Parcel Number (includes tax reference number)
- \_\_\_\_\_ Sheet Index
- \_\_\_\_\_ Key to plan sheets if more than one sheet is needed to show the whole site
- \_\_\_\_\_ Building Code analysis

**Zoning Tabulations (may be included on cover where sufficient space exists)\*:**

For each element, list zoning ordinance requirement and number proposed on preliminary plan:

- \_\_\_\_\_ Zoning of the site (zoning proffers, if applicable)
- \_\_\_\_\_ Existing uses on the site
- \_\_\_\_\_ Proposed uses on the site
- \_\_\_\_\_ Lot area (minimum required by zone and proposed)
- \_\_\_\_\_ Number of dwelling units (list by number of bedrooms for multifamily)
- \_\_\_\_\_ Units per acre for residential
- \_\_\_\_\_ Gross square feet (GSF) of building area\*, total and listed by use, (with area devoted to parking included and listed separately)
- \_\_\_\_\_ Net square feet (NSF) or Floor Area, total and listed by use

- \_\_\_\_\_ Floor-area-ratios existing and proposed at-grade and above grade
- \_\_\_\_\_ Open space (required and proposed)
- \_\_\_\_\_ Open space total proposed and broken down by public, private, and private with public access ground level space and usable space proposed
- \_\_\_\_\_ Average finish grade for each building
- \_\_\_\_\_ Height of each building above average finish grade
- \_\_\_\_\_ Building setbacks (required and proposed) for each building
- \_\_\_\_\_ Frontage with required and proposed listed separately
- \_\_\_\_\_ Parking spaces (listed by compact, standard, handicapped size and total) required and proposed
- \_\_\_\_\_ Parking spaces (listed by location of parking i.e. above grade and/or below grade) Loading spaces (required and proposed)
- \_\_\_\_\_ Existing and proposed trip generation (AM and PM Peak Hour)

*\*Note: If the proposed development includes multiple lots, the zoning tabulation information must be provided for each individual lot unless all the lots will be consolidated in conjunction with the proposal. For gross square footage and net square footage regulations, please reference [Section 2-145](#) of the City's Zoning Ordinance.*

**Contextual Plan:**

- \_\_\_\_\_ Show the proposed project site(s) and adjacent areas affected by the project
- \_\_\_\_\_ Proposed project site appropriately labeled
- \_\_\_\_\_ Display a minimum of a quarter (1/4) mile in radius of proposed project
- \_\_\_\_\_ Existing property lines, buildings, streets, metro, transit stops and routes

**Map of Existing Site Conditions:**

Show location, dimensions, size, height, and elevations of:

- \_\_\_\_\_ Sidewalks, streets and their names (show full width, curblines and centerlines), alleys, existing easements (include emergency vehicle easements), covenants and reservations
- \_\_\_\_\_ Show the full right-of-way width of all adjoining streets and alleys and include all information for both sides
- \_\_\_\_\_ Roadway and lane widths and uses (right turn, left turn, etc.)
- \_\_\_\_\_ Traffic and pedestrian controls including signs, markings and signals
- \_\_\_\_\_ Existing transit/bus stops with route number identification adjacent to the property
- \_\_\_\_\_ On-street parking locations and individual spaces when designated
- \_\_\_\_\_ Driveways, entrances, exits, parking areas; show vehicle parking spaces by type (standard, compact and accessible) and indicate the number in each bay and total count. Dimensions shall exclude any obstructions such as columns or light poles
- \_\_\_\_\_ Building setbacks, highway setback lines and zone transition lines
- \_\_\_\_\_ Existing buildings and structures; show footprint and indicate height
- \_\_\_\_\_ Property lines, including adjoining property lines; show course and distance of each site boundary line
- \_\_\_\_\_ For adjoining properties, show current zoning and names and addresses of owners (show zoning district boundary lines if multiple districts exist on the site or adjacent parcels)
- \_\_\_\_\_ Transformers, valves, and other surface features of utility systems
- \_\_\_\_\_ Storm and sanitary sewer systems, water mains, and other buried utilities; indicate size of lines and direction of flow for storm and sanitary lines; identify owner of each system
- \_\_\_\_\_ Fire hydrants and fire department connections
- \_\_\_\_\_ Major trees (6" or more in caliper) and shrubs (3' or more in height), located and identified by species, including street trees on public right-of-ways along property frontage. Also, locate and

- \_\_\_\_\_ identify trees on adjacent properties with canopies that extend over the site. Identify species, size and locations of trees on opposite sides of fronting streets
- \_\_\_\_\_ Recreation areas, swimming pools and bike and walking trails on abutting streets or public access easements
- \_\_\_\_\_ Watercourses, bodies of water, wetlands and limits of flood plains
- \_\_\_\_\_ Resource Protection Areas (RPAs) as defined in [Article XIII](#) of the Zoning Ordinance
- \_\_\_\_\_ Lighting on public rights-of-way adjacent to the site
- \_\_\_\_\_ Significant site features
- \_\_\_\_\_ Topography shown with 2' contours on the subject property and on adjacent parcels for sufficient distance to indicate the relationship of the site to off-site terrain
- \_\_\_\_\_ Slopes, terraces and retaining walls, including elevations of level areas and tops and bottoms of walls and exterior stairways and ramps
- \_\_\_\_\_ Indicate the following on the plan- underground storage tanks; areas located within 1,000 feet of a former sanitary landfill, dump or disposal area; areas with the potential of generating combustible gases
- \_\_\_\_\_ Location of buildings listed on the Alexandria List of 100-Year Old Buildings that occur on the site or on adjacent parcels
- \_\_\_\_\_ Local Historic District Boundaries
- \_\_\_\_\_ A statement indicating whether or not the Site has areas of Marine Clay
- \_\_\_\_\_ Indicate areas on plan and provide a statement describing any known or expected contamination or brief narrative of due diligence completed (site history) if none is expected

***Preliminary Site Plan:***

Include existing features to be retained and show location, dimension, size, height and elevation of proposed:

- \_\_\_\_\_ Boundaries of zoning districts on the site and adjoining sites
- \_\_\_\_\_ Sidewalks, streets, alleys with widths labeled, and elevations
- \_\_\_\_\_ Show the full width and centerlines of all adjoining streets and alleys
- \_\_\_\_\_ Existing and modified lane widths and uses (right turn, left turn, etc.)
- \_\_\_\_\_ Existing and proposed traffic controls including signs, markings and signals
- \_\_\_\_\_ Sidewalks, bike and walking trails on sites and on abutting streets or public property/easements, with widths of each
- \_\_\_\_\_ Bicycle parking spaces provided per City Standards
- \_\_\_\_\_ Bicycle and pedestrian paths per the Transportation Master Plan and 1998 Bicycle Transportation and Multi-Use Trail Master Plan, including existing and proposed routes
- \_\_\_\_\_ Direction of traffic and volumes at all site entrances, exits and intersections
- \_\_\_\_\_ Sight distance per AASHTO at all driveways and street intersections
- \_\_\_\_\_ Curb radii at intersections and driveway entrances for public and private streets and alleys, and within parking lots; note AASHTO turning radii
- \_\_\_\_\_ Existing and proposed on-street parking locations and individual spaces when required
- \_\_\_\_\_ Driveways, entrances, exits, parking areas; show parking spaces by type (standard, compact and handicap) and indicate the number in each bay and the total count
- \_\_\_\_\_ Locations of underground parking and indicate the footprint of related subsurface structures
- \_\_\_\_\_ Garage layouts with columns shown and drive aisle and parking spaces dimensioned. Parking space widths and lengths do not include the column width. The use of "typical" may be used provided it dimensions all types of spaces/aisles and is used in enough places that the review can be performed accurately
- \_\_\_\_\_ Vehicle turning movements for any parking lot or garage, entrances and drive aisles, accessible spaces with AASHTO standard vehicle
- \_\_\_\_\_ Vehicle turning movements for loading zones with the largest vehicle that will access the site



- \_\_\_\_\_ Slope of entrance ramp
- \_\_\_\_\_ Annotate length and slope of ramp transitions
- \_\_\_\_\_ Locations of building entrances and exits
- \_\_\_\_\_ Depict and annotate any parking control equipment or device in garage entrance
- \_\_\_\_\_ Building setbacks, highway setback lines, zone transition lines and vision clearances
- \_\_\_\_\_ Provide sections demonstrating compliance with [Section 6-403](#) of the Zoning Ordinance
- \_\_\_\_\_ Show any transition zone setback, if applicable
- \_\_\_\_\_ Easements, covenants and reservations including emergency vehicle easements (EVE) (existing and proposed)
- \_\_\_\_\_ Property lines; show course and distance of each site boundary line
- \_\_\_\_\_ Yard dimensions for setback requirements
- \_\_\_\_\_ Buildings and structures, including optional decks and other projections such as canopies, bay projections, roof overhangs; or maximum building envelope (where approved as envelope) showing outside dimensions, including height, and first floor elevations
- \_\_\_\_\_ Stoops, steps and staircases (with elevations)
- \_\_\_\_\_ Distances between buildings and adjoining property lines
- \_\_\_\_\_ Storage space for solid waste and recyclable material containers with trash truck turning movements and pick up locations
- \_\_\_\_\_ Storm and sanitary sewer systems, including lateral lines, water mains and service lines, with size, direction of flow and owners indicated in plan view for both existing and proposed
- \_\_\_\_\_ Gas mains and service lines; with size of line and owner of line indicated
- \_\_\_\_\_ Fire hydrants, water mains and service lines; with size of line and owner of line indicated
- \_\_\_\_\_ Electric, telephone, cable and all other utilities on the property; identify owners Transformers, ground level mechanical units, switchboxes, cable boxes, poles, telephone pedestals, and other surface features of utility systems and elevations
- \_\_\_\_\_ Existing and proposed light poles and fixtures on-site and on adjoining rights-of-way
- \_\_\_\_\_ Existing and proposed bus stop(s) and bus stop amenities
- \_\_\_\_\_ Recreation areas, swimming pools. (Discharge from swimming pools shall be shown connected to the sanitary sewer in plan view)
- \_\_\_\_\_ Watercourses, bodies of water, wetlands and limits of flood plains
- \_\_\_\_\_ Resource Protection Areas (RPAs) as defined in [Article XIII](#) of the Zoning Ordinance and developable area
- \_\_\_\_\_ Significant site features
- \_\_\_\_\_ Limits of Disturbance
- \_\_\_\_\_ Proposed grading shown with 2' contours on the subject property and on adjacent parcels for sufficient distance to indicate the relationship of the site to off-site terrain Slopes, terraces and retaining walls, including elevations of level areas and tops and bottoms of walls and exterior stairways and ramps
- \_\_\_\_\_ Identify all potential future deck locations

***Landscape Plan:***

Proposed landscape must comply with the [2019 City of Alexandria Landscape Guidelines](#) (refer to Chapter 5) published by the Department of Recreation, Parks and Cultural Activities, City of Alexandria

- \_\_\_\_\_ Buildings, and other structures and all building entrances
- \_\_\_\_\_ Streets, alleys, driveways, sidewalks, trails, intersections and all paved areas Utilities and utility easements, existing and proposed
- \_\_\_\_\_ Locations of off-site and on-site lighting, including street lighting
- \_\_\_\_\_ Existing vegetation to be removed; include locations, size and species of all trees 6" or greater in caliper

- \_\_\_\_\_ Street trees and natural vegetation to be retained; include locations, approximate driplines, size and species of all trees 6" or greater in caliper
- \_\_\_\_\_ Details of protection structures to be used for existing trees to be preserved
- \_\_\_\_\_ Proposed street tree species, locations, and planting details
- \_\_\_\_\_ Indicate the distances between street trees
- \_\_\_\_\_ Location and dimensions of areas to be landscaped (including within public right-of-ways), specifying the location, names, caliper, and size of proposed individual trees, shrubs, and ground cover plants (indicate initial and final height for trees and shrubs, initial width for shrubs, and initial spread for groundcover plants)
- \_\_\_\_\_ Tabulation of required, existing and proposed crown coverage (**Do not include street trees**)
- \_\_\_\_\_ Show existing and proposed trails, roadways and sidewalks
- \_\_\_\_\_ Plans shall be sealed by a Certified/Registered Landscape Architect

**Open Space Plan:**

Refer to page 48-49 of the [2019 City of Alexandria Landscape Guidelines](#), Chapter 5:

- \_\_\_\_\_ Open space areas graphically showing the square footage and type (ground level or rooftop; public, private and private with public access easement)

**Lighting Plan/Signage Plan:**

- \_\_\_\_\_ Building and structures
- \_\_\_\_\_ Location of all existing and proposed lights, including street lights and building lights
- \_\_\_\_\_ Type of fixture
- \_\_\_\_\_ Show the locations and height of proposed signs and provide information needed to assess compliance with the sign ordinance and applicable special guidelines

**GIS Dimension Plan\*:**

Include existing features to be retained and show location, dimension, size, height and elevation of:

- \_\_\_\_\_ Sidewalks, streets, alleys, driveways and parking lots; (edge of pavement or top of curb)
- \_\_\_\_\_ Show the full right-of-way width and centerlines of all adjoining streets and alleys
- \_\_\_\_\_ Buildings and structures, showing outside dimensions, including height
- \_\_\_\_\_ Property lines
- \_\_\_\_\_ Stoops, steps and staircases
- \_\_\_\_\_ Locations of building entrances; identification of primary building entrance, secondary entrances and any mock entrances if applicable
- \_\_\_\_\_ 3 x y coordinate pairs in state plane coordinates (NAD 83) conforming to 50 scale (1:600/1"=50') National Map Accuracy Standards

*\*Note: The Dimension Plan is used to update the City of Alexandria's Geographic Information System and therefore should contain only the information specified above. Additionally, Alexandria GIS does not meet the threshold for accuracy, as listed for the coordinate data above and is therefore not suitable as source for obtaining this coordinate information.*

**Building Elevations and Sections:**

- \_\_\_\_\_ Scaled architectural elevations of each building face, with materials labeled
- \_\_\_\_\_ Scaled elevations showing landscaping plan or screening treatment along public rights-of-way
- \_\_\_\_\_ Scaled sections showing average finished grade line, actual finished grade line, building heights as defined by the Zoning Ordinance, and penthouses – all labeled and dimensioned
- \_\_\_\_\_ Scaled sections through buildings

- \_\_\_\_\_ Scaled sections showing grade changes in relationship to buildings and/or retaining walls
- \_\_\_\_\_ Scaled sections showing average finished grade line, actual finished grade line, and scaled heights, including penthouses, labeled and dimensioned
- \_\_\_\_\_ A detailed graphic showing floor area analysis indicating areas that have been deducted for purposes of the FAR calculation. If the FAR deductions exceed 20% of the overall building's square footage, written justification shall be submitted
- \_\_\_\_\_ Scaled floor plans
- \_\_\_\_\_ Roof plan, showing all parapets, rooftop appurtenances including elevator over-runs and mechanical equipment
- \_\_\_\_\_ Color elevations for all building faces

**Green Building:**

*General Approach*

- \_\_\_\_\_ Indicate certification the project will pursue and provide draft scorecard

*Energy*

- \_\_\_\_\_ Narratives addressing load reduction strategies proposed for the following:
  - Massing and Orientation
  - Basic Envelope Attributes
  - Lighting
  - Plug and process loads
- \_\_\_\_\_ Preliminary energy savings estimates
- \_\_\_\_\_ Renewable energy production narrative with output estimates
- \_\_\_\_\_ For Net Zero:
  - Preliminary energy analysis report that demonstrates renewable energy production strategy that offsets projected building energy use
  - Evidence that project has been registered for an approved Net Zero Energy Certification
- \_\_\_\_\_ Commissioning
  - Confirmation that a Commissioning Agent is contracted for the project
- \_\_\_\_\_ Metering Strategy Narrative

*Water*

- \_\_\_\_\_ Proposed outdoor water reduction strategies and percentage of water reduced
- \_\_\_\_\_ Percent of indoor water use savings and list of proposed strategies

*Indoor Environmental Quality*

- \_\_\_\_\_ Narrative explaining project approach to:
  - Daylighting plan and overall percentage of daylit spaces for the project
  - Interior Air Quality (IAQ) including reducing Volatile Organic Compounds (VOCs) in interior spaces
  - Construction IAQ
  - Occupant Thermal Comfort

**Environmental Quality and Quantity Plan:**

Plans for collecting and depositing stormwater, including approximate pipe sizes, structures and stormwater quality facility best management practices (BMPs):

- \_\_\_\_\_ Pre- and post-development, 1, 2, and 10-year stormwater computations as appropriate
- \_\_\_\_\_ Drainage area map delineating area contributing stormwater onto the project

- \_\_\_\_\_ Narrative describing how the project will comply with the stormwater quantity and quality requirements in Article XIII of the Zoning Ordinance, to include the Alexandria Water Quality Volume Default
- \_\_\_\_\_ Soil types (Hydrologic Soil Group A, B, C or D as defined by NRCS) and location thereof. Group D soils must be used for stormwater worksheets and computations unless a geotechnical investigation is provided that documents otherwise
- \_\_\_\_\_ Virginia Runoff Reduction Method (VRRM) worksheets must be completed to document compliance with water quality requirements in [Sec. 13-109\(E\)](#) (4) and (5)
- \_\_\_\_\_ Layout of stormwater facility BMPs providing the location and type of facility(ies) being propose
- \_\_\_\_\_ Use the VRRM in computing Channel Protection and Flood Protection Requirements
- \_\_\_\_\_ Drainage area map with scale and north arrow indicating the area draining to the selected water quality BMPs
- \_\_\_\_\_ City standard Alexandria water quality volume default BMP data blocks (2)
- \_\_\_\_\_ Geographic coordinates of the BMP(s) (NAD88)
- \_\_\_\_\_ If an operator intends to address the water quality phosphorus requirements established in 9VAC25-870-63 and found in [Sec. 13-109\(E\)](#) (4) or (5) through purchasing offsite credits, where applicable, then a letter of availability from the offsite credit provider shall be included that documents the phosphorus and associated nitrogen credits are in place and achieving the required reduction
- \_\_\_\_\_ Preliminary calculations of sanitary flow generated from the site
- \_\_\_\_\_ Narrative describing how the project will comply with the requirements of Memo to Industry 06-14 titled New Sanitary Sewer Connection and Adequate Outfall Analysis
- \_\_\_\_\_ If the project is located in the combined Sewer System (CSS) area, provide a narrative describing how the project will comply with the requirements of Memo to Industry 07-14, titled "Development Requirements For The Combined Sewer Service Area"
- \_\_\_\_\_ Environmental Site Assessment Notes per [Sec. 13-112](#) Environmental Management Ordinance

***Preliminary Subdivision Plat:***

When subdivision of land is involved, include a Preliminary Subdivision Plat. Refer to [Section 11-1706](#) of the Alexandria Zoning Ordinance for additional requirements.

- \_\_\_\_\_ Plat size shall not exceed 24" x 36"
- \_\_\_\_\_ Scale no less than 100' to 1"
- \_\_\_\_\_ Subdivision name
- \_\_\_\_\_ Name, address of owner of record and the applicant
- \_\_\_\_\_ Name, address, certificate number and seal of the surveyor or engineer
- \_\_\_\_\_ Gross area in acres and total number of buildings, lots or sites involved
- \_\_\_\_\_ Date, scale and north point with reference to source of meridian
- \_\_\_\_\_ Zoning of the property
- \_\_\_\_\_ A form or space, not less than two and one-quarter by three and one-half inches, on which approval by the commission may be shown
- \_\_\_\_\_ Lot lines with the dimensions of the length and width of the lots
- \_\_\_\_\_ In the case of resubdivisions, all lot lines or lot numbers that are proposed to go out of existence by reason of the resubdivision shall be shown by dotted lines and numbers
- \_\_\_\_\_ Location of the property immediately adjoining the proposed subdivision and the names and addresses of all its owners
- \_\_\_\_\_ Location and width of all proposed streets, alleys and public areas and their dimensions
- \_\_\_\_\_ Points of connection with the city sewer system
- \_\_\_\_\_ Location of all easements, reservations, and highway setbacks, as established by [Section 7-1006](#) of the zoning ordinance

\_\_\_\_\_ The width and name of adjacent existing streets, alleys, easements, public utilities, and railroads shown graphically

\_\_\_\_\_ Limits of floodplains and resource protection areas (RPAs)

\_\_\_\_\_ The location of metal monuments not less than one inch in diameter and 24 inches in length shown thus: O, and located in the ground at each intersection of streets and alleys with plat boundary lines, and at all points on street, alley, and boundary lines where there is a corner, change in direction, or curvature

\_\_\_\_\_ Any deed restrictions shall be recorded with this plat, if applicable

\_\_\_\_\_ A surveyor's or engineer's seal and certificate of survey in the following form, which may be modified to accommodate title information:

"I hereby certify that I have carefully surveyed the property delineated by this plat, and that it is correct to the best of my knowledge and belief; that this is a subdivision of part (or all) of the land conveyed by \_\_\_\_\_ to \_\_\_\_\_ by deed dated \_\_\_\_\_ and recorded among the land records of \_\_\_\_\_ in Deed Book \_\_\_\_\_ at page \_\_\_\_\_ and is within those boundaries; and that all required monuments have been installed where indicated; except those that will be installed at a later date but before completion of the project.

"Certified Surveyor or Engineer"

\_\_\_\_\_ A curve table shall be placed on the final plat containing the following for all curvilinear boundaries and street centerlines; delta, radius, arc, tangent, chord and chord bearing. All distances shall be shown to the nearest one-hundredth of a foot; angles or bearings to the nearest ten seconds

### **ADDITIONAL STUDIES – IF REQUIRED**

#### ***Water Quality Assessment (in case of RPA encroachment):***

\_\_\_\_\_ See Article XIII of the Zoning Ordinance for specific requirements

#### ***Archaeological Assessment:***

\_\_\_\_\_ Documentary Study and initial Archaeological Evaluation completed and submitted by Alexandria Archaeology

\_\_\_\_\_ Appropriate archaeology comments on all site plan sheets involving ground disturbance

\_\_\_\_\_ Locations and themes for historical interpretive elements and markers on plan, if applicable

#### ***Building Massing Study:***

\_\_\_\_\_ A physical model showing the mass and scale of the proposed buildings relative to surrounding buildings. This should be a scaled three-dimensional representation of the proposed building mass (including building articulation) in the context of surrounding buildings. Digital models and/or photomontage may be substituted for physical models if deemed acceptable by the Director of Planning & Zoning

#### ***Transportation Studies:***

\_\_\_\_\_ Multimodal Transportation Study and TMP or Memo

\_\_\_\_\_ Parking Study

\_\_\_\_\_ Other studies as required (queuing study, signal warrant analysis, etc.)

**Affordable Housing Plan:**

\_\_\_\_\_ A statement of intended voluntary contribution to the City’s Housing Trust Fund or, in the case of a residential project, a voluntary Affordable Housing plan that specifies the number of affordable on-site units, by unit type, or a statement explaining why the developer is unable to include the on-site units, along with the developer’s proposed voluntary contribution to the Housing Trust Fund

\_\_\_\_\_ It is the City's policy that a voluntary contribution for affordable housing be made on all new development. The payment should be paid to the City prior to issuance of certificate of occupancy in the case of commercial development or rental housing, and paid at sale to end user in the case of for-sale housing. In lieu of this contribution, a developer may submit an Affordable Housing Plan to the Office of Housing proposing another means of meeting the affordable housing requirement

<http://alexandriava.gov/housing/info/default.aspx?id=6628>

\_\_\_\_\_ Tenant Relocation Plan (if applicable)

**Design Guidelines:**

Guidelines Link – The design guidelines below can be found on the City’s website at:

<http://alexandriava.gov/planning/info/default.aspx?id=14676>

If the project is located in the following areas, provide information necessary to assess compliance with the appropriate design and/or streetscape guidelines.

\_\_\_\_\_ Identify and acknowledge applicable design guidelines and/or other standards. All projects Transportation and Environmental Services – Memos to the Industry -

<http://alexandriava.gov/tes/info/default.aspx?id=3522>

**ADDITIONAL APPLICATIONS WHICH MAY BE REQUIRED FOR CERTAIN DEVELOPMENT PROPOSALS**

Generally, all applications related to the same development proposal are required to be processed concurrently. There is a separate fee for each of these applications. See current fee schedule. Check those which are submitted with this application.

\_\_\_\_\_ **Master Plan and/or Rezoning.** Required when the proposal requires different zoning or a change to the City’s Master Plan. See Sections [11-800](#) and [11-900](#) of the Zoning Ordinance.

\_\_\_\_\_ **Transportation Management Plan Special Use Permit.** Required for any project containing 50,000 sq.ft. or more of commercial space, 40,000 sq.ft. or more of retail space, 150,000 sq.ft. or more of industrial space or 250 or more residential units. See [Section 11-700](#) of the Zoning Ordinance.

\_\_\_\_\_ **Vacation.** Required when a portion of the public right-of-way is proposed to be acquired and utilized in the development.

\_\_\_\_\_ **Encroachment.** Required when portions of the building (including stoops, steps, awnings, etc.) or planters, etc. project into the public right-of-way.

\_\_\_\_\_ **Coordinated Development District (CDD) Concept Plan.** Required on tracts zoned CDD, in order to proceed with development under the CDD zoning. See [Section 5-600](#) of the Zoning Ordinance.

\_\_\_\_\_ **SUP for parking reductions and signs**

\_\_\_\_\_ **SUP for specific uses**

\_\_\_\_\_ **Board of Architectural Review Approvals.** Required when the project is within one of the City's two historic districts. See [Article 10](#) of the Zoning Ordinance. *\*Note this is a separate review process.*

*Revised:*

*5/11/2020 - AEF*

# APPROVED

SPECIAL USE PERMIT NO. \_\_\_\_\_

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.



1201 E. Abingdon Drive  
CDSP #2022-00026  
Affordable Housing Plan  
October 20, 2023

PF III Abingdon, LLC (the “Applicant”), an affiliate of The Pinkard Group proposes a Development Special Use Permit (“DSUP”) for the residential conversion of the existing office building on the property known as 1201 E. Abingdon Drive (the “Property”). The Property is bordered to the west by E. Abingdon Drive and the George Washington Memorial Parkway; the Riverton Condominium to the north; and the recently developed Towns of Abingdon to the south. East of the building, there is a row of surface parking for the Property, N. St. Asaph Street and a surface parking lot for the Pitt Street Office Centre building. The Property sits on a site of approximately 67,480 SF or 1.55 acres. The future development of the Property is guided by the Old Town North Small Area Plan (“OTN SAP”).

The Applicant proposes a building conversion that includes a total of 156,227 SF of Floor Area. A total of 136 residential units is proposed. The proposed residential units are planned to be rental, with seven (7) studios (5 %), twenty-eight (28) one-bedrooms (21%), seventy-two (72) one-bedrooms with dens (53%), and twenty-nine (29) two-bedrooms (21%). The Applicant proposes a rezoning to the CRMU-X zone, a DSUP and a master plan amendment to allow for occupiable penthouse over 50’, to a height of approximately 65’.

The Applicant is able to convert 112,775 SF of Floor Area of the existing building to residential use by right. The Applicant proposes to add Additional Density of 43,452 SF including the penthouse level. Under the applicable, existing 2020 City Affordable Housing policy, residential developments in a core market that exceed the recommended density in the applicable small area plan (SAP), are required to provide 10% of the increase in residential development as affordable housing. Here, the Additional Density of 43,452 SF is density in excess of the Old Town North SAP and therefore 10% or 4.3 units rounding to five (5) units is the required affordable housing contribution under the applicable City policy.

The Applicant recognizes the great need for affordable housing and proposes seven (7) units affordable housing. This contribution is 63% greater than the amount of affordable housing required pursuant to the City policy detailed above. The Applicant agrees to provide a mix of affordable unit types proportionate to the market rate unit types.

In addition to the proposed on-site affordable housing, the Applicant agrees to pay to the voluntary affordable housing contribution applied to 112,775 SF of converted, existing density. At the 2022 rate of \$1.61/SF, the voluntary contribution totals \$181,568.

The Applicant’s affordable housing proposal exceeds the current City policy and the Zoning Ordinance. This high-quality development will add more than anticipated affordable housing to an area of the City where more affordable housing is needed. Additionally, the project adds housing consistent with Metro-DC regional goals of increasing housing to meet unmet needs.

## **Green Building Narrative:**

The proposed residential building is an adaptive reuse of a steel and concrete and masonry office building. We have currently drafted a preliminary LEED scorecard for this project (sheet A006); we are still determining the best sustainability criteria (LEED, Earthcraft, NGBS, etc) and potential points to pursue.

The adaptive reuse of the existing underground garage structure and office building will significantly reduce the embodied carbon footprint ,cost and construction duration of the overall project.

Massing and Orientation items for the project include:

1. The dwelling units and their kitchen and bathrooms are stacked to limit the unnecessary distribution of additional plumbing, hot water, and exhaust systems, that contribute to lowering power usage.

Building envelope attributes for the project include:

1. Exterior insulated double pane windows, with Low-E glass, and storefront frames that have a “thermal break”.
2. Insulated Grade 1 exterior walls systems with R21 insulation.
3. Insulated roofing systems with minimum R38 insulation.
4. An efficient building envelope will allow the mechanical systems to be sized smaller, also contributing to the reduction of power usage.
5. Green and low albedo roofing on 6<sup>th</sup> floor terrace and roof to reduce solar heat gain.

Exterior and interior lighting attributes include:

1. Timers and photovoltaic sensors to control some building exterior lighting so they do not stay on all night.

Electrical management for plug and process of loads include:

1. Dwelling units will include Energy Star Appliances.

Mechanical systems for the project will include:

1. Energy efficient HVAC system sized per ACCA Manual J and selected using ACCA Manual s.
2. Thermostats would be programmed as a specific temperature range.

Water considerations will include:

1. Drought tolerant/native landscaping plants.
2. Reuse rainwater from roof drainage into landscape planters.

3. Low flow WaterSense plumbing fixtures (toilet, faucet, showerhead).
4. Rain sensor shutoff for an irrigation installed.
5. Green roofing on the 6<sup>th</sup> floor terrace and roof for storm water mitigation.

Indoor Environmental Quality:

1. Protecting all ducts until floor/wall finishing is complete.
2. easily accessible filters for property maintenance service
3. All indoor paints <100g/L VOC content.

- 1. Construction shall be compatible with and similar to the traditional building character, mass, scale, design and style [of buildings] found on Wash. St. [that have] historic architectural merit.**
  - a. There appears to be no nearby buildings of historic architectural merit nearby the Property.
  - b. Surrounding buildings appear built between 1980s and today and are mostly 4-story residential town houses with exception of 1220 N. Pitt St. office building (3-4 stories). There appears to be historic garden apartments fronting Bashford Lane, north of the Property (Riverton Condos and Potomac Shores).
  - c. Nearby recent developments distinct from 1980-1990s brick town homes include the Gables project, The Muse, The Venue.
  
- 2. Elements of design consistent with historic buildings which are found on the street shall be emphasized.**
  - a. 4-story townhouses are nearby. Bays are replicated through façade demarcation on south façade. Penthouse is stepped back from south façade, receding from four-story element.
  - b. The expansion of the existing north wing and south wing establish an urban edge along East Abingdon, consistent with historic Old Town and new developments in the vicinity (The Gables, The Muse, The Venue).
  - c. These two wings will form a semi/public fenced urban park, activated by residential stoops, and the residents' lobby.
  
- 3. New buildings and additions to existing buildings shall not by their style, size, location or other characteristic detract from, overwhelm, or otherwise intrude upon historic buildings which are found on the street.**
  - a. Style at new portions of building responds/complements the 4-story massing and bays that surround the property. Materials (brick) are consistent with brick townhouses surrounding the Property. Materials are consistent with other new nearby development such as the Gables project, The Muse, The Venue.
  
- 4. The design of new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street.**
  - a. There are no historic buildings nearby the Property.
  - b. Design of additions to the existing building is broken up into five-story bay delineations.
  
- 5. The massing of new buildings or additions to existing buildings adjacent to historic buildings which are found on the street shall closely reflect and be proportional to the massing of the adjacent historic buildings.**
  - a. There are no historic buildings nearby the Property.

- b. Style at new portions of building complements the 4 brick story bays that surround it. Penthouse is now setback at south façade.
- 6. New buildings and additions larger than historic buildings shall be designed to look separate and shall not give the impression of being more massive than historic buildings. This design objective shall be accomplished through differing historic architectural designs, facades, setbacks, roof lines and styles. Buildings should appear from the right of way to have a footprint no larger than 100 feet by 80 feet.**
- a. Different designs and styles accomplished through distinct modern materials and design consistent with the Gables project, The Muse, The Venue. Rooflines will differ since flat roof is proposed. Penthouse will be setback receding the mass into the background. The selection of dark color metal paneling at the penthouse level further helps visually recede the penthouse from the masonry building below.
  - b. The new addition footprint is approximately 110' X 86', which is substantially consistent with 100' X 80'.
  - c. The new addition massing will be clearly separated from the existing building with deep recessed glass hyphens and a contrasting oyster gray and charcoal color brick expression. These hyphens will be visible from the South elevation and internal courtyard.
  - d. The new addition oyster gray light brick is intended for contrast with the existing retrofitted building. The light brick color was inspired in existing buildings within Old Town's historic.
  - e. Alexandria's heritage architecture is carried into the proposed design with a subtle vertical contemporary staggered-rhythm fenestration and rusticated brick layering.
- 7. The massing and proportions of new buildings or additions to existing buildings designed in an historic style found elsewhere along Washington Street shall be consistent with the massing and proportions of that style.**
- a. The existing building was not designed in a historic style; this guideline is N/A.
- 8. New or untried approaches to design which result in new buildings or additions to existing buildings that have no historic basis in Alexandria or that are not consistent with an historic style in scale, massing and detailing are not appropriate.**
- a. The Applicant is not seeking a new or untried design approach in its addition.
- 9. Facades of building generally shall express the 20-to-40-foot bay width typically found on early 19<sup>th</sup> century commercial buildings. . . or, the 15-to-20-foot bay width found on townhouses. . . Techniques to express such typical by width shall includes changes in material, articulation of the wall surfaces, changes in fenestration patterns, varying roof heights and physical breaks, vertical as well as horizontal, within the massing.**
- a. Windows are grouped together in +/- 15' intervals and are composed of tall, punched window openings, as an homage to historic townhomes in their scale (rather than the expansive linear ribbon windows from the existing retro office building).

- b. The existing retrofitted office building windows will be replaced into operable units more residential in character.

**10. Building materials characteristic of buildings having historic architectural merit within the district shall be utilized. The texture, tone and color of such materials shall display a level of variety, quality and richness at least equal to that found abundantly in the historic setting.**

- a. The proposed material largely consists of brick, which is the predominant building façade material in the nearby area. The proposed addition brick color will be a light buff/white combined with rusticated black brick accents to reinforce the vertical composition and separate new from existing. Black brick will be used for stoops and knee walls to contrast with the building structure.
- b. The proposed addition hyphens, interior core and penthouse will be treated in metal and glass.

**11. Construction shall reflect the traditional fenestration patterns found within the [historic district]. Traditional solid-void relationships exhibited within the district's streetscapes shall be used in building facades.**

- a. The proposed fenestration pattern is approximately 1.7:1 (solid:void), as compared to +/- 1.8:1 in the fenestration pattern of the neighboring townhouses.
- b. The proposed addition expression is strongly vertical relating to Alexandria's historical architecture, and in a syncopated rhythm relating to its time.

**12. Construction shall display a level of ornamentation, detail and use of quality materials consistent with buildings having historic architectural merit found within the district. In replicative building construction (i.e. masonry bearing wall by a veneer system), the proper thicknesses of materials shall be expressed particularly through the use of sufficient reveals around wall openings.**

- a. Acknowledged; vertical brick accents have been introduced to highlight the subtle curved façade facing E Abingdon. Dark rusticated brick has been introduced to highlight the vertical fenestration expression.
- b. Openings in the brick facades will be recessed with jamb brick returns as permitted by the standard of practice construction systems.

TOGETHER WE ARE LIMITLESS

# RAMEY KEMP ASSOCIATES

## 1201 E. ABINGDON

### MULTIMODAL ASSESSMENT & TRIP GENERATION ANALYSIS

Date of project: 08/25/23



RKA

**RAMEY KEMP ASSOCIATES**

**MULTIMODAL ASSESSMENT &  
TRIP GENERATION ANALYSIS**

**FOR**

**1201 E. ABINGDON**

**LOCATED IN**

**CITY OF ALEXANDRIA, VA**

**Prepared For:**

The Pinkard Group  
900 18<sup>th</sup> Street NW, Suite 1050  
Washington, DC 20006

**Prepared By:**

Ramey Kemp Associates  
10306 Eaton Place  
Suite 300  
Fairfax, VA 22030

**Date:** 08/25/2023

**Prepared by:** Evan Gittelman **Reviewed by:** Grady Vaughan



### 1. Introduction

Ramey Kemp Associates has prepared a multimodal assessment and trip generation memorandum for the proposed redevelopment of the 1201 E. Abingdon Drive property. The block is bounded by an apartment building to the north, townhouses to the south, E. Abingdon Drive to the west, and N. St. Asaph Street to the east. The subject property is currently occupied by a 105,926 square foot (SF) of office building with structured and surface parking. The Applicant proposes to redevelop the existing site with approximately 136 dwelling units and below-grade parking with approximately 164 spaces. The site location is shown on Figure 1.

As mentioned above, the existing office space would be re-purposed with 136 units of residential units. The proposal would be served by approximately 164 parking spaces in two (2) levels of below-grade parking. One (1) loading space is proposed along the northern site access alleyway. Access to the parking garage would be located at the northwest corner of the site on E. Abingdon Drive. A reduced version of the concept plan is shown on Figure 2.

### 2. Multimodal Transportation Network Assessment

It is a goal of the City of Alexandria to create an integrated, multimodal transportation system that is accessible and safe for all users, including pedestrians and bicyclists. To help achieve this goal, the City Council adopted a Complete Streets Policy in 2010. The term Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users. The policy is intended to promote equality for pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor vehicles. Further, the policy is intended to promote equality for people of all ages and abilities, including children, older adults, and individuals with disabilities. The study area includes bicycle and pedestrian data, analysis and reporting of infrastructure within a 1/8- mile radius from the site. An integrated transportation system will allow for the subject property to encourage users to utilize alternative modes of transportation in lieu of single occupancy vehicles when traveling to and from the site.

### 3. Pedestrian Facilities

The Old Town North Small Area Plan has a connected network of sidewalks that provides the safe and efficient movement of pedestrians between residences, places of employment, retail shops, open space, transit facilities and other destinations within the area. A review of existing conditions confirms that within 1/8-mile from the subject site, as shown on Figure 3, sidewalks are present along both sides of all streets.

There is one (1) signalized intersection within the pedestrian and bicycle 1/8-mile study area. A review of the existing signalized intersection confirms that crosswalks are provided across each leg. Every crosswalk provides pedestrian ramps connecting the sidewalks on either side. Pedestrian countdown heads are provided for each marked crosswalk at the signalized intersection as shown on Figure 3.

### 4. Public Transit Services, Nearby Bicycle Network, & Pedestrian Access

The Old Town North is well served by transit as shown on Figure 4. This includes DASH bus, Bus Rapid Transit (BRT), Metrobus, and Metrorail.

#### 4.1. Metrorail Service

The Braddock Road Metrorail station is located approximately 0.6 miles (straight line distance) west of the subject site. This station is served by both the Yellow and Blue Lines. The subject property is located slightly outside of the 1/2 mile walkshed from the station based on the City of Alexandria Metro Station Walkshed Map.

#### 4.2 WMATA/DASH Bus Services

DASH service is provided by line 34 in the vicinity of the site as shown on Figure 4. Line 34 provides service from Lee Center to the Braddock Road Metrorail station; additional stops include City Hall/Market Square and Bashford Lane & N. Pitt Street.

WMATA service is provided by line DC3 in the vicinity of the site as shown on Figure 4. Line DC3 provides service from Mount Vernon to Potomac Park; additional stops include George Washington Parkway & Alexandria Ave., Hunting Point, and Abingdon Drive & Slaters Lane.

### 4.3 Metroway

Metroway is a BRT system which operates with dedicated travel lanes along a portion of the route from U.S. Route 1/Potomac Avenue to U.S. Route 1/East Glebe Road. Service began in August 2014 and replaced the 9S line. Service is provided between the Braddock Road and Pentagon City Metro stations, via the Crystal City-Potomac Yard Transitway. Buses run every six minutes from Crystal City to Potomac Yard and every 12 minutes between Braddock Road and Pentagon City. They run every 12 minutes to 15 minutes on off-peak times during weekdays and every 20 minutes on weekends. The closest stop to the subject site is located at Braddock Road Metrorail Station. The subject property is located within the ½ mile walkshed of BRT based on the City of Alexandria BRT Walkshed Map.

### 4.4 Bicycle Network

As shown on Figure 5, within the vicinity of the site, N. Royal Street (to the east) has shared lane markings for bicycles. This route connects to the Mount Vernon Trail that run to the north and south of the site.

Currently, the closest Capital Bikeshare facility to the subject site exists to the west at the intersection of Powhatan Street & Bashford Lane (15 docks), as shown on Figure 5. Capital Bikeshare is also available at the N. Pitt Street & Montgomery Street intersection (14 docks). The closest bicycle shop to the subject site is located at 302 Montgomery Street.

### 4.5 Pedestrian Access to/from 1201 E. Abingdon Drive

Access for pedestrians is facilitated by sidewalks along E. Abingdon Drive, N. St. Asaph Street, and Bellvue Place. Marked crosswalks and ADA ramps exist on all quadrants of the intersection of E. Abingdon & Bashford Lane, this intersection allows pedestrians to cross George Washington Memorial Parkway.

The nearest transit stop is located southwest of the site (WMATA DC3 Line). The Braddock Road Metrorail station is approximately 0.6 miles west of the site and is accessible via a connected grid of sidewalks.

According to walkscore.com, 1201 E. Abingdon Drive has a walkscore of 84, Very Walkable, transit score of 60, Good Transit, and bike score of 89, Very Bikeable, due to the presence of transit and bike amenities near the site. Based on the City's walkability worksheet, included as Attachment 1, 1201 E. Abingdon Drive has a walkscore of 79.

### 5. On-Street Parking Restrictions

On-street parking restrictions along Bashford Lane, N. Pitt Street, and 2nd Street are shown on Figure 6. The proposal will reduce the existing curb cuts on the property from three (3) to two (2).

### 6. Trip Generation

The trip generation analysis prepared for the proposed redevelopment on 1201 E. Abingdon Drive is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th edition. The site is currently occupied by an office building consisting of approximately 105,926 square feet (SF) of space. Vehicular access to the surface parking lots is currently provided via two (2) curb cuts along E. Abingdon Drive.

The trip generation analysis for the proposed multifamily residential building and a comparison to the existing use is presented in Table 1. These calculations are based on unfractured ITE trip generation rates/equations for ITE land uses codes 710 (General Office) and 221 (Multifamily Housing – Mid-rise). The trip generation provided in Table 1 is based on non-reduced rates, consistent with the requirements of determining whether a traffic study is required. Based on the transit-oriented surroundings of the site, a non-auto reduction is anticipated but is not allowed to be applied for purposes of this memorandum.

As shown in Table 1, the proposed development would generate 128 fewer weekday AM peak hour trips and 121 fewer weekday PM peak hour trips in comparison to the existing use. As shown in Table 1A, the proposed development would generate 89 fewer weekday AM trips and 85 fewer weekday PM trips assuming a 30% non-auto reduction.

### 7. Transportation Management Plan (TMP)

A TMP is a site-specific plan of Transportation Demand Management (TDM) strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to driving alone. The TMP is required by the zoning ordinance through the City's development review process, depending on the size of the development.

## Multimodal Assessment & Trip Generation Analysis

The ordinance requires that projects submit a Special Use Permit application which must include a multimodal transportation study and a Transportation Management Plan. The thresholds for developments requiring a TMP for the proposed uses are 20 residential units. Generally, there are three types of TMP tiers that determine program participation: Tier 1 TMPs are for smaller developments, Tier 2 for mid-sized developments and Tier 3 for larger developments. Based on the development program assumed in the trip generation, the proposal would be classified as a Tier 2 TMP (residential).

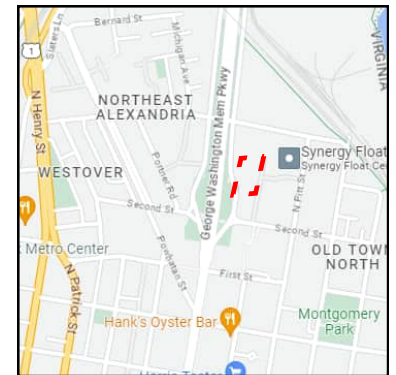
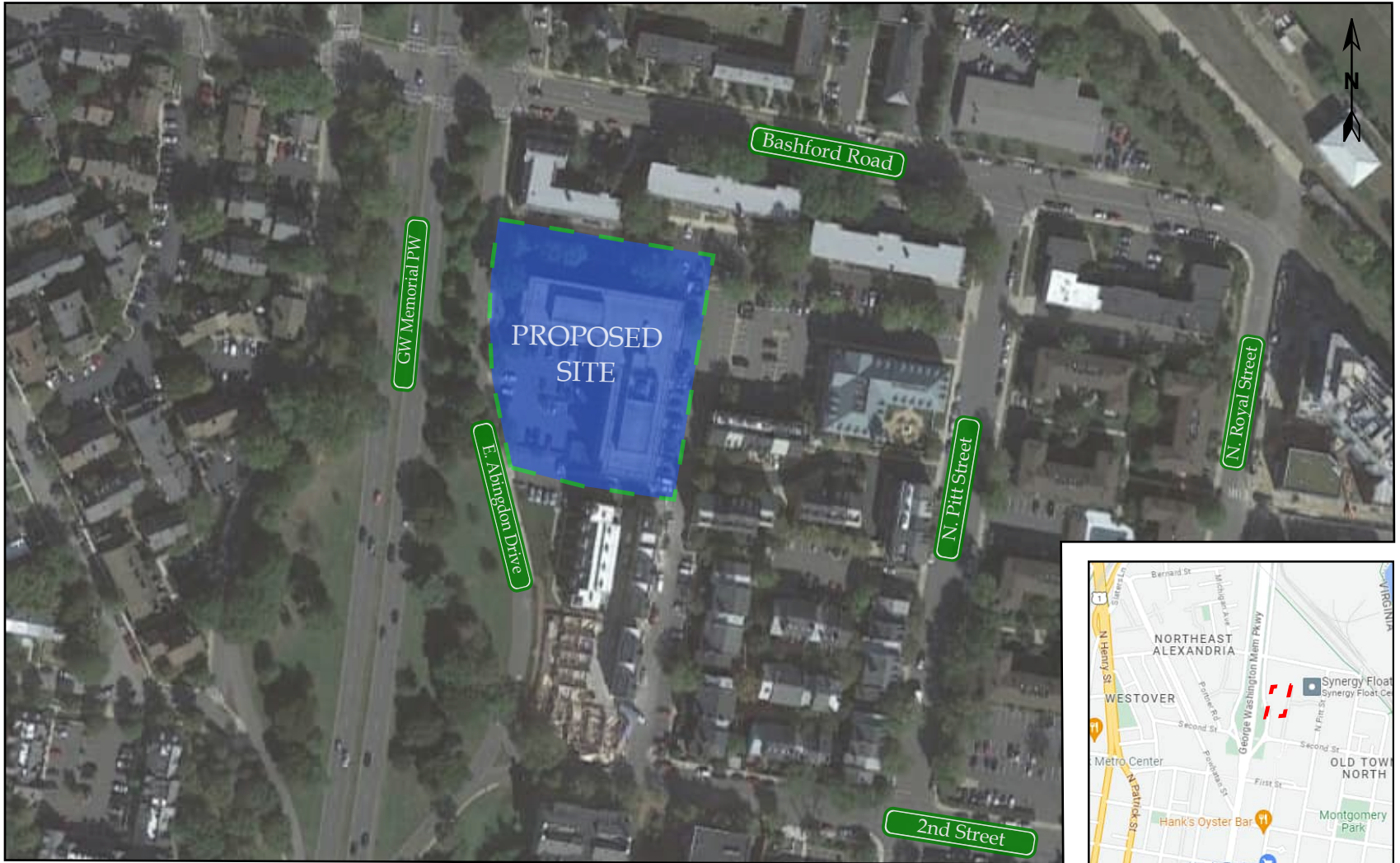
Tier 2 TMPs have the option of joining the Citywide TDM program, operating their own stand-alone TDM program, or partnering with an adjacent TDM program. Joining the Citywide program requires payments to the TDM fund and allows the City to implement TDM measures such as surveys, mailings and hosting events to encourage participation.

### 8. Conclusion

---

The site is estimated to reduce the number of peak hour and daily trips generated by the site compared to the existing office use. Therefore, it is unlikely additional analysis would identify any impacts on the surrounding roadway network. We request confirmation that this document serves as the required multimodal transportation and trip generation assessment of the proposed development and that nothing additional would be required of the Applicant.

Thank you for your consideration and please feel free to contact Grady Vaughan at [gvaughan@rameykemp.com](mailto:gvaughan@rameykemp.com) with any questions or comments.



**LEGEND**

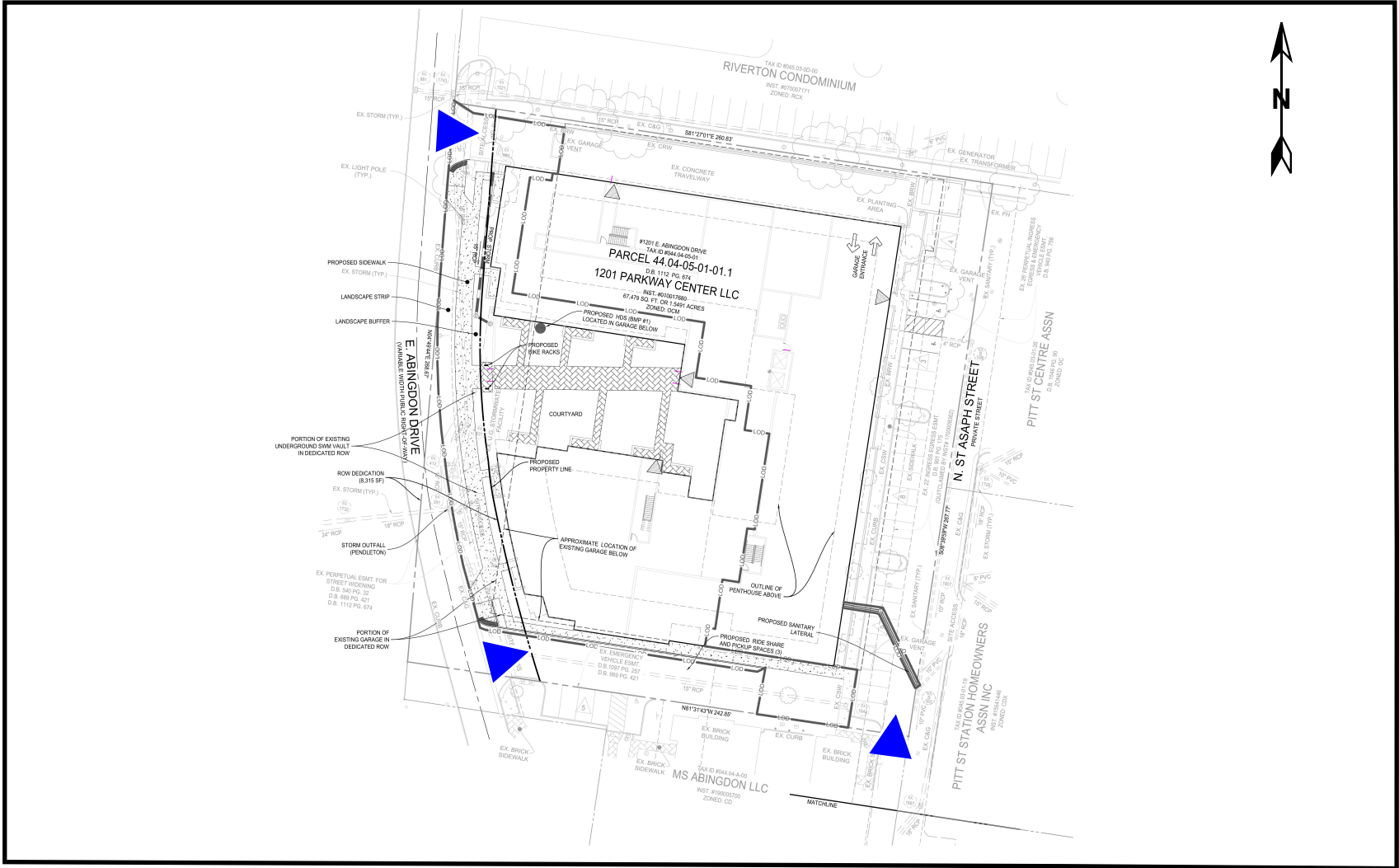
- Site Location
- Study Area



1201 E. Abingdon  
City of Alexandria, VA

Site Location

|                     |          |
|---------------------|----------|
| Scale: Not to Scale | Figure 1 |
|---------------------|----------|



1201 E. Abingdon  
City of Alexandria, VA

Site Plan  
Scale: Not to Scale    Figure 2

**LEGEND**  
 Proposed Site Access



**LEGEND**

-  Sidewalk
-  Crosswalk
-  Mount Vernon Trail
-  Bus Stop



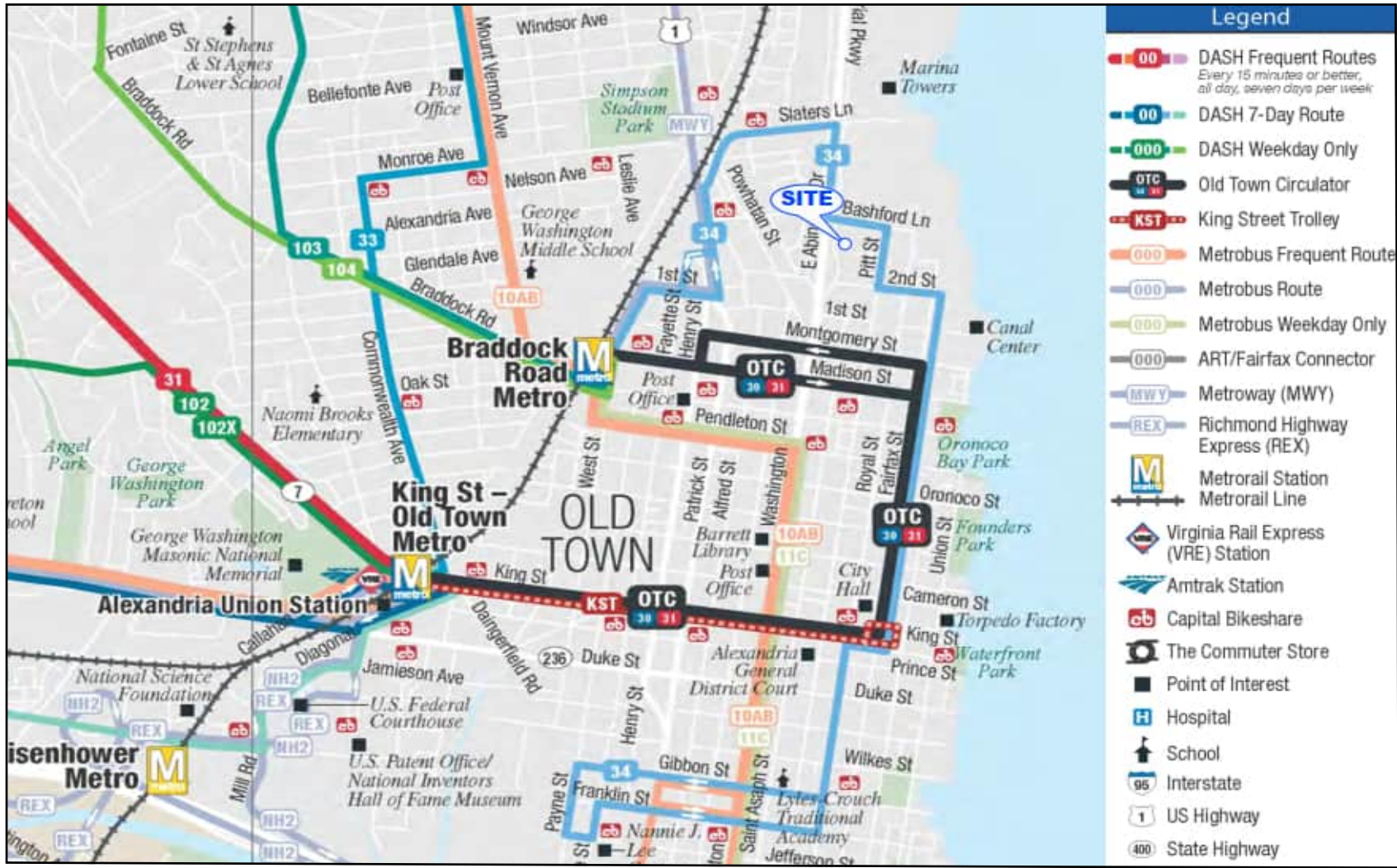
1201 E. Abingdon  
City of Alexandria, VA

Existing Pedestrian  
Infrastructure

Scale: Not to Scale

Figure 3





- Legend**
- DASH Frequent Routes  
*Every 15 minutes or better, all day, seven days per week*
  - DASH 7-Day Route
  - DASH Weekday Only
  - Old Town Circulator
  - King Street Trolley
  - Metrobus Frequent Route
  - Metrobus Route
  - Metrobus Weekday Only
  - ART/Fairfax Connector
  - Metroway (MWY)
  - Richmond Highway Express (REX)
  - Metrorail Station
  - Metrorail Line
  - Virginia Rail Express (VRE) Station
  - Amtrak Station
  - Capital Bikeshare
  - The Commuter Store
  - Point of Interest
  - Hospital
  - School
  - Interstate
  - US Highway
  - State Highway

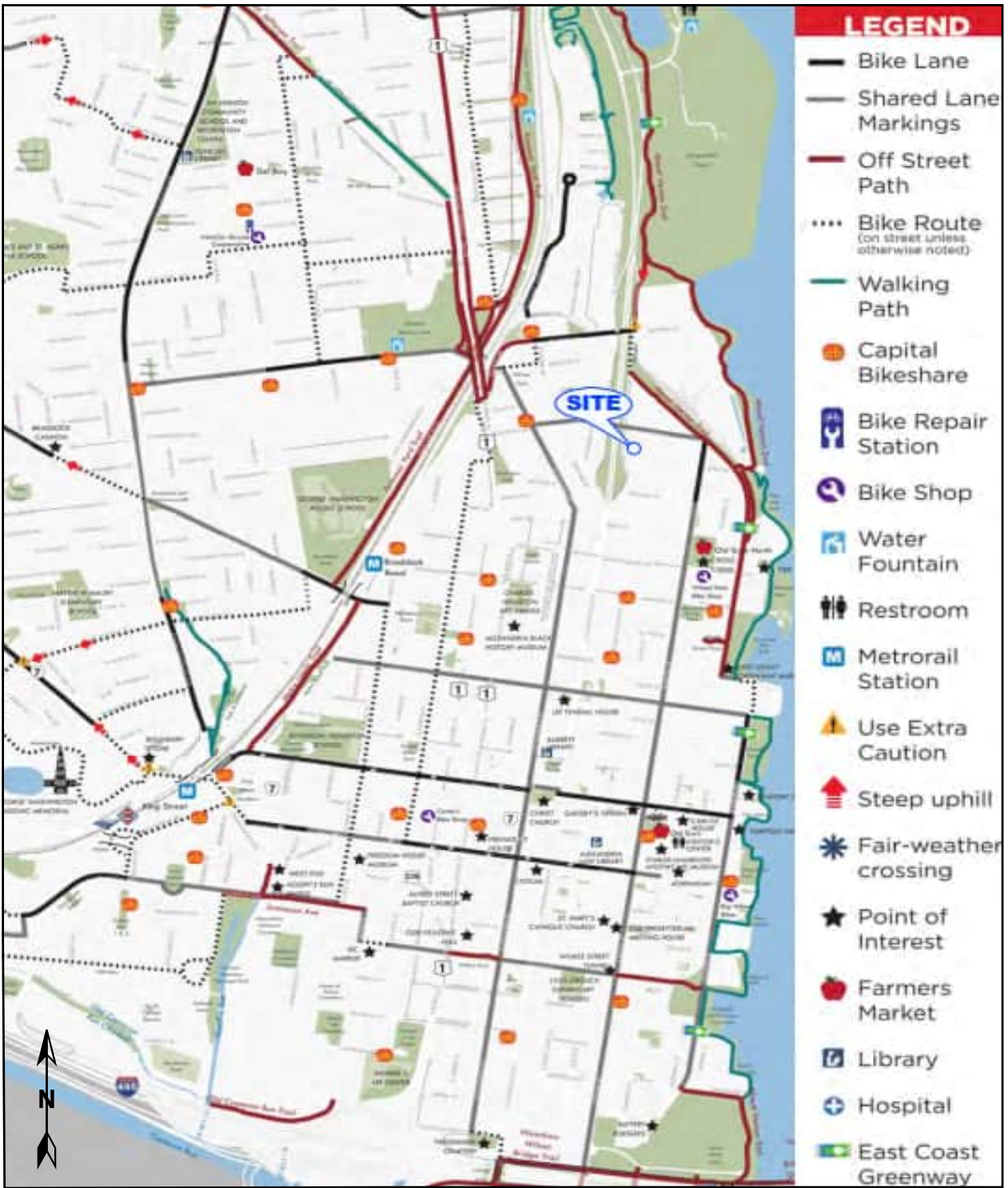


1201 E. Abingdon  
City of Alexandria, VA

Transit Map

Scale: Not to Scale      Figure 4





1201 E. Abingdon  
City of Alexandria, VA

Alexandria County  
Bike Map

Scale: Not to Scale

Figure 5



**LEGEND**

- No Parking
- No Restriction
- 3 Hour Parking (8AM-5PM Monday- Friday)
- 2 Hour Parking (8AM-5PM Monday- Friday)
- 2 Hour Parking (8AM-5PM Monday- Saturday)
- 2 Hour Parking (9AM-5PM Monday- Saturday)
- Handicap



1201 E. Abingdon  
City of Alexandria, VA

Adjacent On-Street  
Parking Restrictions

Scale: Not to Scale

Figure 6

Table 1  
 1201 E. Abingdon Drive  
 Site Trip Generation Summary <sup>1</sup>

| Land Use                       | ITE Code | Setting/Location       | Size    | Units | AM Peak Hour |     |       | PM Peak Hour |      |       | Weekday ADT |
|--------------------------------|----------|------------------------|---------|-------|--------------|-----|-------|--------------|------|-------|-------------|
|                                |          |                        |         |       | IN           | OUT | TOTAL | IN           | OUT  | TOTAL |             |
| <b>Existing Use</b>            |          |                        |         |       |              |     |       |              |      |       |             |
| General Office                 | 710      | General Urban/Suburban | 105,926 | SF    | 155          | 21  | 176   | 30           | 144  | 174   | 1,220       |
| <b>Proposed Use</b>            |          |                        |         |       |              |     |       |              |      |       |             |
| Multifamily Housing (Mid-Rise) | 221      | General Urban/Suburban | 136     | DU    | 11           | 37  | 48    | 33           | 20   | 53    | 602         |
| Comparison (Proposed-Existing) |          |                        |         |       | -144         | 16  | -128  | 3            | -124 | -121  | -618        |

Notes:

1. Trips generated using Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

Table 1A  
 1201 E. Abingdon Drive  
 Site Trip Generation Summary with Adjustments <sup>1,2</sup>

| Land Use                       | ITE Code | Setting/Location            | Size    | Units | AM Peak Hour |     |       | PM Peak Hour |     |       | Weekday ADT |
|--------------------------------|----------|-----------------------------|---------|-------|--------------|-----|-------|--------------|-----|-------|-------------|
|                                |          |                             |         |       | IN           | OUT | TOTAL | IN           | OUT | TOTAL |             |
| <b>Existing Use</b>            |          |                             |         |       |              |     |       |              |     |       |             |
| General Office                 | 710      | General Urban/Suburban      | 105,926 | SF    | 155          | 21  | 176   | 30           | 144 | 174   | 1,220       |
|                                |          | <i>Non-auto Adjustments</i> |         | 30%   | -47          | -6  | -53   | -9           | -43 | -52   | -366        |
|                                |          | Subtotal                    |         |       | 108          | 15  | 123   | 21           | 101 | 122   | 854         |
| <b>Proposed Use</b>            |          |                             |         |       |              |     |       |              |     |       |             |
| Multifamily Housing (Mid-Rise) | 221      | General Urban/Suburban      | 136     | DU    | 11           | 37  | 48    | 33           | 20  | 53    | 602         |
|                                |          | <i>Non-auto Adjustments</i> |         | 30%   | -3           | -11 | -14   | -10          | -6  | -16   | -181        |
|                                |          | Subtotal                    |         |       | 8            | 26  | 34    | 23           | 14  | 37    | 421         |
| Comparison (Proposed-Existing) |          |                             |         |       | -100         | 11  | -89   | 2            | -87 | -85   | -433        |

Notes:

1. Trips generated using Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.
2. Non-auto adjustments based on distance to closest metro station

Walkability Index Use Types & Categories Chart

| TABLE: USE TYPES & CATEGORIES  |            |  |  |                  |   |
|--------------------------------|------------|--|--|------------------|---|
| Category                       | Max Points | Use or Service Type  | 0.25 Miles or Less   | 0.25 - 0.5 Miles | Notes   |
| Food Retail                    | 15         | Supermarket or grocery with produce section (min. 5,000 gross square footage)                      | 15   | 5                | Harris Teeter within a 0.5 mile radius  |
| Community-serving retail       | 20         | Convenience Store  | 7  | 3                | Lee Market within 0.25 mile radius  |
|                                |            | Farmers Market (min. 9 months per year)  | 5  | -                |   |
|                                |            | Hardware Store   | 5  | -                |   |
|                                |            | Pharmacy <sub>1</sub>  | 5  | 5                | Harris Teeter Pharmacy within a 0.5 mile radius   |
|                                |            | Other Retail <sub>2</sub>  | 3* (8)   | -                | Studio Snaidero, West Elm, PlantHouse<br>*3 Retail uses credited for 8 points towards category max. |
| Services                       | 20         | Bank (not ATM)   | 5  | -                | PNC Bank located within a 0.5 mile radius   |
|                                |            | Family entertainment venue (e.g theater, sports)   | 5  | -                |   |
|                                |            | Gym, health club, exercise studio  | 5  | -                | F45 Training located within a 0.25 mile radius  |
|                                |            | Hair Care  | 3  | -                | Cut and Shave Old Town located within a 0.25 mile radius  |
|                                |            | Laundry, dry cleaner   | 5  | -                | All Cleaners located within a 0.25 mile radius  |
|                                |            | Restaurant, café, diner (excluding those with only drive-thru service) <sub>3</sub>                | 5  | 5                | Haute Dog and Fries, Thanida Thai, Hinata Sushi Bar and Grill, within a 0.25 mile radius            |
| Civic and community facilities | 35         | Adult or senior care (licensed)  | 3  | -                |   |
|                                |            | Child Care (licensed)  | 3  | -                | St. Anthony's, Flagstone of Alexandria within 0.25 mile radius                                      |
|                                |            | Cultural arts facility (museum, performing arts)   | 5  | -                | Metro Stage within 0.25 mile radius   |
|                                |            | Education facility (e.g. K-12 school)  | 10   | 5                | VINCI School Alexandria North within 0.5 mile radius  |
|                                |            | Education facility (e.g. university, adult education center, vocational school, community college) | 5  | -                |   |
|                                |            | Government office that serves public on-site   | 3  | -                | Alexandria Redevelopment and Housing Authority within 0.5 mile radius                               |
|                                |            | Medical clinic or office that treats patients  | 3  | -                |   |
|                                |            | Place of worship   | 5  | -                | St. Joseph Catholic Church within 0.5 mile radius   |
|                                |            | Police or fire station   | 3  | -                | Alexandria Fire Station 204 within 0.25 mile radius   |
|                                |            | Post office  | 5  | -                |   |
|                                |            | Public library   | 5  | -                |   |
|                                |            | Public park  | 10   | 5                | Chetworth Park located within a 0.25 mile radius  |
|                                |            | Community recreation center  | 3  | -                | Charles Houston located within a 0.5 mile radius  |
| Social services center         | 3          | -  | City of Alexandria: Dept. of Community and Human Services within 0.5 mile radius |                  |   |
| Community anchor uses          | 10         | Business office (100 or more FTE)  | 10   | 5                | TransPotomac Plaza located within a 0.25 mile radius  |

<sub>1</sub>Pharmacies may be co-located with grocery stores

<sub>2</sub>Multiple retail uses may be counted if they are of a different type

<sub>3</sub>Only up to two restaurants may be counted

**ATTACHMENT 2: Master Plan Amendment Resolution**

**RESOLUTION NO. MPA 2023-00008**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendment will amend the **Old Town North Small Area Plan** chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **February 6, 2024** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Old Town North Small Area Plan** section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Old Town North Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Old Town North Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Old Town North Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

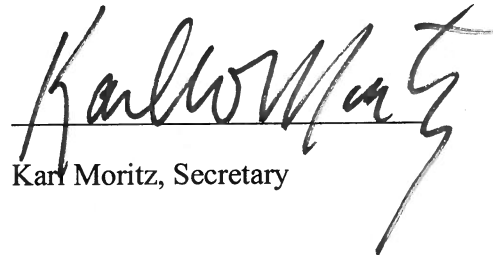
1. The attached amendment to the **Old Town North Small Area Plan** is hereby adopted in its entirety amending the Old Town North Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia, to:
  - Amend Figure 2.14: Recommended Height District Limits, to change the height limit for the property from 50 feet to 65 feet (page 43).
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 6<sup>th</sup> day of February, 2024.



Nathan Macek, Chair

ATTEST:



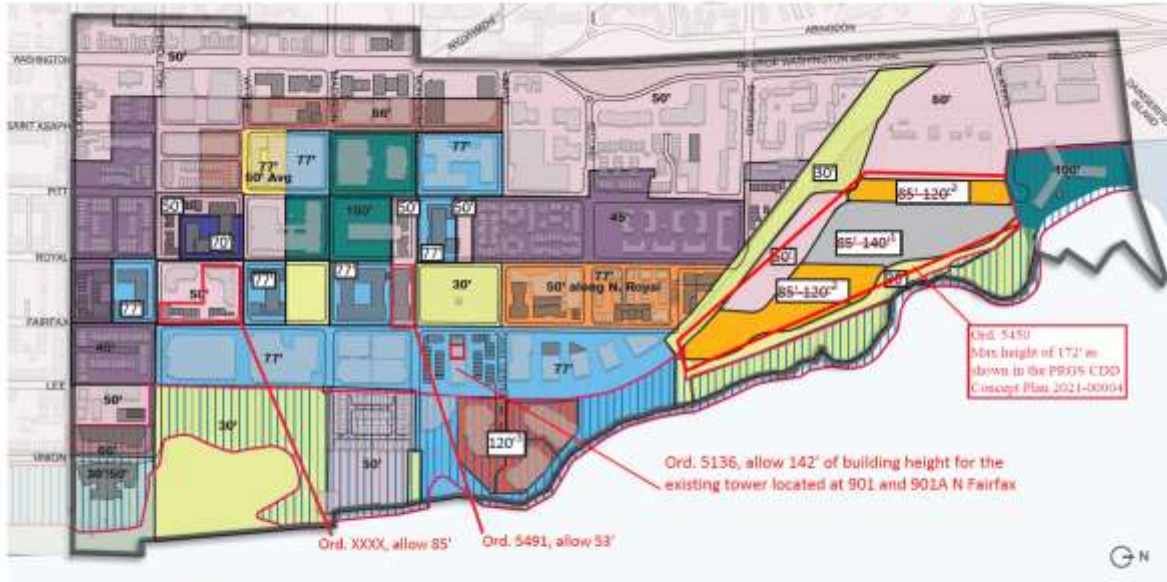
Karl Moritz, Secretary

Attachments

Figure 2.14: Recommended Height District Limits, Existing (pg. 43)

Figure 2.14: Recommended Height District Limits, as amended

Amended 9/7/22, Ord. 5450  
 Amended 5/13/23, Ord. 5491  
 Amended DATE, Ord. XXXX



LEGEND

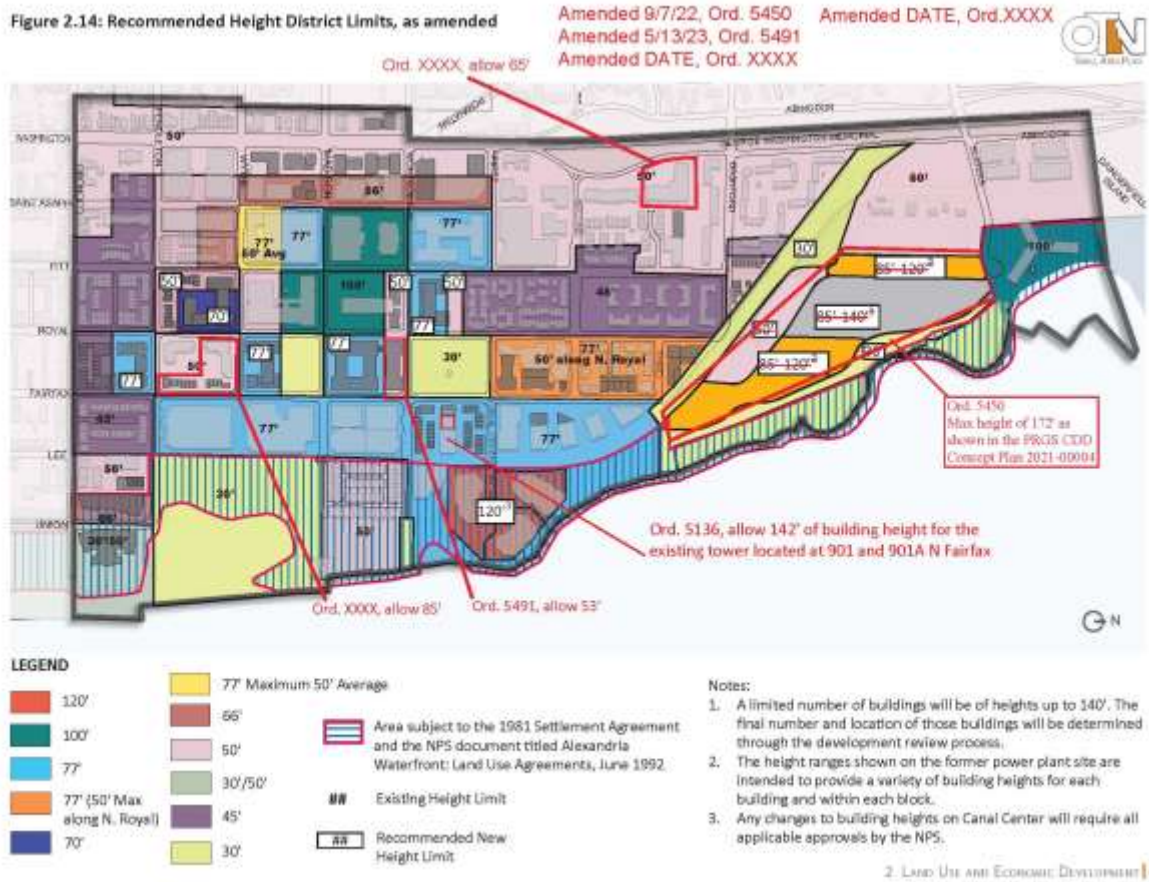
|  |   |   |
|--|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> 120'                         | <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> 77' Maximum 50' Average | <span style="display:inline-block; width:15px; height:15px; border:1px solid black; border-style:dashed;"></span> Area subject to the 1981 Settlement Agreement and the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992 |
| <span style="display:inline-block; width:15px; height:15px; background-color:teal; border:1px solid black;"></span> 100'                           | <span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> 66'                 | <span style="display:inline-block; width:15px; height:15px; border:1px solid black; border-style:dotted;"></span> ## Existing Height Limit  |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> 77'                       | <span style="display:inline-block; width:15px; height:15px; background-color:lightpink; border:1px solid black;"></span> 50'                  | <span style="display:inline-block; width:15px; height:15px; border:1px solid black; border-style:double;"></span> ## Recommended New Height Limit   |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> 77' (50' Max along N. Royal) | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> 30'/30'             |   |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> 70'                            | <span style="display:inline-block; width:15px; height:15px; background-color:lightyellow; border:1px solid black;"></span> 30'                |   |

Notes:

1. A limited number of buildings will be of heights up to 140'. The final number and location of those buildings will be determined through the development review process.
2. The height ranges shown on the former power plant site are intended to provide a variety of building heights for each building and within each block.
3. Any changes to building heights on Canal Center will require all applicable approvals by the NPS.



Figure 2.14: Recommended Height District Limits, Proposed (pg. 43)



# City of Alexandria, Virginia

---

## MEMORANDUM

**DATE:** FEBRUARY 5, 2024  
**TO:** CHAIR MACEK AND MEMBERS OF PLANNING COMMISSION  
**FROM:** KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING  
**SUBJECT:** DSUP #2023-10012, REZ #2023-00006, & MPA #2023-00008/1201 EAST ABINGDON DRIVE

---

### **ISSUE:**

This application involves a rezoning from the OCM(50) to the CRMU-X Zone. Per 5-407 the maximum permitted height in the CRMU-X Zone is established by the Old Town North Small Area Plan. As a result, the Master Plan Amendment (MPA) associated with the application sets the maximum zoning height for the project. The application highlights the challenge in determining and evaluating affordable housing contributions involving rezoning requests for additional floor area associated with MPA for height that sets the zoning height. As noted in the staff report, staff viewed the additional floor area through the 5<sup>th</sup> floor in the project as being subject to the Rezoning Housing Contribution Policy and the floor area associated with the proposed 6<sup>th</sup> floor through a bonus density and height-like lens. In a 136-unit project, this two-pronged analytical approach yields seven committed affordable units (CAUs). In contrast, the applicant viewed all the additional floor area as being subject to the Rezoning Housing Contribution Policy only. This approach yields four to five CAUs; it is noted that the applicant voluntarily agreed to provide additional CAUs for a total of seven, which was the contribution offered in the Affordable Housing Plan reviewed and approved by the Alexandria Housing Affordability Advisory Committee (AHAAC).

The applicant's subsequent request for flexibility to increase the total unit count from 136 to up to 144 units triggered a review of the unit count and mix of the CAUs (consistent with City practices), and a re-assessment of staff's approach to the affordable housing contribution.

### **STAFF RESPONSE:**

The City's authority to require affordable housing stems from Virginia Code § 15.2-2304 which serves as a legal basis for the City's affordable housing bonus density zoning tools, including the Rezoning Housing Contribution Policy. Following further staff discussions regarding the divergent interpretations by staff and the applicant, it was concluded that there was not a clear existing City policy on how to address rezoning requests that involve MPAs for height. Since staff and the applicant had reached an agreement regarding the CAU count (seven) it was reasonable for the CAU mix to be proportional to the project's overall unit mix as determined at the time of Final Site Plan. (Proportionality is Housing's typical practice, however the proposed increase in the number of total units results in a different (smaller) unit mix than at the time of AHAAC's review.) These changes result in changes to Conditions 101 and 113. In addition, it

is noted that staff also recommend the deletion of the second sentence in Condition 101 as this provision only applies to the affordable homeownership units.

Therefore, staff propose the following condition changes:

Condition 101: Provide seven (7) set aside rental units within the development, ~~comprising one (1) one-bedroom, four (4) one-bedroom plus den, and two (2) two-bedroom units,~~ **with a unit mix proportional to the project's total unit mix,** or an **substantially** equivalent mix of **seven** units to the satisfaction of the Director of Housing to be finalized prior to the release of the Final Site Plan. ~~For the purposes of the set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment.~~ (Housing)

Condition 113: Should the project develop as or convert to residential condominiums, provide ~~no fewer than~~ seven (7) affordable set-aside for-sale units within the development, ~~comprising one (1) one-bedroom unit for sale at \$225,000, four (4) one-bedroom plus den units for sale at \$250,000, and two (2) two-bedroom units for sale at \$275,000,~~ **with a unit mix proportional to the project's total unit mix,** or a **substantially equivalent** mix of **seven** units to the satisfaction of the Director of Housing to be finalized prior to the release of the Final Site Plan. **The units will be priced consistent with the City sale prices and policies in effect at the time of the application's approval by City Council.** These prices include the cost of one parking space per unit. Set-aside units sold without a parking space shall be subject to a \$30,000 price deduction. For the purposes of the set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment. (Housing)

**STAFF:**

Karl Moritz, Director, P&Z

Helen S. McIlvaine, Housing

Robert M. Kerns, AICP, Chief of Development, P&Z

Catherine Miliaras, AICP, Principal Planner, P&Z

Daniel Welles, Urban Planner, P&Z

Tamara Jovovic, Housing Program Manager

# City of Alexandria, Virginia

---

## MEMORANDUM

**DATE:** February 6, 2024  
**TO:** CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING  
**SUBJECT:** DSUP #2023-10012, REZ #2023-00006, & MPA #2023-00008/1201 E. Abingdon Dr.

---

**ISSUE:**

The Applicant's representative, Kenneth W. Wire, Attorney, issued a letter to the Planning Commission dated February 5, 2024, requesting that the Commission remove Condition 52 from the Staff Recommendations section of the Staff Report, which reads:

*Condition 52. Provide a City standard bus-shelter, with the ability to accommodate future real time bus information LED screens, and electric connections, for the WMATA 11Y bus stop located immediately adjacent to the site, to the satisfaction of the Director of T&ES. The final bus shelter and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter are at: [www.alexandriava.gov/6548](http://www.alexandriava.gov/6548). Bus shelters require a building permit. (T&ES) (Code) \**

**STAFF RECOMMENDATION:**

As part of staff's review and analysis, staff considered how a condition to provide a bus shelter for the WMATA stop adjacent to the site would offset an impact that would be created by the implementation of the proposed project and staff notes the following reasons establish this:

- The project will introduce 250-330 new residents (including residents of seven committed affordable units who been shown to have higher rates of public transit use) to this block of Old Town North and a key element of the OTNSAP is to expand transit and enhance the neighborhood as a transit-rich area. The increase in residents will put greater demand on the existing bus stop/pad; thus, a bus shelter is needed to provide shelter from the elements during inclement weather and to provide a better user experience with the associated amenities for a larger number of bus riders. Shelter has been found essential to encourage and promote ridership by creating a comfortable and accessible experience.
- There is currently a bus stop/pad at this location that serves the 11Y bus, which is a commuter route running north and south from Mt. Vernon Memorial Highway to the south to Downtown Washington, D.C. to the north, with headway intervals of approximately 15-20 minutes during

morning and afternoon peak hours. The existing 11Y bus stop to the north, at Abingdon and Slaters, has a shelter and various WMATA 11A/11C/11n/11 routes have shelters along North Washington Street and a primary north-south artery that links major employment hubs in the region.

- The bus pad immediately to the south was installed as a required condition for the Abingdon Row development, which includes a total of 19 residential townhouse units (City previously identified this need to support the new townhouse residents). The current bus pad is deficient in meeting the needs of this many additional residents as multifamily buildings necessitate shelters to accommodate the increased demand.
- While the residential project generates fewer overall trips than a fully occupied office building, the nature of the trips is quite different and the presence of the 11Y commuter bus route will serve the residents by providing an enhanced public transit option, including for commuter use.
- The purpose provision of the CRMU-X zone, to which the applicant is requesting a rezoning, includes the minimization of automobile travel and locating housing in proximity to a mix of uses, creating a transit-rich environment to support increased densities.

Additionally, Staff has prepared a response to the five (5) project benefits cited by the applicant in the enclosed letter.

1. Reducing the overall vehicular traffic generation for the property;
  - While the residential project generates fewer overall trips than a fully occupied office building, the nature of the trips is quite different and the presence of the 11Y commuter bus route will be an amenity for the residents who live in this building. A guiding principle of the OTNSAP is to “create a mix of uses with transit options offering a lifestyle that is independent of automobiles.” Therefore, while proposing to reduce overall vehicular traffic for the site by nature of the proposed use, the project must also seek to enhance transit options and reduce automobile dependency.
  - The proposed project did not meet the threshold to require a full transportation study. Thus, Staff has referenced the mode split<sup>1</sup> of nearby developments within Old Town North that would likely be comparable to the mode split for this site:
    - The Gables: 30% mode-split
    - 901 North Pitt Street: 30% mode-split
    - Montgomery Center: 40% mode-splitThese are comparable projects in the vicinity and staff would expect a similar mode split of 30-40%, given the similarities. Improvements to transit and the streetscape help achieve the non-auto mode split.
2. Meeting the City parking requirements;
  - Meeting the City’s parking requirements does not remove the need for providing transit and streetscape improvements that contribute to reducing residents’ dependency on automobile trips. For example, wider sidewalks and new street lights are routine contributions as conditions of approval to promote the multimodal options around the site.

<sup>1</sup> Mode split or modal share refers to the percentage of non-auto trips anticipated to be generated. Therefore a 40% mode split would have 40% of all trips as non-auto (i.e., walking, biking, transit).

3. Complying with the City TMP requirements;
  - Developments greater than 20 multifamily units are required to participate in the City’s TMP program and the applicant has agreed to participate in the City-led program. As the project falls under the City’s new TMP requirements, they are eligible for deductions of up to 25% for contributions such as Capital Bikeshare (“Cabi”) and bus shelters. Assuming the shelter costs \$30k, and based on other parameters of this specific project such as the \$20k Capital Bikeshare contribution, the applicant would receive approximately \$12,500 reduction in their TMP payments over a 30-yr lifespan; or \$416.67 per annum.
4. Contributing towards the Old Town North Implementation Fund;
  - The developer contributions to the Old Town North Implementation Fund are targeted for the acquisition, design and construction of the proposed linear park. These funds are not allocated for the use of any transportation-related improvements.
5. Contributing \$20,000 to the Capital Bike Share program.
  - Although Staff acknowledges the high volume of city residents who use Capital Bikeshare, this is independent from the request for a standard bus shelter and Capital Bikeshare contributions are required of every residential development project and serve public transit in a different form.

In summary, staff recommends that the Planning Commission recommend approval of Condition 52 to provide a City-standard bus shelter for the purpose of providing for the increased transit needs of the residents.

**STAFF:**

Karl Moritz, Director, P&Z  
Robert M. Kerns, AICP, Chief of Development, P&Z  
Catherine Miliaras, AICP, Principal Planner, P&Z  
Daniel Welles, Urban Planner, P&Z  
Carson Lucarelli, Urban Planner, Transportation & Environmental Services  
Christina Brown, Deputy City Attorney, CAO

**ATTACHMENTS:**

1. February 5, 2024 Letter to Planning Commission from Kenneth W. Wire, Attorney.



Kenneth W. Wire  
kwire@wiregill.com  
703-677-3129

February 5, 2024

VIA EMAIL TO [karl.moritz@alexandriava.gov](mailto:karl.moritz@alexandriava.gov)

Chairman Macek and Members of the Planning Commission  
301 King Street, Suite 2100  
Alexandria, VA 22314

RE: Docket Item 4, Development Special Use Permit #2023-10012

Dear Chairman Macek and Members of the Planning Commission:

On behalf of my client, PF III Abingdon, LLC (the “Applicant”), I respectfully request that the Planning Commission delete staff recommended DSUP Condition 52, which states:

**Condition 52.** Provide a City standard bus-shelter, with the ability to accommodate future real time bus information LED screens, and electric connections, for the WMATA 11Y bus stop located immediately adjacent to the site, to the satisfaction of the Director of T&ES. The final bus shelter and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter are at: [www.alexandriava.gov/6548](http://www.alexandriava.gov/6548). Bus shelters require a building permit. (T&ES) (Code) \*

Staff’s recommendation for an offsite bus shelter has **no nexus** to the proposed application. With this application, the Applicant is: 1) reducing the overall vehicular traffic generation for the property; 2) meeting the City parking requirements; 3) complying with the City TMP requirements; 4) contributing towards the Old Town North implementation Fund; and 5) contributing \$20,000 to the Capital Bike Share program. If the Planning Commission does find there is a nexus, the City must then satisfy the requirement that the proposed condition has a “**rough proportionality**” which requires a “**reasonable relationship**” between the impact of a project and the proposed condition. The City cannot meet this burden because this application is reducing the overall traffic from the site and meeting all other City policies aimed at addressing transportation improvements for new projects.

I look forward to discussing this application and this requested change at tomorrow’s Planning Commission hearing.

Sincerely,

A handwritten signature in black ink, appearing to read "K. W. Wire", with a stylized flourish at the end.

Kenneth W. Wire

From: Phoebe Coy [phoebeacoy@gmail.com](mailto:phoebeacoy@gmail.com)

Sent: Sunday February 4, 2024 12:40 PM

To: PlanComm

Subject: Comments on docket item #4

Good afternoon,

YIMBYs of Northern Virginia would like to submit comments (attached) on docket item #4 for Tuesday's Planning Commission meeting.

Thank you!

Phoebe Coy





4 February 2023

Members of the Alexandria Planning Commission,

As the Alexandria leadership team for YIMBYS of Northern Virginia, we enthusiastically support the office-to-residential conversion at 1201 East Abingdon Drive. Alexandria desperately needs more homes to support everyone who works and goes to school in our region. This project will convert an underutilized 1980s office building into 136-144 badly needed rental homes, including 7 committed affordable units, providing more opportunities to live in the wonderful Old Town North neighborhood.

The project will also benefit the whole community by substantially improving sidewalks, adding a bus shelter, and replacing a large surface parking lot with an attractive courtyard and new building wing.

We hope Alexandria will continue to welcome new homes of all types, all price points, and in all parts of our city to address our regional housing crisis and make our city better for everyone.

Phoebe Coy, Alex Goyette, Luca Gattoni-Celli, Peter Sutherland, Stephanie Elms, and Trip Hook  
YIMBYS of Northern Virginia Alexandria leads



Kenneth W. Wire  
kwire@wiregill.com  
703-677-3129

February 5, 2024

VIA EMAIL TO [karl.moritz@alexandriava.gov](mailto:karl.moritz@alexandriava.gov)

Chairman Macek and Members of the Planning Commission  
301 King Street, Suite 2100  
Alexandria, VA 22314

RE: Docket Item 4, Development Special Use Permit #2023-10012

Dear Chairman Macek and Members of the Planning Commission:

On behalf of my client, PF III Abingdon, LLC (the "Applicant"), I respectfully request that the Planning Commission delete staff recommended DSUP Condition 52, which states:

**Condition 52.** Provide a City standard bus-shelter, with the ability to accommodate future real time bus information LED screens, and electric connections, for the WMATA 11Y bus stop located immediately adjacent to the site, to the satisfaction of the Director of T&ES. The final bus shelter and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter are at: [www.alexandriava.gov/6548](http://www.alexandriava.gov/6548). Bus shelters require a building permit. (T&ES) (Code) \*

Staff's recommendation for an offsite bus shelter has **no nexus** to the proposed application. With this application, the Applicant is: 1) reducing the overall vehicular traffic generation for the property; 2) meeting the City parking requirements; 3) complying with the City TMP requirements; 4) contributing towards the Old Town North implementation Fund; and 5) contributing \$20,000 to the Capital Bike Share program. If the Planning Commission does find there is a nexus, the City must then satisfy the requirement that the proposed condition has a "**rough proportionality**" which requires a "**reasonable relationship**" between the impact of a project and the proposed condition. The City cannot meet this burden because this application is reducing the overall traffic from the site and meeting all other City policies aimed at addressing transportation improvements for new projects.

I look forward to discussing this application and this requested change at tomorrow's Planning Commission hearing.

Sincerely,

A handwritten signature in black ink, appearing to read "K. W. Wire", with a stylized flourish at the end.

Kenneth W. Wire