



***Rezoning #2014-0013, Development Special Use Permit
#2014-0026, Encroachment #2014-0006
0 Prince Street, 200 & 204 Strand Street – Old Dominion
Boat Club***

Application	General Data	
Project Name: Old Dominion Boat Club	PC Hearing:	March 3, 2015
	CC Hearing:	March 14, 2015
	If approved, DSUP Expiration:	March 14, 2018
	Plan Acreage:	0.419 (18,251 SF)
Location: 0 Prince Street, 200 Strand and part of 204 Strand	Zone:	Existing: W-1 Proposed: WPR
	Proposed Use:	Boat Club
	Dwelling Units:	N/A
	Gross Floor Area:	15, 047 SF
Applicant: Old Dominion Boat Club Represented by Mary Catherine Gibbs, Attorney	Small Area Plan:	Old Town/Waterfront
	Historic District:	Old and Historic Alexandria
	Green Building:	N/A

Purpose of Application

The applicant requests approval of a Rezoning/Map Amendment from W-1 to WPR, with proffer, an encroachment into the right-of-way, and Development Special Use Permit with modifications, to construct and operate a boat club building, and a Special Use Permit for a parking reduction.

Special Use Permits and Modifications Requested:

1. Rezoning from W-1 to WPR, with proffer
2. Development Special Use Permit with Site Plan to construct and operate a boat club building
3. Special Use Permit for a parking reduction
4. Modification to the minimum front yard setbacks
5. Modification to the minimum side yard setback
6. Modification to the open and usable space to be provided
7. Modification to the minimum crown coverage required to be provided
8. Modification to the landscape installation for screening the on-site parking
9. Modification to the vision clearance
10. Encroachment for structures in the public right-of-way

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Gary Wagner, Principal Planner; gary.wagner@alexandriava.gov
Jim Roberts, Urban Planner; james.roberts@alexandriava.gov

PLANNING COMMISSION ACTION, MARCH 3, 2015: On a motion by Vice Chairman Dunn, seconded by Commissioner Macek, the Planning Commission voted to recommend approval of Rezoning #2014-0013 subject to the proffer and all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 6 to 0 with Commissioner Lyle absent.

By unanimous consent, the Planning Commission voted to amend condition #8 (Development Special Use Permit #2014-0026) to reflect the language in the 3/3/15 memo from the Director of Planning and Zoning, to amend condition 81 and delete condition T&ES C-8 (both Development Special Use Permit #2014-0026) as set out in the 3/3/15 memo from the Director of Transportation and Environmental Services.

The Planning Commission additionally directed staff and the applicant to continue to work towards a resolution to condition #8 (see discussion below).

On a motion by Vice Chairman Dunn, seconded by Commissioner Macek, the Planning Commission voted to recommend approval of Development Special Use Permit #2014-0026, as amended, and Encroachment #2014-0013 subject to all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 6 to 0 with Commissioner Lyle absent.

Discussion:

The Commission agreed with the staff analysis, and was supportive of the project as a key element which allows for the implementation of the Waterfront Plan, and as providing for a new location and building for the Old Dominion Boat Club.

The Commission asked staff and the applicant to continue to work towards a solution to the issues at the lot's east and west perimeter as set forth in condition #8. The Commission recommended that the applicant offer flexibility in their position with regards to the western wall and that the City offer flexibility on their position with regards to the eastern wall.

These issues relate to City staff's concern for the height of the wall proposed at the proposed parking lot's western property line and to the difference of opinion between the two parties regarding the structural support necessary for the eastern perimeter of the proposed parking lot.

CONDITIONS AMENDED BY THE PLANNING COMMISSION

8. All walls, curbs, fences, piers, gates and lighting shall be subject to final approval by the Board of Architectural Review. The perimeter curb/wall and fence around the parking lot shall not exceed 6 feet in total, with the exception of ~~the~~ any associated piers, or as approved by the Board of Architectural Review:

The perimeter features shall be to the following design:

- a. At the east and west property lines, a 30 inch (above the parking lot surface) masonry wall with a fence above and masonry piers (at a minimum framing the gate entrances and at corners). The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported from a structural perspective without resort to installing material to

support the applicant's lot from any adjacent property.

- b. At the south property line, the applicant has the option of either:
- i. The wall and fence as described in a) above (with 4-6 piers), or
 - ii. A curb with a fence above and masonry piers (4-6 piers) as determined by the Board of Architectural Review and off site screening on a planted berm located on Lot 602. If this option is selected by the applicant, the applicant shall be responsible for the installation of the berm at no greater than 2:1 slope, and extending a maximum of 4 feet in width from the southern property line for the first 105 feet from the west property line and a maximum of 7 feet in width from the southern property line for the remainder, saw cutting the asphalt on Lot 602, installing wheelstops on the adjacent row of parking, installing planting (at sufficient density, species and height to screen the parking lot to 3 feet in height) and an erosion control material both of which shall be maintained for a minimum of three years and in conjunction with the standards set out in the City's Landscape Guidelines, to the satisfaction of the Directors of P&Z, RP&CA, and DPI.
 - iii. The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported from a structural perspective without resorting to installing material to support the applicant's lot from any adjacent property except to the extent that the material is a compacted gravel sub-base that is permeable and allows for a minimum of 15 inches maintained of planting soil above. The ODBC shall be responsible and liable for the structural integrity of its property including in any areas where the transition in grade to the adjacent city property is used to stabilize its property. The City shall not be liable for any damages to the ODBC property that may result from the ODBC's construction of this transition. (P&Z)(RP&CA)(DPI)(PC) **[Direction from the Planning Commission: the Applicant and the City will enter into a cooperative effort with the expectation to resolve outstanding issues regarding the east and west perimeter conditions before the City Council meeting on March 14 with the direction that the ODBC might compromise more on the west side and the City might compromise more on the east side]**

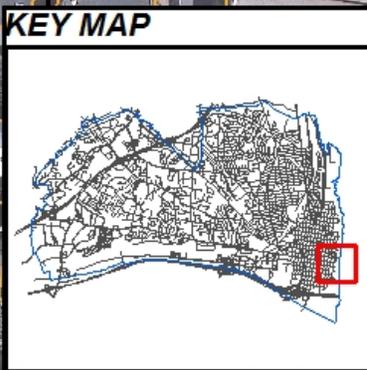
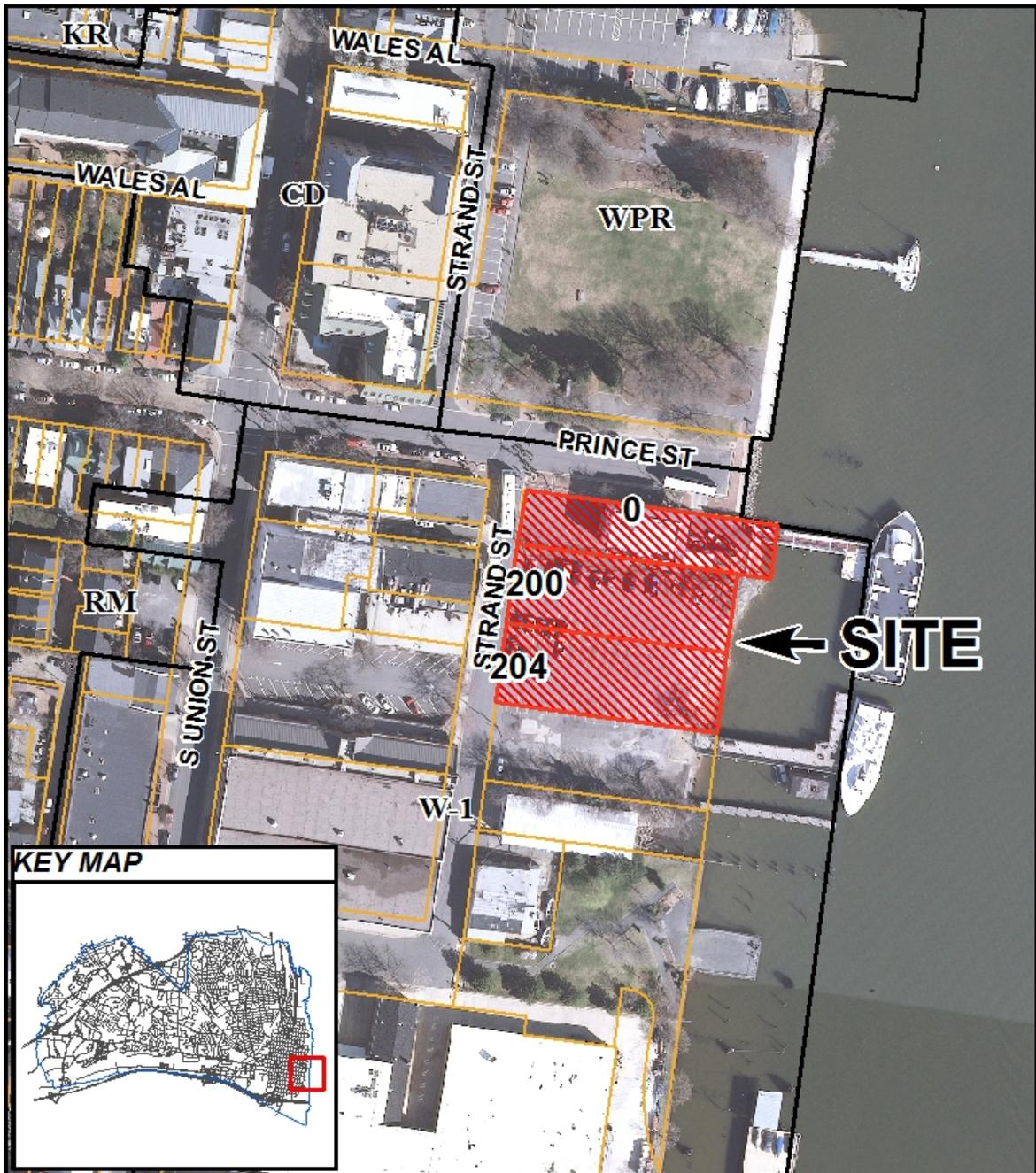
81. All exterior building-mounted loudspeakers shall be prohibited, except as located on the dockside for the purpose of communicating with the occupants of boats docked at the club and no amplified sound shall be audible at the property line. Noise levels at the property line shall comply with the limits in the Noise Ordinance. (T&ES)

CONDITIONS DELETED BY THE PLANNING COMMISSION

~~T&ES C-8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right of Way. (T&ES)~~

Speakers:

Mary Catherine Gibbs and Michael Winstanley, both representing the applicant, spoke in support of the project.



REZ #2014-0013, DSUP #2014-0026
ENC #2014-006
0 Prince Street, 200 & 204 Strand Street



I. SUMMARY

A. Recommendation

Staff recommends **approval** of the development application and all other applications and requests for the Old Dominion Boat Club (ODBC) development, subject to compliance with staff recommendations. Some of the highlights include:

- The relocation of the ODBC clubhouse and parking lot from the current location at the foot of King Street to the proposed location, meeting one of the key goals of the Waterfront Plan;
- Redevelopment of one of the waterfront sites with a contemporary architecture;
- Installation of streetscape on Strand Street consistent with that of the approved Phase 1 Waterfront implementation; and
- Adaptive re-use of the Beachcomber building.

B. Summary of Issues

To proceed with this proposal, the applicant is requesting approval of the following:

- Rezoning from W-1 / Waterfront mixed use zone to the WPR / Waterfront park and recreation zone with, a proffer;
- Development Special Use Permit with Site Plan to construct and operate a boat club building;
- Special Use Permit for a parking reduction;
- Modification to the minimum front yard setbacks;
- Modification to the minimum side yard setbacks;
- Modification to the open and usable space to be provided;
- Modification to the minimum crown coverage required to be provided;
- Modification to the landscape installation for screening the on-site parking;
- Modification to the vision clearance; and,
- Encroachment for structures in the public right-of-way.

The topic highlights that are discussed in greater detail in this report include:

- Site history and context;
- A discussion of the proposed re-zoning;
- Implementation of the City's Waterfront Plan;
- Building design and architectural features;
- Proposed parking;
- Open space;
- Pedestrian and streetscape improvements; and,
- Community Outreach

C. General Project Description

The applicant, the Old Dominion Boat Club is requesting to re-zone the property from W-1 to the WPR zone with a proffer, and to construct and operate a boat club at 0 Prince Street.

The proposed building is a three story structure with a distinctive architecture specific to the use, with large balconies as prominent features. The site also includes a patio area towards the river side of the lot for outdoor use of members and guests.

The remainder of the site is mostly proposed as a parking lot for ODBC members, with a maximum capacity of 45 spaces when utilizing valet parking (for special events) to make use of the tandem space layout. Ordinarily, the lot will accommodate 25 parking spaces.

The project is part of the settlement agreement between the ODBC and the City in order to relocate the existing boat club and parking lot from its current King Street location, thus opening up that site for implementation of the Waterfront Plan.

II. BACKGROUND

A. Site Description & History

The project site is approximately 0.4 acres (18,251 square feet) and is located at the intersection of Prince Street and Strand Street.

The site recently received an approval as part of subdivision (SUB2014-0007) establishing the subject parcel; a parcel which will ultimately form part of the expanded Point Lumley Park; a wider right-of-way on Strand Street; and two lots which will form part of the promenade along the shoreline.

The site is a single lot which contains the vacant two-story cinderblock Beachcombers Restaurant building which was built over the water and opened in 1946. Over time, the water all around and underneath the building was filled in and it has served a variety of uses including a restaurant, a gun shop and operations for recreational cruise ships on the Potomac River. The City of Alexandria purchased the lot in 2006.

Under the City's Waterfront Plan, "there is some interest in restoring the building to active use...although the building is not historic in a classic historic preservation sense...[and] recommends that further cost-benefit analysis be undertaken and that the building only be preserved if it is found cost effective to do so" (p.75). In April 2012, The City's Historic Preservation staff recommended to the Old and Historic Alexandria Board of Architectural Review that the building be retained and adaptively reused after finding that it was historically significant as "physical evidence of the evolution of the City's historical commercial waterfront and opens the chapter on the area's history as a place for leisure and recreation".

The remainder of the former Beachcomber lot contains a small yard, an accessory structure and an access gate to the pier operated for the Dandy cruise ship, which has operated there since 1972. Aside from the former Beachcomber lot, the site is made up of the former lots at 200 and part of 204 Strand Street. These have been used as a parking lot since 1972. The City purchased 200 Strand Street in 2006 and 204 Strand Street in 2014.

As part of the Waterfront planning process, the City has been in negotiations with the Old Dominion Boat Club to relocate their clubhouse from its present location at the foot of King Street. The existing building has been at its current location since it was constructed in 1923, following a fire which destroyed the Club's original home, constructed in 1881 at the foot of Duke Street.

B. Site Context

The surrounding area is comprised of mixed uses including recreational, commercial and residential. The Potomac River borders the site to the east, separated by the newly formed lots 601 and 603 which will be the site of the City's waterfront promenade. Waterfront Park lies directly north across Prince Street from the subject site. The site is bordered to the south by the City-owned parking lots at 204-208 Strand Street and to the west by commercial properties on the other side of Strand Street.

The property is located within the W-1 / Waterfront mixed use zone, within the Old Town Small Area Plan (SAP) and the Waterfront Plan, which is an overlay plan to portions of the Old Town SAP. The Waterfront Plan is more recent and provides a greater level of detail for this site, and is therefore the relevant plan for review and consideration.

The future site context as envisaged under the Waterfront Plan is important to consider with this submission, as the area is intended to undergo changes in the mid-long term. The properties on the east side of Strand Street are expected to redevelop to form the expanded Point Lumley Park. In the short term, the exiting City-owned parking lot is likely to continue to operate, albeit on a smaller footprint. The end of Prince Street is planned to become 'Prince Street Garden', one of the park or plaza areas which form the larger chain of connected parks along the waterfront. Lastly, the newly created lots 601 and 603 along the shoreline are intended to form part of the continuous riverside promenade. The net result of these forecasted improvements will be that the subject site will be surrounded by waterfront parks, the promenade and an enhanced Strand Street.

The site also lies in a flood plain, and as part of the Waterfront Plan, flood mitigation strategies are being implemented for the surrounding area.

C. Detailed Project Description

The proposal includes the construction and operation of a boat club measuring approximately 15,000 gross square feet. The building is three stories in height and is located in the same footprint as the existing Beachcomber building, although the proposed building footprint extends

beyond that of the existing building so that the faces are located approximately at the property lines of Strand Street and Prince Street. A more in-depth description of the building is included in the 'Building Design' section of this report.

The remainder of the site is divided into two other areas. The majority of the property accommodates the parking lot which extends between the Strand Street property line and the property line to the east which is scheduled to become part of the riverside promenade under the Waterfront implementation plan. The parking lot will be paved in materials complementary to the other streetscape materials within the Waterfront implementation plan. It includes 25 standard spaces in a double row at the center of the lot. Around the perimeter of the spaces, a multi-purpose drive aisle will allow:

- for vehicle maneuvering,
- access to vehicles for launching of boats, should a boat ramp be constructed adjacent to the site, and,
- for one row of tandem spaces to be used in the cases where events at the boat club necessitate additional parking capacity. As such, the parking lot has a total capacity of 45 spaces when the tandem spaces are used with valet parking.

The perimeter feature around the parking lot is an important aspect of the proposal, both in terms of the ability of the ODBC to provide security to the lot while also allowing for a condition which screens (at least partially) parked vehicles and does so in an attractive manner. Staff has included conditions which aim to achieve these objectives, and the issue is discussed in more detail in the staff analysis of the modifications which are being requested ('Modification to the landscape installation for screening the on-site parking' section of this report).

A patio area is also envisaged at the eastern end of the building, allowing for outdoor use overlooking the river. Along the northern face of the building, a stoop, entrance canopy and balcony will encroach into the right-of-way of Prince Street. An encroachment is requested as part of this proposal (see the 'Encroachment' section of this report). This will allow the building to have some presence on the Prince Street side, although the primary building access is anticipated to be via the door on the parking lot side. Additionally, a temporary retaining wall with associated planting is to be constructed along the north face of the building in order to bring the grade at this location up to that which staff consider will be the ultimate grade of the Prince Street Garden which is anticipated at this location under the Waterfront implementation plan, and to help visually soften the building base, which is high because of floodplain requirements.

Until construction for this project is imminent, the current use of the riverside property by the Dandy cruise boat is likely to continue.

III. ZONING

Property Address:	0 Prince Street, 200 Strand and part of 204 Strand		
Total Site Area:	18,251 SF (0.419 acres)		
Zone:	W-1 (existing) WPR (proposed)		
Current Use:	Restaurant (not in use) and existing parking lot		
Proposed Use:	Boat club		
	Required/Permitted with Rezoning		Proposed
FAR	N/A		N/A
Height	30 feet maximum		30 feet
Open Space	25% minimum		3.7%*
Coverage	30% maximum		29%
Setbacks			
Front	20 feet		0 feet (Prince Street)* 0 feet (Strand Street)*
Side	12 feet		10.66 feet (East)* 86.2 feet (South)*
Parking	50 spaces		25 spaces* (45 available when tandem-parked for special events)
Loading spaces	1		0*

*Modification or reduction requested

IV. STAFF ANALYSIS

A. Compliance with Small Area Plan

The site lies within the area covered by the Waterfront Plan approved in 2012. Staff considers that the proposal complies with and allows for the implementation of the Waterfront Plan in important direct and indirect ways.

This proposal meets the Plan’s goal of “Encourag[ing] tourism, commuting and leisure travel by boat between Alexandria and other regional waterfront destinations” by allowing for the continuation of the long-established boat club use. Furthermore, the plan’s recommendations for the area along the river between Duke Street and Prince Street are to ‘create a varied water’s edge with piers, inlets, boat ramps’. Although only outlined in this proposal, the applicant may in future install a boat ramp (either temporarily or permanently) at this location. The applicant also has the option to use the existing pier at the foot of Prince Street, or construct a replacement pier (subject to all necessary permits including Special Use Permit Approval) in order to create slips.

Prior to the settlement agreement with the ODBC to relocate to the subject site, the Waterfront Plan envisions the entire block between Duke and Prince Streets as forming an expanded Point Lumley Park that included the Beachcombers Restaurant. The Plan anticipated that restoration of Beachcombers Restaurant might not be economically viable, but was supportive of a restored restaurant in this location. The proposed inclusion of the Boat Club building and parking lot, in place of the Beachcombers Restaurant provides a different way to achieve the goal (as a leisure-related activity, with a building design which incorporates elements of the Beachcomber building), and allows for another key goal of the plan to be implemented.

By providing a site for the relocation of the ODBC clubhouse, and in particular the ODBC parking lot currently located at the foot of King Street, one of the principal objectives of the Waterfront Plan is achieved:

“The Plan proposes a long term goal of eliminating the ODBC parking lot, which is currently located on the site of the original Fitzgerald Wharf. This would open up continuous public access along the waterfront and increase the amount of public space at one of the most important locations on the waterfront.”
(Waterfront Plan, p. 62)

All of the elements described above: the ODBC relocation, expanded point Lumley Park and the continuous promenade, were indicated on the Phase I Waterfront Landscape and Flood Mitigation Design, which was approved by Council in June 2014.

B. Rezoning

The applicant is requesting that the site be re-zoned from the W-1 / Waterfront mixed use zone to the WPR / Waterfront park and recreation zone with proffer.

The purpose of the WPR zone is to ‘enhance the vitality of the Alexandria waterfront by providing for parks, open spaces and recreational opportunities linked by a continuous pedestrian promenade’. The change in zone to WPR will allow for the specific boat club use proposed at the site, which is permitted with a Special Use Permit. The applicant has offered a voluntary proffer to limit the use of this property to just this boat club proposed in this DSUP. Therefore, any other use of this property would require a rezoning to remove the proffer.

In terms of context, the site lies at the northern end of an area covered under the existing W-1 zone, and is directly bordered to the north by the existing WPR zone in which Waterfront Park is located. As such, the re-zoning would expand the WPR zone to cover the subject parcel.

The practical effect of applying the requirements of the WPR zone to this parcel is that a generally smaller building is allowed than under the existing W-1 zone. This is due to the two primary zoning constraints of the WPR zone: the maximum lot coverage and maximum building height. For example, the maximum building height in W-1 is 50 feet with an SUP, but only 30 feet in the WPR zone. And the allowable FAR in the W-1 zone is 0.75, whereas the applicant has calculated the proposed building to be 0.54. The smaller building, as well as the proffer to ensure that no other commercial uses would be allowed at this location, ensures that this use will be compatible with the surrounding parks.

Given that the proposal meets the requirements of the WPR zone, with some modification, it is staff's belief that the re-zoning creates less interruption of the park setting along the waterfront at this location.

C. Compliance with the Zoning Ordinance

The proposal is in compliance with the major zoning requirements which govern the size of the boat club building. The building is proposed to be a maximum of thirty feet in height and the amount of lot covered by the building is 29%, less than the 30% maximum allowed. For the WPR zone, these two indices govern building scale rather than FAR, as the zone does not include an FAR maximum. No minimum lot size, width or frontage is mandated by the WPR zone.

As described previously, the boat club use is permitted within the WPR zone with a Special Use Permit.

Modifications

The applicant is requesting a number of modifications under this proposal. These modifications are generally related to:

- 1) The limited amount of land available from the settlement agreement, which is to be used for parking rather than open space and landscape areas.

The settlement agreement involved the transfer of property between the City and the ODBC and transferred the minimum necessary for the operational use of the proposed boat club. This effectively allowed for the City to retain the maximum land area in order to fulfill the goals of the Waterfront Plan, such as the expansion of Point Lumley Park directly to the south of the subject site. The agreement also granted the key lots at 1 and 2 King Street to the City in order to fulfill the goal of the Waterfront Plan by providing open space at the foot of King Street.

Therefore, although the proposal requires site-specific modifications to elements such as open space and landscape requirements, the net result of relocating the clubhouse to this location has benefits which outweigh the requested modifications.

- 2) The desire to maximize parking capacity (by not providing landscape islands within the parking lot, for example), given that a parking reduction is being requested.
- 3) The intention to construct a building at the property line, partly utilizing the existing footprint from the Beachcomber building, which has the effect of minimizing front setbacks.

Modifications to certain zoning requirements may be granted by the Planning Commission pursuant to Section 11-416(A)(1) of the zoning ordinance, where such modification:

“...is necessary or desirable to good site development, that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought and that such modification will not be detrimental to neighboring property or to the public health, safety and welfare”.

The specific modifications requested are considered below:

Modification to the minimum front yard setbacks

As a corner lot, the site is considered to have two fronts and two sides. In section (6-204 (A)) of the ordinance, the front setback is a minimum of 20 feet. The two fronts of the subject site are those facing Strand Street and Prince Street. The building is proposed to be located at or near the front property lines. For the Prince Street aspect, this is consistent with the existing Beachcomber building which the proposed building is replacing and the Waterfront Plan’s goal to adaptively re-use the Beachcomber Building. The front setback on Strand Street is considered by staff to be beneficial to good site design by both framing the Strand and Prince Streets and by bringing the building wall to the back of the sidewalk, typical of much of Old Town. The Board of Architectural Review is supportive of the reduced front setbacks which bring the building to the property line.

Modification to the minimum side yard setback

The applicant is requesting a modification to the east side yard setback. Under the ordinance (6-204 (B)), the setback is required to be 12 feet. The proposal provides 10.66 feet of setback at this location. Staff is comfortable with this modification given that the site borders only the promenade and river at this location rather than another building or structure. This makes the small setback modification at this location largely inconsequential, given the wide open space on this side of the building. Additionally, an at-grade patio will serve as a transition between the building and promenade that will activate the space.

Modification to the open and usable space to be provided

The proposal seeks to reduce the minimum open space area from 25% (required under 6-206) to 3.7%. The open space provided on site is restricted to the patio area which overlooks the river on the property's east side.

Staff is supportive of this modification due to the restricted site area which was available to the applicant under the terms of the settlement agreement (see the description of the limited land area above). Additionally, staff considers that the relocation of the clubhouse allows for the lots at the foot of King Street (the existing clubhouse and parking lot) to be converted to open space. This amounts to the City is acquiring approximately 30,000 square feet of land to be used as open space plus opening up public areas previously felt to be private such as the foot of King Street and Wales Alley.

In order for the applicant to meet the open space requirement on site, one of three options would have needed to occur:

- the City would have needed to provide a much larger site area to the ODBC under the settlement agreement (which would effectively have been at the expense of the open space to be constructed under the Waterfront Plan for the expanded Point Lumley Park); or
- The proposed parking lot would have been severely reduced, requiring a much greater parking reduction request and the applicant's parking capacity would be significantly restricted, which would impact the vitality of the boat club; or
- The proposed building would have needed to be designed to such a small scale to have been impractical to the ODBC.

Given these undesirable implications; the properties gained at the foot of King Street under the settlement agreement; and that the site's location is adjacent to a large amount of proposed open space under the Waterfront Plan, staff considers the modification to be appropriate.

A second provision of the open space requirement in the WPR zone is a requirement to additionally provide 'an open space walkway and bikeway adjacent to the high water mark of the Potomac River'. The approved subdivision has already created the two lots at this location for the accommodation of the promenade. In this case, rather than have the applicant dedicate the walkway as part of the approval, the City kept the property necessary for the promenade. Therefore, this requirement has been satisfied.

Modification to the minimum crown coverage required to be provided

For the same reasons as the open space modification, staff is supportive of the reduction in crown coverage provided under this proposal. Under section 11-410 (CC) (2) of the ordinance, 25% of the site area is required to be provided as tree canopy. The space for the trees required to meet the crown coverage requirement would have been at the expense at either the building, parking lot or public park open space. Staff does not consider that there is sufficient space to allow the trees required for crown coverage, given the site's limited open space. In lieu of the

crown coverage the applicant shall be required to pay into the Living Landscape Fund at an amount equivalent to the four trees which would have met the requirement.

Modification to the landscape installation for screening the on-site parking

Firstly, non-structured surface parking areas are required to provide landscape breaks within every row of ten parking spaces where a curbed area can incorporate tree planting (11-410 CC 6 (a)). Under this provision, two trees would be required and none are proposed.

Secondly, required parking lots abutting a public right-of-way are required to provide a six-foot landscape screening strip at the perimeter (11-410 CC 6 (b)). None is proposed under this submission.

The limited space required to install the parking lot landscape required under a site plan's ordinance requirements is directly related to the two modifications described above for open space and crown coverage. For the same reasons as already stated above, staff is comfortable with this modification given the limited lot under the settlement agreement. However, as a matter of good site design, and in order to mitigate the necessity of a planted screening to the lot, staff have carefully considered what perimeter features should be installed by the applicant in order to reduce the visual impact of a parking lot at this key location on the waterfront, bounded as it is by Strand Street, the future promenade and by the expanded Point Lumley Park.

Staff have therefore conditioned that the parking lot perimeter on the east and west sides (facing Strand Street and the future promenade) shall include a low masonry wall (30 inches in height) with a fence atop and masonry piers at intervals along the wall. This would reflect an urban screening similar to other locations in Old Town and provide an attractive face to the east and west sides of the lot. A further element of the condition requires the applicant to provide either a similar wall/fence/pier installation along the southern property line (adjacent to the expanded Point Lumley Park), or alternatively to provide a planted screen which would temporarily be installed on the City's adjacent lot prior to the construction of the expanded Point Lumley Park. With these perimeter improvements, staff believe an appropriate screening of the parking lot may be achieved which meets the intent of the ordinance requirement to provide landscape screening to the parking lot.

Modification to the vision clearance

Under section 7-801 of the ordinance, a vision clearance of 75 feet from the intersection of the centerlines of Strand Street and Prince Street shall be provided. Staff is supportive of the modification to reduce the vision clearance at this location given the historic character of the area whereby buildings are typically located at the property line, and because under the Waterfront Plan the end of Prince Street is intended to be converted into a park/plaza area, which will no longer need vision clearance for vehicles at this location.

D. Building and Site Design

In April 2012, the BAR determined that the Beachcombers Restaurant building materials and design, including its cinderblock construction, was not architecturally significant, may easily be replicated and did not display a high degree of craftsmanship to make them worthy of preservation or reproduction. However, the Board noted that the building did possess a high level of cultural and historic significance unique to Alexandria and specifically suited to its waterfront location. The BAR further identified that the utilitarian character of the building, with its punched windows, projecting balconies, and rooftop dining, is important and supported the substantial reconstruction of the existing structure. The BAR strongly recommended that the building's overall form and character defining architectural features be recalled and integrated into the new building to the maximum extent reasonably possible.

The east half of the proposed design, therefore, recalls the overall form, projecting balconies and rooftop dining of the original Beachcombers Restaurant and utilizes a louvered vertical hyphen to visually reduce the scale and separate that portion from an architecturally compatible "addition" to the west. The terrace on the east side abutting the promenade interprets the pier and piles that supported the original Beachcombers Restaurant. The exterior stairs on the south side directly recall those on both the original Beachcombers Restaurant and the existing Old Dominion Boat Club building. The entire building is visually tied together through the use of a common horizontal clapboard siding resting on a fieldstone base. These materials are historically appropriate, as wood frame buildings were ubiquitous on the Alexandria waterfront and stone was often used at the base of early buildings to resist frequent flooding.

During the first concept review, the BAR noted that the Old Dominion Boat Club is the oldest continuous use on the Alexandria waterfront and that the new building should look like a boat club. The BAR found that this was not an appropriate location for a townhouse building type or for a design reference to a historic waterfront warehouse. Further, although the penthouse of this flat roofed building recalls to some the nautical theme of a riverboat pilothouse, the architect has made a conscious decision to reflect the *craft* of wooden boat building in the design details rather than design a building that looks like the cliché of a boat.

The overall effect of the materials roots the building in Alexandria and the variety of related architectural details makes it appear that the structure has evolved over time. This design direction for the proposed project also honors both the past and present Old Dominion Boat Club buildings and the former Beachcombers Restaurant. The proposed design incorporates the cultural significance of the site and the history of the Boat Club while creating a modern and elegantly detailed 21st century structure.

Given the building's location within the floodplain, certain design elements are driven to withstand or mitigate possible flooding. For example, the ground floor of the building is largely designed as a lobby and storage space rather than as usable assembly space. On the outside, this floor has little in the way of fenestration and instead is formed by a high building-base wall with inset bays and planting to help soften the appearance. The primary assembly areas of the

building such as the kitchens, ballrooms, member's room and patio are located on the first and second floors.

The BAR has held two informal, concept review work sessions on the proposed development. On December 3, 2014, the Board unanimously and enthusiastically supported the project's scale, mass and general architectural character with recommendations for continued study and refinement of some specific details prior to what will likely be the BAR's final concept review work session on February 18, 2015. A Permit to Demolish/Capsulate the existing building and the proposed building's design, details and materials; the interpretive displays and signage; and the fencing, lighting and hardscape are all subject to review and approval of a Certificate of Appropriateness by the BAR after the approval of the use in the DSUP.

E. Pedestrian and Streetscape Improvements

The Boat Club faces two public streets, Prince Street and Strand Street that are still in the early design stages of the Waterfront Landscape and Flood Mitigation Design. The design for Prince Street Gardens has not advanced much beyond the Phase I stage approved by City Council in June 2014. The design for Strand Street is more advanced since the subdivision for the Boat Club, which was approved in September of 2014, determined the street section, including the travel lane and sidewalk widths.

Therefore the streetscape for Prince Street will remain the same as it is today with brick sidewalks and street trees until final design of the Prince Street Gardens is approved by the City and constructed. As an interim condition, the applicant intends to remove the existing brick sidewalk so that the bricks are not damaged during construction and then replace the sidewalk after completion of the building and site work. Existing trees will remain and will be protected during construction.

For Strand Street, the applicant will construct the sidewalk with the materials approved by the City, including brick or paver sidewalks, and street tree. The City is in the process of reviewing material palette and installation options from the City's design consultant (Olin) with the intention of final material selection in the summer of 2015 so the applicant will be able to incorporate the materials into their final site plans for the project, prior to building permit. The applicant will install one trash and one recycling can in the street and will underground the portion of utility wires which supply their building, but will not be undergrounding any of the existing utilities which currently exist at this location. The issue of undergrounding of utilities, which is frequently applied to development projects as a policy, was agreed to be not applied to this project as part of the settlement agreement.

F. Interim conditions

Until the Waterfront Plan improvements are installed, the following interim conditions around the perimeter of the subject site will remain or be constructed as part of this application:

- Prince Street – as described above Prince Street will remain largely as currently. Aside from the encroachments already described, a retaining wall will be installed along the north side of the proposed building to bring the grade up to the ultimate grade for the future Prince Street Gardens, and to visually soften the tall building base. The street will remain open to vehicular traffic.
- Shoreline – the applicant proposes to install a riprap treatment along the shoreline to prevent erosion adjacent to the subject site. A temporary staircase will connect the site to the lower elevation of the shore at the location adjacent to the pier currently used by the Dandy.
- Parking Lot / Point Lumley – It is likely that the parking lot will continue to operate on lot 602, with the screening/perimeter treatment along the edge of the applicant’s site composed either of a low wall with a fence above or a fence with a planted screen, as identified in the attached conditions, and as described in the modifications section of this report.
- Strand Street - as described above, streetscape improvements are to be installed consistent with the Waterfront Plan.

G. Boat ramp / improvements within the River

There are several scenarios under which the ODBC may use existing or construct new boat ramps and slips to serve their members. Under this application, the location for a boat ramp is identified adjacent to the subject site. This may be a temporary or permanent boat ramp, and will need to coordinate with either the current conditions or the ultimate condition of the riverside promenade. ODBC have discussed with City staff how a ramp at this location may be best coordinated with the promenade.

Any permanent ramp will need to be approved separately from this DSUP, with a greater level of detailed design completed prior to that. Any improvements within the river are also subject to additional permitting both by the City and from outside agencies such as the Army Corps of Engineers.

H. Encroachment into the Public Right-of-Way

The applicant has requested approval of an encroachment into the Prince Street right of way for a stoop with stairs and overhead canopy at the building’s front entrance, and also an overhanging enclosed balcony along the north facade of the building facing Prince Street. The stoop with overhead canopy, and the stairs extends approximately 6.66 feet from the property line into the public right-of-way and serves as the main public entrance to the building from Prince Street. Staff is supportive of the encroachment for the stoop, stairs and canopy as it provides for necessary public access to the building from the public sidewalk, while still allowing an adequate pedestrian sidewalk of approximately six feet between the stairs and the curb. This encroachment

cannot be reduced due to the lot size constraints described above and mirrors a condition common in Old Town.

The overhanging, enclosed balcony is an important design element of the building that replicates the original building design and existing conditions of the site. The balcony extends approximately six feet into the public right of way and is approximately 49 feet long (see Exhibit 1). Since the balcony will not negatively impact the pedestrian experience at the ground level, staff is supportive of the requested encroachment.

I. Parking

The Old Dominion Boat Club is requesting a reduction in parking and authority to park vehicles in a stacked configuration. Section 8-200(A)(7) of the Zoning Ordinance requires 50 parking spaces for the site. The proposed configuration only provides 25 parking spaces. The Boat Club can add another 20 parking spaces using a tandem parking concept for a total of 45 parking spaces. The Boat Club's current location has approximately 56 spaces using a stacked parking concept. Staff believes that the parking provided at the proposed site is adequate if stacked parking is allowed. The Boat Club only has high parking demand during special events and activities. Most of the time parking demand is very low. If managed properly the proposed parking will be adequate for the facility. It should be pointed out that when fully parked, the proposed boat ramp will not be accessible. Fortunately, boat launching does not usually occur during special events.

Staff analyzed the operation of the current Old Dominion Boat Club parking lot and has spoken to the Boat Club concerning how they manage, and propose to manage, parking on the new site and does not believe there will be spill over into the surrounding neighborhood. The Boat Club has indicated that the parking at the proposed site will be more difficult to manage and will require tighter control than the current parking lot. However, with tighter controls the new parking lot should be able to accommodate the expected demand for parking.

J. Traffic

The proposed site for the Old Dominion Boat Club is located approximately 400 feet south of the existing location at the foot of King Street. The proposed relocation of the Old Dominion Boat Club is not expected to have any negative traffic impacts. The Boat Club is not expanding so the traffic created by the club at the present location is the same as the traffic that will be generated at the proposed location. Staff believes that the proposed relocation will have positive impacts on traffic because Boat Club generated traffic will be farther away from King Street and particularly the King Street and Union Street intersection. No further traffic analysis was deemed necessary for the Old Dominion Boat Club.

K. Transit

The proposed Old Dominion Boat Club site is well served by several DASH Transit lines as well as the King Street Trolley. DASH provides service in close proximity to the site by five bus

routes, the AT-2, AT-3, AT-3/4, AT-4 and the AT-5. The AT-2 operates 10-20 minute headway service all day long between Braddock Road Metro and Lincolnia. The AT-3 operates with five to 10 minute headways all day long between Pentagon Metro and Hunting Point. The AT-3/4 operates with 10 minute headways between 10:30 AM to 10:30 PM between Charles Barrett Elementary School and City Hall. The AT-4 operates with five to 10 minute headways all day long between City Hall and the Pentagon Metro. The AT-5 operates with five to 10 minute headways all day long between the Braddock Road Metro and Van Dorn Shopping Center.

L. Environmental Protection & Stormwater Infrastructure

Contaminated Lands

Based on past historic uses in the project area and a site assessment carried out by the applicant, the project will be required to indicate the presence of any known soil and groundwater contamination. If environmental assessments find the presence of contamination onsite, the final site plan shall not be released, and no construction activity shall take place until the required assessments and detailed reports are submitted and approved. Given the known presence of the site in a historic swamp area, the project will be required to design and install a vapor barrier and ventilation system for the building in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required.

Resource Protection Area

The Chesapeake Bay Act reflected in local ordinance places restrictions on redevelopment in the RPA which exists on the project site. The project cannot have any new impervious area constructed and no further encroachments. Additionally, the project must submit a water quality impact assessment to address mitigation of the RPA buffer with the redevelopment.

Stormwater Quality

The project will have to meet the new state stormwater requirements for redevelopment, along with the water quality volume default. Structural stormwater facilities in the form of urban bioretention (similar to a small rain garden), located in a planted area along the north building wall are proposed to meet the water quality requirements.

V. COMMUNITY

This case is, in part at least, an implementation action of the adopted Waterfront Plan, which was thoroughly vetted through the public process over the past several years. City Council approved Phase I of the Waterfront Landscape and Flood Mitigation Design in June 2014. The ODBC and Beachcomber site negotiations were part of these discussions and have been vetted through the community. The subdivision allowing for the property areas of this proposal to be established was also approved by the Planning Commission in September 2014.

In addition to this, the project has been heard at three separate Board of Architectural Review work sessions. Although the Board has offered specific suggestions regarding the proposed architecture, they have been supportive of the case.

The applicant presented the project at the October 21st 2014 meeting of the Waterfront Commission. The Commission discussed the footprint and size of the building as it relates to the existing boat club building, had some concerns for the amount of equipment which was located on the roof of the building, and debated the merits of the proposed architectural style – noting that it was different from any other architecture in the immediate surroundings. The other issues raised by the Commission were a request for the applicant to study permeable paving in the parking lot, and a request to coordinate the construction schedule and potential impacts with the other development projects along the waterfront. The applicant gave a further presentation to the Waterfront Commission on February 19th 2015 at which many of the same issues were raised.

In response to some of the technical elements of these concerns and questions, the applicant has identified that they are open to permeable pavers and will further evaluate whether they could be installed at this site. Staff has continued to review the equipment and features on the roof of the building. In that respect, the enclosures for mechanical equipment and vestibules for access will continue to be reviewed through the final site plan and building permit stages when the mechanical plans for the building are further detailed, and the rooftop canopy has been conditioned by staff to be fully demountable, with time limits set for it to be in place. The BAR has continued to review the building for scale and architecture.

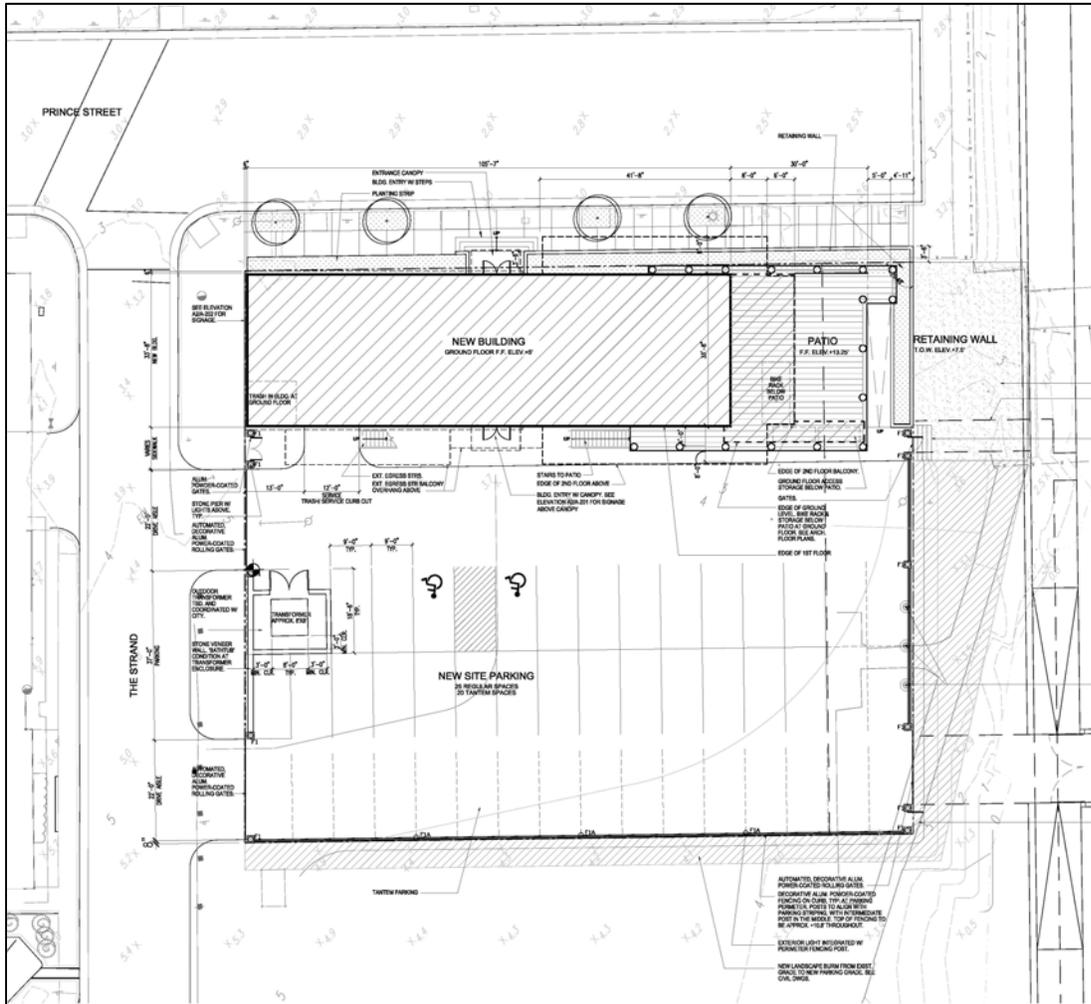
The applicant also presented the project to the Old Town Civic Association. There were comments of support for the general design, particularly as it related to the incorporation of the Beachcomber design into the new building, but there were also comments concerned with the potential for the current design of the building not to relate to the history of the waterfront in Alexandria. Others raised questions regarding the timing of the project.

VI. CONCLUSION

Staff recommends **approval** of the Map Amendment/Rezoning, Development Special Use Permit, and all associated applications subject to compliance with City codes, ordinances and staff recommendations below.

Staff: Karl Moritz, Director, Planning and Zoning
Robert Kerns, AICP, Chief, Development Division
Gary Wagner, Principal Planner
Jim Roberts, Urban Planner

VII. GRAPHICS



Site Plan



C1
A-801

VIEW FROM NORTH-EAST

N.T.S.



A1
A-801

SOUTH ELEVATION

N.T.S.



C5
A-001

VIEW FROM SOUTH-WEST

N.T.S.



A5
A-001

NORTH ELEVATION

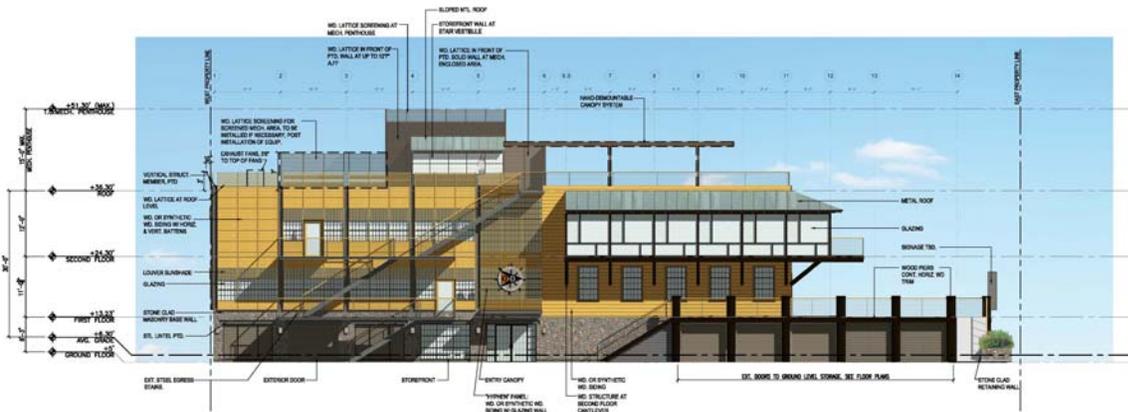
N.T.S.



Model photographs (placed on the City's Waterfront Model)
Note the existing clubhouse building at the foot of King St. is also visible

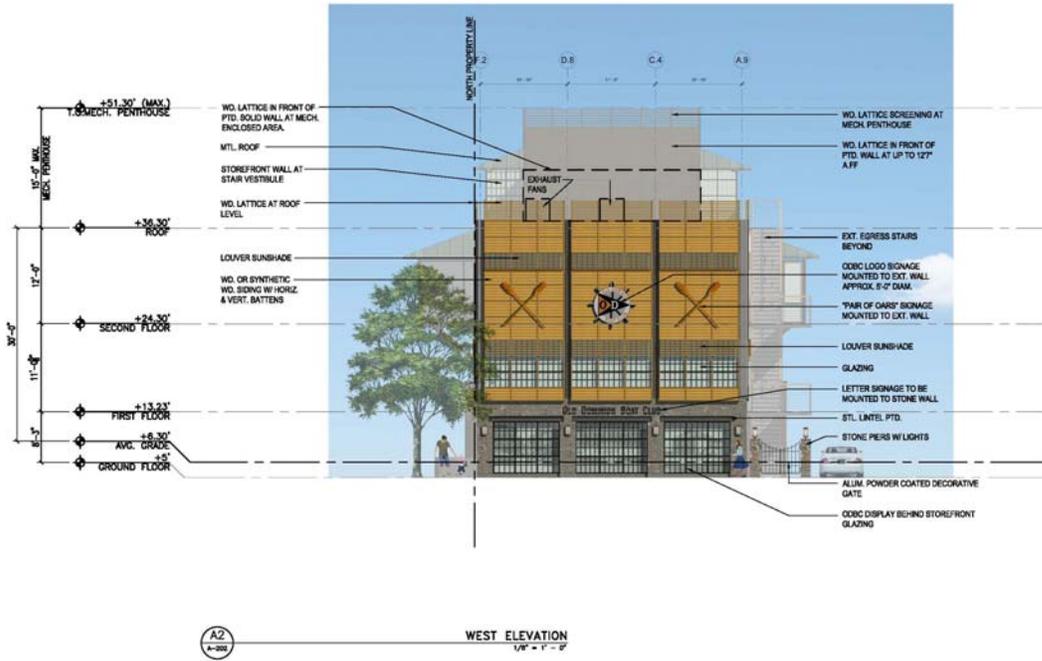


102 NORTH ELEVATION
 W.P. 17-19



103 SOUTH ELEVATION
 W.P. 17-19

Side Elevations



End Elevations

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated 12/11/2014 and the changes indicated with revision clouds on the updated plan and architecture sheets dated 1/20/2015 for the BAR work session submission and comply with the following conditions of approval.
2. Note: where conditions relate to the City Council approved Phase I Schematic Design for the Waterfront Landscape and Flood Mitigation Design Project, the project is referred to as the Phase I Schematic Design hereinafter, and shall include any updated versions of this plan.

A. PEDESTRIAN/STREETSCAPE:

3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. All materials in the right-of-way shall be consistent (in terms of material selection, and installation techniques) with those in the Phase I Schematic Design and the 'Common Elements' palette being developed by the City staff and the City's design consultant. These materials shall include the sidewalk paving, curb and tree well elements. The process for the final selection of ROW material has yet to be determined.
 - c. If the project precedes the implementation for Prince Street Gardens, the materials in the right-of-way on Prince Street shall match the existing conditions and be per City standards, and shall not be subject to compliance with the condition above regarding the Phase I Schematic Design.
 - d. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet, and 5 feet on Prince Street.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
 - g. Per the Phase I Schematic Design, install a tree well on Strand Street. The design of the tree well shall be compatible in dimension and materials at the ground plane as the BMP tree wells for the remainder of Strand Street, and consistent with **Exhibit 2**, but does not need to be designed to function as a BMP. The location of the tree well may be at the southern end of the sidewalk island between the drive aprons and shall be located as close as possible to the proposed street tree on the opposite side of the tree as shown in the Phase I Schematic Design.

- h. The location of the transformer shall be determined at the Final Site Plan stage and to the satisfaction of the Directors of P&Z, T&ES and DPI. Any location within the right-of-way shall not result in any net new poles to be installed, shall not be ground-mounted, shall only be considered if all on-site locations have been exhausted, and is in compliance with all City codes and regulations. The location shown by the applicant on the Preliminary Plan submission is a possible option. BAR encourages continued discussion with Dominion Virginia Power on final location of transformer. Alternate locations and any screening elements shall be subject to approval by the Board of Architectural Review.***
(P&Z)(RP&CA)(T&ES)(DPI)

B. OPEN SPACE/LANDSCAPING:

4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, meets the requirements of the City's Landscape Guidelines for soil volume and. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
 - h. The street tree species and size shall be consistent with that for the remainder of Strand Street under the Phase I Schematic Design.

- i. The on-site open space area shall be per that shown on the tabulation on sheet A-102. (P&Z)(RP&CA)
5. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)
6. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings shall include trash and recycling receptacles, and other associated features.(RP&CA)(P&Z)(T&ES)
7. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and P&Z, and T&ES. The walls and handrails shall be designed to be consistent with the materials and design of the building base, and shall be subject to approval by the Board of Architectural Review. RP&CA)(P&Z)(T&ES)
8. **CONDITION AMENDED BY THE PLANNING COMMISSION:** All walls, curbs, fences, piers, gates and lighting shall be subject to final approval by the Board of Architectural Review. The perimeter curb/wall and fence around the parking lot shall not exceed 6 feet in total, with the exception of ~~the~~any associated piers, or as approved by the Board of Architectural Review:
The perimeter features shall be to the following design:
 - a. At the east and west property lines, a 30 inch (above the parking lot surface) masonry wall with a fence above and masonry piers (at a minimum framing the gate entrances and at corners). The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported

from a structural perspective without resort to installing material to support the applicant's lot from any adjacent property.

- b. At the south property line, the applicant has the option of either:
- i. The wall and fence as described in a) above (with 4-6 piers), or
 - ii. A curb with a fence above and masonry piers (4-6 piers) as determined by the Board of Architectural Review and off site screening on a planted berm located on Lot 602. If this option is selected by the applicant, the applicant shall be responsible for the installation of the berm at no greater than 2:1 slope, and extending a maximum of 4 feet in width from the southern property line for the first 105 feet from the west property line and a maximum of 7 feet in width from the southern property line for the remainder, saw cutting the asphalt on Lot 602, installing wheelstops on the adjacent row of parking, installing planting (at sufficient density, species and height to screen the parking lot to 3 feet in height) and an erosion control material both of which shall be maintained for a minimum of three years and in conjunction with the standards set out in the City's Landscape Guidelines, to the satisfaction of the Directors of P&Z, RP&CA, and DPI.
 - iii. The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported from a structural perspective without resorting to installing material to support the applicant's lot from any adjacent property except to the extent that the material is a compacted gravel sub-base that is permeable and allows for a minimum of 15 inches maintained of planting soil above. The ODBC shall be responsible and liable for the structural integrity of its property including in any areas where the transition in grade to the adjacent city property is used to stabilize its property. The City shall not be liable for any damages to the ODBC property that may result from the ODBC's construction of this transition. (P&Z)(RP&CA)(DPI)(PC) **[Direction from the Planning Commission: the Applicant and the City will enter into a cooperative effort with the expectation to resolve outstanding issues regarding the east and west perimeter conditions before the City Council meeting on March 14 with the direction that the ODBC might compromise more on the west side and the City might compromise more on the east side]**

9. The surface materials in the parking lot shall be consistent with those in the Phase I Schematic Design, shall be subject to approval by the Board of Architectural Review, and to the satisfaction of the Directors of P&Z & T&ES (P&Z)(T&ES).
10. In conformance with the Phase I Schematic Design and the work being done by the Olin team, hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and

archaeological findings on this property into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. (Arch)

11. Provide a fee in lieu to be payable to the City's *Living Landscape Fund* to account for the crown coverage required by the Zoning Ordinance and equal to the cost of trees which would equate to 25% of the lot's area.
12. All improvements shown on the plans shall be privately maintained by the applicant/successor. Plantings beds and planting material on public ROW shall be maintained consistent with the City Landscape Guidelines. (RP&CA)

C. BUILDING:

13. The general building design, including the quality of materials shall be consistent with the elevations dated 1/20/2015 (BAR submission) and the following conditions. (P&Z)
14. Building materials, finishes, and relationships shall be subject to review and approval by the Board of Architectural Review. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at Certificate of Appropriateness and first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review by BAR Staff and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
15. The rooftop canopy shall be fully demountable without the use of tools and final design shall be subject to the approval by the Board of Architectural Review. In addition, the canopy shall be a seasonal element which is fully demounted between November 15th and February 15th and with the exception of a 24 hour period for the Scottish Walk to the satisfaction of the Director of Planning and Zoning. (P&Z)

16. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
17. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)

D. SIGNAGE:

18. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and interpretive signage that highlights the history and archaeology of the site.
19. Any signage shall be subject to the approval by the Board of Architectural Review.*
20. A freestanding monument or identification sign shall be prohibited (P&Z)
21. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

E. COORDINATION WITH WATERFRONT PLAN IMPLEMENTATION

22. Any permanent structures associated with this development which are proposed within the river shall be subject to separate Special Use Permit approval and any required permit approvals.
23. No portion of the footings for any structure shall encroach onto the adjacent parcels along the site's south and east property lines.
24. Where structures are setback behind the property line, the applicant shall allow for the adjacent paving material to be installed up to the face of the applicant's structure and maintained by the City. Provide an easement to that effect as necessary.
25. If a temporary boat ramp is required by the applicant, the following requirements apply to the satisfaction of the Directors of P&Z, DPI and/or RP&CA (P&Z)(RP&CA)(DPI):

- a. The applicant is responsible for any design, permitting, and construction costs associated with the ramp and its removal.
 - b. The ramp shall not preclude access along the shoreline within Lot 601. Any ramps or steps required to accommodate the change in grade to allow access to City staff or individuals acting on behalf of the City shall be the responsibility of the applicant.
 - c. The applicant shall remove whatever part of the boat ramp and any associated improvements that impede that portion of the City's proposed flood mitigation improvements in this area, within 60 days' written notice from the City that the City is going to commence such flood mitigation measures within Lots 601 and 603.
26. The restoration of the land portion of Lot 601 shall be in substantial conformance to **Exhibit 3** and meet the following requirements to the satisfaction of the Directors of RP&CA and/or DPI (RP&CA)(DPI):
- a. The surface treatment installed shall be a hard surface, no-maintenance material, which can adequately resist erosion by flooding or wave action
 - b. Prior to the implementation of the promenade, it is not intended that this area is to be accessible to the public or by users of the Boat Club, except for access to the existing pier off of Lot 601.
27. The steps shown encroaching onto the shoreline shall not be permitted after the promenade is completed.
28. The applicant shall grant the City access and permission to make adjustments to the retaining wall, planted area and stoop in the Prince Street right-of-way in order to implement the Phase I Schematic Design to the satisfaction of the Directors of P&Z, DPI and RP&CA so long as such adjustments are done in coordination with the Applicant so as not to interfere with the operation of the BMP facility located in the planted area or the entrance to the building, and subject to restoration of the area after the adjustments are made by the City. (P&Z) (DPI)(RP&CA)

F. PARKING:

29. Locate a minimum of 25 parking spaces on site. (P&Z)(T&ES)
30. Provide 8 bicycle parking space(s) on site. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

G. SITE PLAN:

31. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the

project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)

32. Submit the plat of all applicable easements prior to the final submission of the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
33. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)
34. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
35. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.

- f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
- h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
- j. The lighting for the surface parking shall be a minimum of 0.6 foot candle maintained
- k. The lighting fixtures in the parking lot shall be consistent to the maximum extent possible with those from the Phase I Schematic Design and are subject to approval of the Board of Architectural Review
- l. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- m. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
- n. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)

H. ENCROACHMENT:

- 36. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. (T&ES)
- 37. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES)
- 38. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES)
- 39. The encroachment ordinance shall be approved prior to the release of the Final Site Plan. * (T&ES)

I. CONSTRUCTION MANAGEMENT:

40. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan.* (T&ES)
41. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. 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.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Include a preliminary Maintenance of Traffic Plan (MOT) 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.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
42. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
43. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
44. No major construction staging shall be allowed within the travel way of the public right-of-way on Strand Street. The applicant shall meet with T&ES to discuss

construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

45. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
46. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
47. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
48. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
49. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
50. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)

51. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
52. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)
53. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
54. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
55. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

J. FLOODPLAIN MANAGEMENT:

56. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. * (T&ES)
 - a. Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. The required information shall be in the form of a technical memorandum. The technical memorandum shall include the following and be sealed by a Professional Engineer: An introduction and summary of existing conditions and a demonstrated understanding of the basis for the effective floodplains.

- b. An analysis of the existing model and it's limitations, if any, in demonstrating the effects of the project on the modeling results.
 - c. An estimated impact of the proposed project on the effective floodplain summarizing methodology employed and explanation of any engineering judgment to justify the estimated impact of the proposed project.
 - d. If the project intends to adjust or move the existing floodplain boundary by floodproofing, include a volume displacement calculation of floodplain displaced by fill or other barriers to flood waters that alter the current boundary and the impacts to water surface elevation immediately upstream of the project (volume displaced stacked onto existing WSEL) over a reasonable area of the Potomac. * (T&ES)
57. At substantial completion of construction and prior to issuance of Certificate of Occupancy, a Certificate of Floodproofing (FEMA Form 086-0-34), completed and certified by a Licensed Professional Engineer or Architect, and an Elevation Certificate (FEMA Form 086-0-33), completed and certified by a Licensed Professional Engineer or Land Surveyor, shall be provided to the T&ES Development Coordinator. (T&ES)

K. SOLID WASTE:

58. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
59. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

L. STREETS / TRAFFIC:

60. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

61. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
62. Show turning movements of standard vehicles in the parking lot. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

M. UTILITIES:

63. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

N. WATERSHED, WETLANDS, & RPAs:

64. The stormwater collection system is located within the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
65. Provide an Environmental Site Assessment that clearly delineates the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15% in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)
66. Provide documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES)
67. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
68. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:

- a. Restoring streams subject to historic erosion damage.
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contribution to T&ES/OEQ funds to stream restoration / water quality projects.
 - d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
 - e. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
 - f. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the “Riparian Buffers Modification & Mitigation Guidance Manual” by the Chesapeake Bay Local Assistance Department. (T&ES)
69. Water quality impacts shall be mitigated by stream restoration / stabilization equal to the linear distance to that of the linear encroachment into the RPAs on-site as applicable based on existing conditions. (T&ES)

O. STORMWATER MANAGEMENT:

70. 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. Compliance 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)
71. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. 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)
72. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

73. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
74. Submit two originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
75. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. *****(T&ES)
76. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. *****(T&ES)
77. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. *****(T&ES)

P. CONTAMINATED LAND:

78. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. The plan must include the following note: Should any

unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

79. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration.(T&ES)
80. If environmental site assessments find the presence of contamination onsite, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. If past use of the site is found to include one of the following VDEQ identified high risk category sites for potential sources of residual PCBs, the applicant shall screen for PCBs as part of the site characterization. High risk categories include the following 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&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

Q. NOISE:

81. **CONDITION AMENDED BY PLANNING COMMISSION:** All exterior building-mounted loudspeakers shall be prohibited, except as located on the dockside for the purpose of communicating with the occupants of boats docked at

~~the club and no amplified sound shall be audible at the property line.~~ **Noise levels at the property line shall comply with the limits in the Noise Ordinance.**
(T&ES)(PC)

82. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited, unless otherwise approved through a noise variance permit. (TES)
83. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

R. AIR POLLUTION:

84. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
85. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
86. No material may be disposed of by venting into the atmosphere. (T&ES)
87. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

S. ARCHAEOLOGY:

88. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
89. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
90. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of

artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

91. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
92. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- F - 1. The BAR has held two informal work sessions on the proposed development. On December 3, 2014, the Board supported the project's scale, mass and general architectural character with recommendations for continued to study and refinement of the following items prior to the BAR's final concept review work session:
1. Hyphen element between the Beachcomber building and the new addition to provide a transition from the horizontal porch of the former Beachcomber to the vertical emphasis of the siding on the addition.
 2. Glass vestibules on the penthouse level.
 3. Exterior staircase design and configuration on the wall surface.
 4. Penthouse size and/or visual bulk.
 5. Material cladding options for the exterior of the building.
 6. Transformer location with Dominion Virginia Power.
- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)
- C - 3 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)
- C - 4 Refer to Planning and Zoning, GIS Division for all street level addressing. Moe Abu-Rabi, 703-746-3823.

Transportation and Environmental Services

- F - 1. Water quality compliance computations using the Virginia Runoff Reduction Method (VRRM) worksheet are incomplete and show “Dry Swale”. Provide calculations using the proposed practices. (Rooftop disconnection and planter are mentioned in narrative.) (T&ES- Storm)
- F - 2. The narrative on Sheets C10.1 and C10.0 list the disturbed area as .64 acres, while the VRRM worksheets use .60 acres. Revise and make consistent. (T&ES- Storm)
- F - 3. The current plan shows the approximate scaled location of the RPA. The RPA shall be field-verified for subsequent submittals. The call-out references Note 10 incorrectly on C3.0, and the call-out needs to be consistent when used on other sheets. (T&ES- Storm)
- F - 4. Please remove the 50’ buffer as shown. (T&ES- Storm)
- F - 5. The project will require the completion of a Water Quality Major Impact Assessment per Sec. 13-117, Article XIII of the Zoning Ordinance (the Environmental Management Ordinance). (T&ES- Storm)
- F - 6. The project lies within a possible methane-producing area associated with historic swamp areas. Revise the Environment Site Assessment on Sheet C2.0 to reflect this. (T&ES- Storm)
- F - 7. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 8. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City’s following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 9. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the

respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 10. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 11. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 12. Asphalt patches larger than 20% 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, will require full curb to curb restoration (T&ES)
- F - 13. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 14. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 15. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI

A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

- F - 16. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 17. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 18. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 19. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 20. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 21. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 22. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control

plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as “Information Only.” (T&ES)

- F - 23. The following notes shall be included on all Maintenance of Traffic Plan Sheets:
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (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 - 24. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 8 **CONDITION DELETED BY THE PLANNING COMMISSION:**
~~In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right of Way. (T&ES)(PC)~~
- C - 9 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's

Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

- C - 10 The applicant shall be responsible to deliver 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. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 13 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined

through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 27 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) plan sheet(s) with the Final 1 submission. (T&ES)

VAWC Comments:

1. The two existing service lines are only 3/4" and 1" respectively. Proposed larger service line shall be a new connection on existing 8" pipe on Strand ST.
2. Proposed meter box shall not be fenced. Water company needs free & clear access all the way around an outside meter box.

AlexRenew Comments:

1. No comments.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.
- C-1 The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item C-3 requirements apply.
- C-2 The applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.
- C-3 A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.
- C-4 If there are security gates, they shall be equipped with an override system that opens the gates in the event of a power failure and through the use of a Knox Box key. These features shall be designed and installed to the satisfaction of the Alexandria Fire Department Operations and Fire Prevention and Life Safety Sections.
- C-6 A fire prevention code permit is or may be required for the proposed use and occupancy condition assembly.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit

plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 7 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

Archaeology Findings

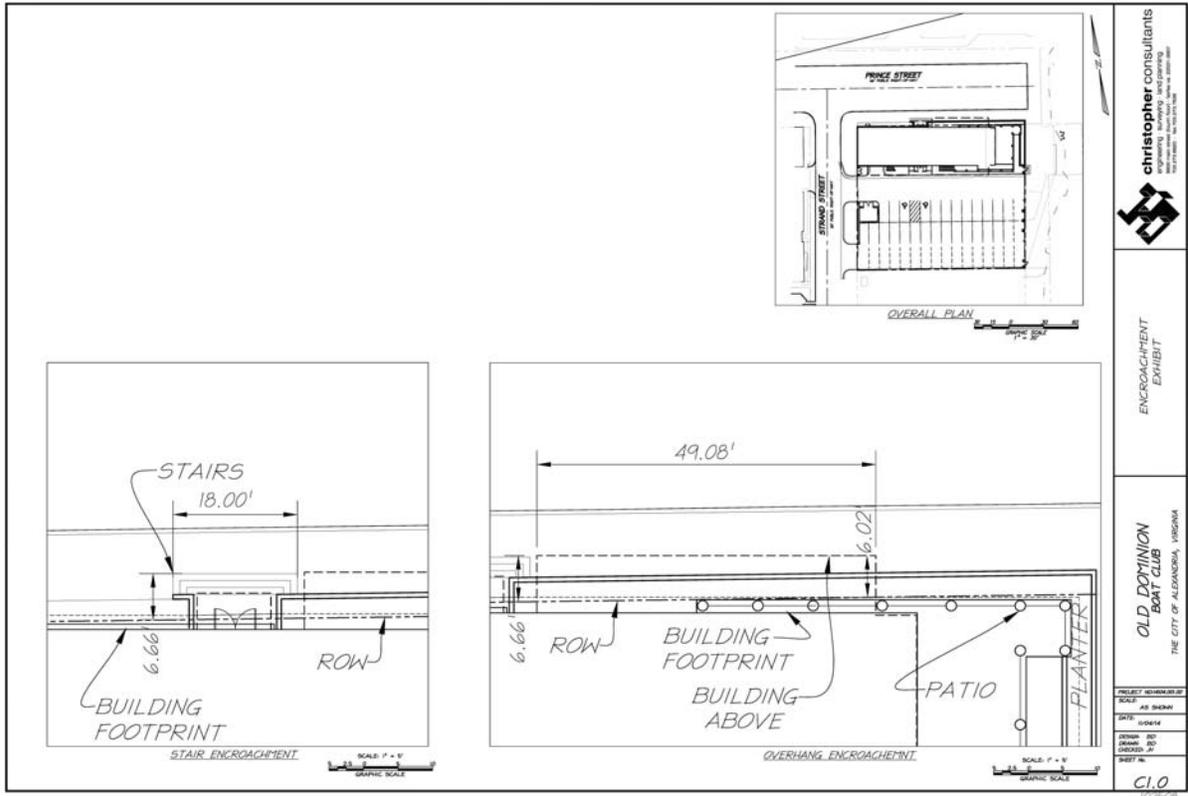
- F-1 The subject property is located in a historically sensitive portion of Alexandria's historic waterfront. The Beachcomber Restaurant opened in 1946, becoming something of a local landmark, and it still stands on the subject property today. Prior to that, a series of wharves and piers were built along the Potomac River shoreline in this area, among them Fowler's (or Fowle's) Wharf. Given the dynamic nature of the Alexandria waterfront, this property's location at the foot of Prince Street is prime potential historical and archaeological real estate.
- F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

Code

C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond



christopher consultants
 engineers, architects, interior designers
 1000 West 17th Street, Suite 1000
 Norfolk, VA 23510
 757.622.1100

ENCROACHMENT EXHIBIT

OLD DOMINION BOAT CLUB
 THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NUMBER	AS SHOWN
SCALE	AS SHOWN
DATE	04/24/14
DRAWN BY	CHANG, J
CHECKED BY	
SHEET NO.	C1.0

10/2/2013

Exhibit 1 – Encroachment Exhibit

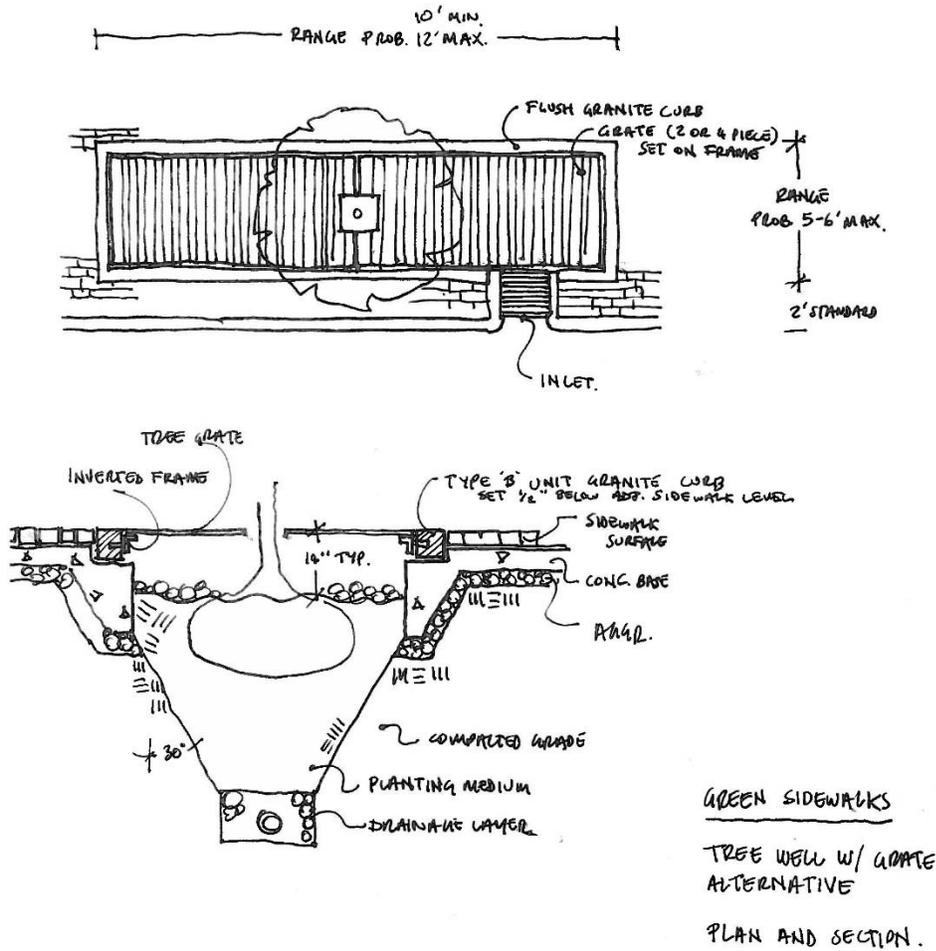


Exhibit 2: Tree well design for Strand Street shall include the following amendments:

- 1) reduce the depressed soil level to that of a standard tree well with grate, and
- 2) remove the curbside inlet

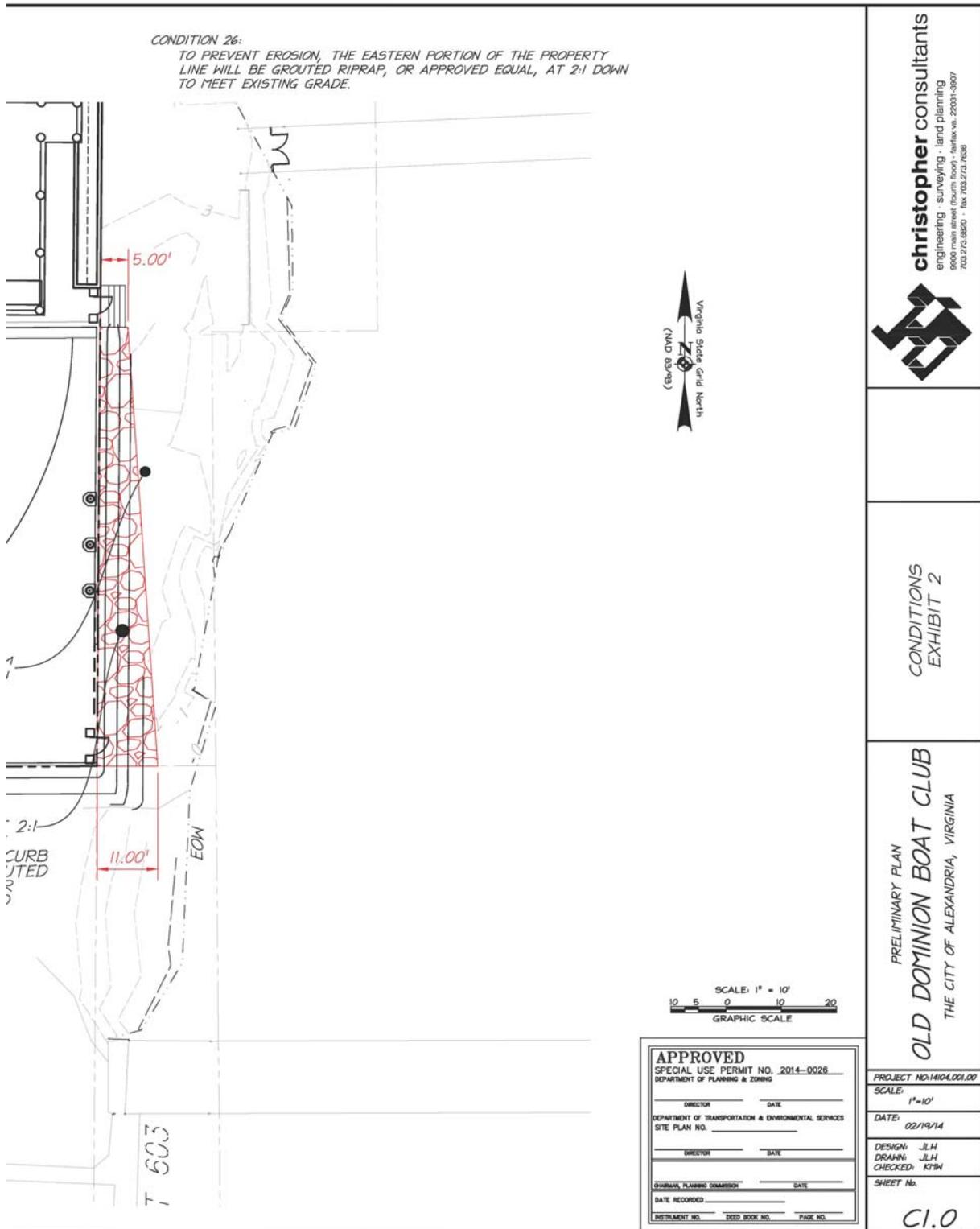


Exhibit 3: Interim shoreline condition

Exhibit 4: Proffer Statement

PROFFER STATEMENT FOR ZERO PRINCE, 200 STRAND
AND PORTION OF 204 STRAND

Pursuant to Section 11-804 of the Zoning Ordinance, 1992, as amended, (“The Ordinance”), we, the City of Alexandria as Owner and the Old Dominion Boat Club, as Contract Purchaser, of the property previously known as a portion of Zero Prince, 200 Strand Street and 204 Strand Street, and currently known as Lot 600 pursuant to Deed of Subdivision dated November 12, 2014 and recorded in the Land Records for the City of Alexandria as Instrument #140016494, (“the Property”), as part of the request for a map amendment to rezone the Property from the W-1/Waterfront Mixed Use zone to the WPR/Waterfront Park and Recreation zone, do hereby proffer the following:

1. Development on the property shall be subject to the particular development plan submitted for the construction of a clubhouse and related parking lot for a boat club use pursuant to DSUP 2014-0026, if approved by City Council.

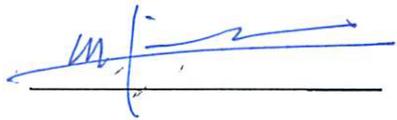
In the event that the rezoning (REZ13-013) and associated approvals DSUP 2014-0026 and ENC14-006 are not approved, these proffers shall be null and void.



Richard Banchoff, President

Old Dominion Boat Club

Date: 2-25-15



Mark Jinks, Acting City Manager

City of Alexandria

Date: 2-25-15



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2014-0026 **Project Name:** Old Dominion Boat Club

PROPERTY LOCATION: Zero Prince, 200 Strand and part of 204 Strand

TAX MAP REFERENCE: 075.03-03-11, -12, part of -15 **ZONE:** W-1 / WPR

APPLICANT:

Name: Old Dominion Boat Club

Address: 1 King Street, Alexandria, VA 22314

PROPERTY OWNER:

Name: City of Alexandria

Address: 301 King Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL The Applicant proposes to build their relocated Boat Club building on the site as part of the overall settlement with the City regarding their waterfront property interests.

MODIFICATIONS REQUESTED Modification of the minimum setbacks for front building line and side yard for ship's bell, open and usable space, minimum crown coverage, minimum landscaping installation, vision clearance and screening of parking on-site.

SUP's REQUESTED Parking reduction special use permit.

THE UNDERSIGNED hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Mary Catherine Gibbs, Hart, Calley, Gibbs & Karp, PC

Print Name of Applicant or Agent

307 N. Washington Street

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

Signature

703-836-5757

Telephone #

703-548-5443

Fax #

mcg.hcgk@verizon.net

Email address

December 11, 2014 (amended) December 22, 2014

Date

Second amendment

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 ten percent.

Old Dominion Boat Club is a not-for-profit entity with no individual owners.

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

- Yes.** Provide proof of current City business license.
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. ODBC	1 King Street, Alexandria, VA 22314	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at Zero Prince, 200-204 Strand (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. City of Alexandria	301 King St., Alex., VA 22314	100%
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within 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. ODBC	None	
2. City of Alexandria	None	
3.		

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

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

11/11/14 Mary Catherine Gibbs
Date Printed Name


Signature

2. Narrative description. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

The Old Dominion Boat Club has been present on the City's waterfront since 1880, in two other locations, the foot of Duke Street in the late 1800's and the foot of King Street since the 1920's. The ODBC entered into a Settlement Agreement and a Property Acquisition and Exchange Agreement earlier this year to facilitate ending a long dispute with the City over their property rights. As part of those agreements, the ODBC agreed to move their clubhouse one more time, to the foot of Prince Street. This application seeks the formal approval of that new Clubhouse in accordance with those agreements.

The ODBC operates for the benefit of its membership to promote charitable and community service, athletic water related activities and fellowship among its members. It has 800 full-time voting members and 20 employees.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

800 full-time members, with meal service provided from 11 a.m. to 10 p.m., 7 days a week, and breakfast on Saturdays and Sundays.

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e., day, hour, or shift).

20 employees total.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
<u>Meal Service (lunch and dinner) is provided from 11 a.m. - about 10 p.m., 7 days a week.</u>			
<u>Saturdays and Sundays also have a breakfast service provided.</u>			

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Noise levels are typical for a social club of this size.

B. How will the noise from patrons be controlled?
The members will have secure access to the building and most of the activities will take place inside the club, with the exception of the outdoor decks provided and several outdoor events that the Club provides its members during the course of the year, the amount and type changes from year to year.

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

None.

8. Provide information regarding trash and litter generated by the use:

- A. What type of trash and garbage will be generated by the use?
Typical type for a social club of this size.

- B. How much trash and garbage will be generated by the use?
Typical amount for a social club of this size.

- C. How often will trash be collected?
Weekly or more, if needed.

- D. How will you prevent littering on the property, streets and nearby properties?
The Club's members and employees keep the site clean.

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?

The parking area will be gated and fenced, with security locks accessed by the members and the Clubhouse itself will also be secured with locks and members/employees will access with card keys.

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.

The Club currently has an on-premises ABC license for beer and wine only.

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?

50 (1 per 200 sf)

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

23 Standard spaces

 Compact spaces

2 Handicapped accessible spaces

20 tandem 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**. See attached.

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?

NA

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

NA

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

NA

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

Street access is adequate.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

The Boat Club is requesting a reduction in the total amount of parking provided, and authority for stacked spaces as shown on the site plan. The requirement per the net square footage is 50 spaces, and the site plan provides 25 spaces, plus 20 more in a stacked configuration, including the 2 handicapped spaces provided.

2. Provide a statement of justification for the proposed parking reduction.

The parking reduction is justified by the settlement agreement with the City. This is the most parking we can configure on the lot.

3. Why is it not feasible to provide the required parking?

The amount of land provided in the exchange with the City allows this amount of parking.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

Yes. No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

MPA # _____
REZ # 2014-00013

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The Application is consistent with the Old Town Small Area Plan and the Waterfront Overlay Plan, which called for a restaurant use on Zero Prince Street, and this use as a civic club is consistent with that type of use.

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:

Rezoning this property to WPR is consistent with the Master Plan in that it facilitates the exchange of the property for the Old Dominion Boat Club's current property at the foot of King Street without the use of eminent domain, opening up the foot of King Street, but maintaining the long-established Boat Club use on the City's Waterfront.

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.

Public facilities are being addressed globally in the Waterfront overlay plan, and this rezoning facilitates the implementation of that plan.

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):

The rezoning is proffered to the proposed new Boat Club building's site plan and development special use permit.



**Description of
Lot 600 as shown on an unrecorded Plat of Subdivision
Prepared by Charles P. Johnson and Associates
Dated May 2014 and revised through July 16, 2014
And Titled "Subdivision Plat showing Lots 600, 601, 602 and 603 being the
consolidation of Tax Parcels 075.03-03 -11,12,15 and 16
City of Alexandria, Virginia
November 10, 2014**

Beginning at a point being the intersection of the easterly right-of-way line of Strand Street (As dedicated by the above mentioned plat) and the southerly right of way line of Prince Street;

Thence continuing with the southerly right of way line of Prince Street S 82°08'34" E 146.01 feet to a point on the westerly line of Lot 601;

Thence leaving the southerly right of way line of Prince Street and running with the westerly line of Lot 601 S 08°36'26" W 125.01 feet to a point on the northerly line of Lot 602;

Thence leaving the westerly line of Lot 601 and running with the northerly line of Lot 602 N 82°08'34" W 146.01 feet to a point on the easterly line of Strand Street;

Thence leaving the northerly line of Lot 602 and running with the easterly right of way line of Strand Street N 08°36'26" E 125.01 feet to the point and place of beginning and containing 18,251 square feet of land, more or less.

GENERAL NOTES

- 1) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA ZONING ORDINANCE AND ALL APPLICABLE CODES.
- 2) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 3) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 4) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 5) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 6) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 7) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 8) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 9) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.
- 10) ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA SUBDIVISION MAP ACT AND ALL APPLICABLE CODES.

UTILITY MARKING NOTES

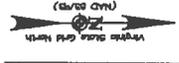
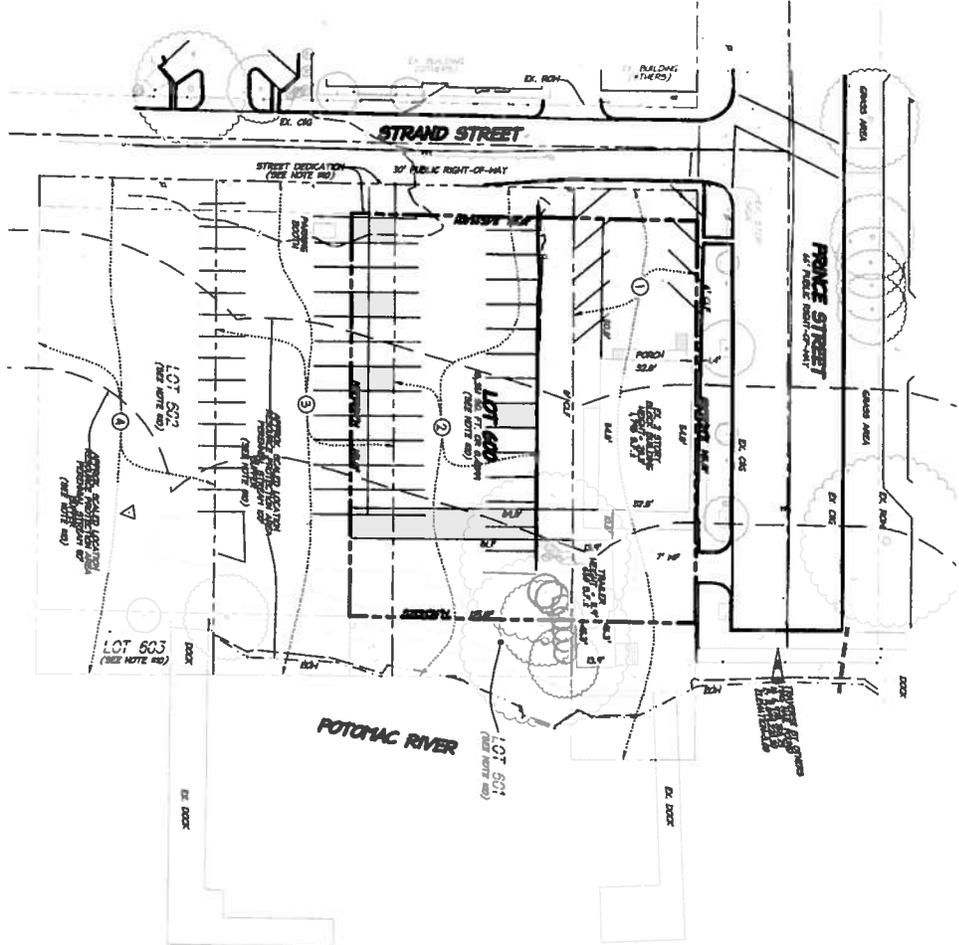
- 1) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 2) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 3) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 4) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 5) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 6) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 7) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 8) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 9) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
- 10) ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.

FLOOD HAZARD NOTE

ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF ALEXANDRIA FLOOD HAZARD ORDINANCE AND ALL APPLICABLE CODES.

UTILITY DESCRIPTION	PLANS	MARKED LOCATED	NOTES
SEWER	X	X	PROPOSED AND LOCATED AS SHOWN
WATER	X	X	PROPOSED AND LOCATED AS SHOWN
STORM SEWER	X	X	PROPOSED AND LOCATED AS SHOWN
TELEPHONE	X	X	PROPOSED AND LOCATED AS SHOWN
POWER	X	X	PROPOSED AND LOCATED AS SHOWN
OTHER	X	X	PROPOSED AND LOCATED AS SHOWN

- EXISTING PARCEL IDENTIFICATION**
- 1) [Symbol] [Description]
 - 2) [Symbol] [Description]
 - 3) [Symbol] [Description]
 - 4) [Symbol] [Description]



LEGEND

- Legend - New
- Legend - Existing
- Legend - Proposed
- Legend - Other
- Legend - Utility
- Legend - Boundary
- Legend - Easement
- Legend - Right-of-Way
- Legend - Flood Hazard
- Legend - Other

APPROVED

DATE: 10/24/19

PROJECT: OLD DOMINION BOAT CLUB

SCALE: 1"=20'

DATE: 10/24/19

DESIGNER: J.M.

CHECKER: J.M.

DRAWN: J.M.

SHEET NO. 1

PRELIMINARY PLAN
OLD DOMINION BOAT CLUB
 THE CITY OF ALEXANDRIA, VIRGINIA

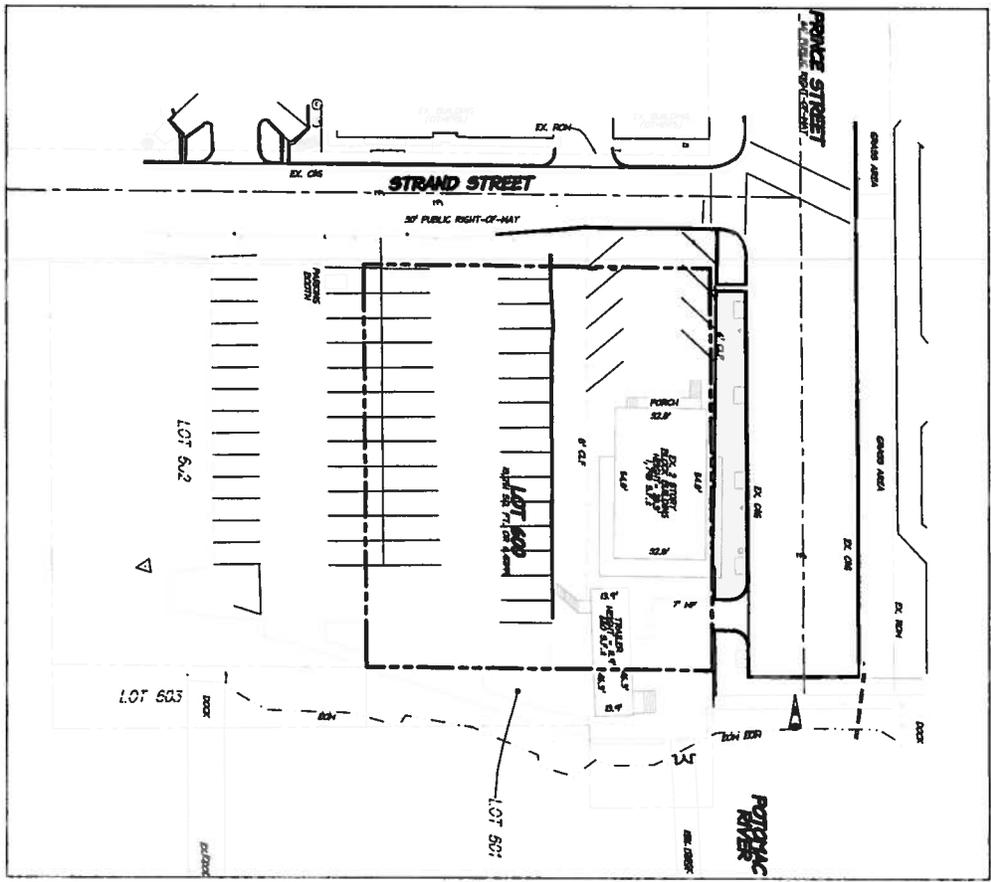
METES AND BOUNDS MAP



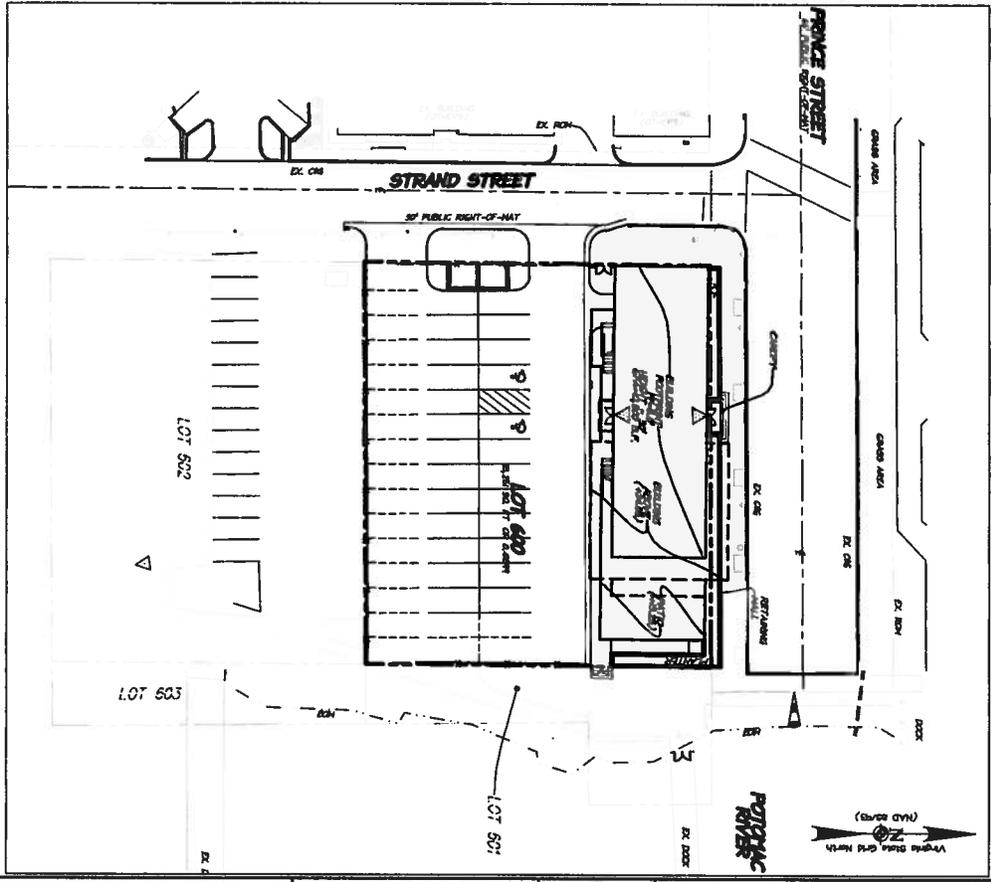
christopher consultants
 engineering - surveying - land planning
 1800 main street fourth floor Fairfax va 22031-3807
 703.272.8850 • fax 703.273.7106

102449

EXISTING BUILDING AND STRUCTURES:



PROPOSED BUILDING AND STRUCTURES:



PROJECT NO.	102357
DATE	10/23/17
DESIGNER	CHRISTOPHER CONSULTANTS
CHECKER	CHRISTOPHER CONSULTANTS

CONCEPTUAL PLAN II
OLD DOMINION BOAT CLUB
 THE CITY OF ALEXANDRIA, VIRGINIA

BUILDING AND STRUCTURES MAP



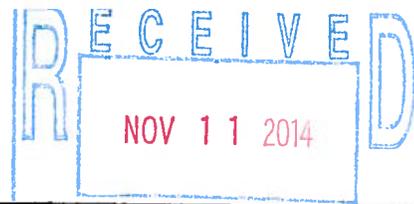
christopher consultants
 engineering surveying and planning

102357
 C1.0



APPLICATION

ENCROACHMENT



ENC# 2014-0006

PROPERTY LOCATION: Zero Prince Street
TAX MAP REFERENCE: 075.03-03-11 **ZONE:** W-1 / WPR

APPLICANT

Name: Old Dominion Boat Club
Address: 1 King Street, Alexandria, VA 22314

PROPERTY OWNER

Name: City of Alexandria
Address: 301 King Street, Alexandria, VA 22314

PROPOSED USE: Boat Club

INSURANCE CARRIER (copy attached) Will be provided **POLICY #** _____

A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

THE UNDERSIGNED hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

THE UNDERSIGNED hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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 I so attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Mary Catherine Gibbs, Hart, Calley, Gibbs & Karp, PC

Mary Catherine Gibbs
Signature

Print Name of Applicant or Agent
307 N. Washington Street
Mailing/Street Address
Alexandria, VA 22314
City and State Zip Code

703-836-5757 703-548-5443
Telephone # Fax #
mcg.hcgk@verizon.net
Email address

November 11, 2014
Date

Application Received: _____ Date and Fee Paid: \$ _____
ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL: _____

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. ODBC	1 King Street, Alexandria, VA 22314	100%
2.		
3.		

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

Name	Address	Percent of Ownership
1. City of Alexandria	301 King Street, Alexandria, VA 22314	100%
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are 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. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

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

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

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

November 11, 2014
Date

Mary Catherine Gibbs
Printed Name

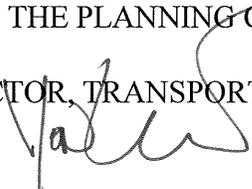

Signature

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 3, 2015

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: YON LAMBERT, ACTING DIRECTOR, TRANSPORTATION AND ENVIRONMENTAL SERVICES 

SUBJECT: DSP2014-00026, OLD DOMINION BOAT CLUB, CONDITION MODIFICATIONS

Subsequent to completion of the staff report, the two items below were brought to staff's attention, requiring edits to the conditions.

Condition 81 regarding exterior building mounted loudspeakers: City staff supports the use of speakers at the dockside in a limited capacity, as is currently implemented on their existing site. As the proposed dockside speakers are not located in close proximity to residential occupants, staff supports limiting the decibel level of the speakers as per the Noise Ordinance (City Code Section 11-5-4.1)

Revised Condition: All exterior building-mounted loudspeakers shall be prohibited, except as located on the dockside for the purpose of communicating with the occupants of boats docked at the club and no amplified sound shall be audible at the property line. Noise levels at the property line shall comply with the limits in the Noise Ordinance. (T&ES)

It is also noted that Condition 82 provides additional regulation of loudspeakers related to the restaurant use.

T&ES Code Requirement C-8 is included in developments where the City will provide collection to a townhome development, and was inadvertently left in the compiled conditions for this development:

~~In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right of Way. (T&ES)~~

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 3rd, 2015
TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION
FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING 
SUBJECT: ODBC: PERIMETER CONDITIONS

The issue of the proposed perimeter conditions around the Old Dominion Boat Club lot has been much discussed by City staff and the applicant during the preliminary design phase of this project. The applicant seeks to contest some of the provisions from Condition #8, to which staff offer a response in this memo.

Although this item has been the source of much debate between the two parties, staff has worked closely in partnership with the applicant on the entire project in order to overcome significant challenges, and with the joint goal of providing a high quality new home for the Boat Club.

From staff's point of view, the significance of the perimeter conditions around the site are twofold, and guided by condition #8:

Firstly, the ODBC site is being constructed to the raised grades envisioned in the Waterfront Plan. This will mean the ODBC is temporarily raised above its surrounding grades, until the various parts of the Waterfront Plan are constructed – e.g. the promenade, Prince Street Gardens and the expansion of Point Lumley Park.

It is staff's opinion, set forth in condition #8, that the ODBC lot should be capable of structurally supporting itself regardless of the adjacent improvements. This would mean that ODBC must put in place structural support (retaining walls or any other acceptable engineering solution) on the south and east sides adjacent to the existing City parking lot and the shore respectively. The difference in grade at those locations is up to approximately 3.5 feet. The north and west sides do not need to be treated similarly from a structural point of view as the grades there are either not changing or are at the building wall.

Recognizing that the ODBC is moving forward with an efficient time schedule, where the City can work with them to address the impacts of the different grades, we have. On the South side the condition allows the ODBC to start the grade of the future park by placing a berm on the

City's property that shores up the edge of the ODBC property. This has benefits to both the ODBC and the City because it provides additional green space and landscaping and allows for a better transition between the properties. However, on the east side there is very little property and the City has significant additional work that will need to be done during construction of the promenade making it difficult to accommodate the berm in this location. Therefore, in order to avoid the City becoming responsible for structurally supporting the ODBC lot at the time when the Waterfront Plan improvements are met, staff recommends requiring the ODBC to bear responsibility for their own lot. For the City to bear responsibility would incur additional cost to the Waterfront improvements and further complicate the construction process.

Secondly, from an aesthetic perspective, staff considers that the prominent location of the ODBC parking lot necessitates an attractive perimeter and suitable screening for parked vehicles, commensurate with the other improvements to the area that are envisioned. Specifically, staff considers it important that the low masonry wall is constructed to screen the base of vehicles (the wheels, grill etc.) which a fence alone would not achieve.

The applicant is asking for modifications to landscape screening of the parking lot which the staff finds acceptable given the limited amount of space available. However, a low wall with masonry piers and fence seems to staff like the most appropriate way to partially screen the lot and provide security for the ODBC. Although ultimately, the BAR will have approval responsibility for the perimeter features, condition #8 sets forth the basic outline that staff considered necessary for screening from an aesthetic point of view which requires a low masonry wall with a fence on the east and west sides of the property and an alternative, with landscape screening for the south side.

The applicant sent a proposal and a memo to the Planning Commission dated 2/26/15. This laid out their alternative suggestions for the perimeter.

Staff had concerns with some of the elements of those alternatives and met with the applicant on 3/3/15 where several issues were successfully resolved, notably the edge condition along the southern property line whereby a planted slope and fence is being permitted in lieu of a wall/fence. Staff and the applicant were able to come to a successful resolution at this location from an engineering and aesthetic point of view.

However, the west and east perimeter conditions remain unresolved. Staff does not agree with the 6 feet high wall on the west, due to the visual restriction such a wall would create. On the east side staff maintains that the applicant should bear responsibility for structurally supporting their lot along this edge. Staff has concern that any other alternative along the east side would involve the City incurring cost and additional construction burden when the proposed improvements to the Waterfront are installed along this frontage.

City Staff's amended version of Condition #8:

8. All walls, curbs, fences, piers, gates and lighting shall be subject to final approval by the Board of Architectural Review. The perimeter curb/wall and fence around the parking

lot shall not exceed 6 feet in total, with the exception of ~~the~~ any associated piers, or as approved by the Board of Architectural Review.

The perimeter features shall be to the following design:

- a. At the east and west property lines, a 30 inch (above the parking lot surface) masonry wall with a fence above and masonry piers (at a minimum framing the gate entrances and at corners). The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported from a structural perspective without resort to installing material to support the applicant's lot from any adjacent property.
- b. At the south property line, the applicant has the option of either:
 - i. The wall and fence as described in a) above (with 4-6 piers), or
 - ii. A curb with a fence above and masonry piers (4-6 piers) as determined by the Board of Architectural Review and off site screening on a planted berm located on Lot 602. If this option is selected by the applicant, the applicant shall be responsible for the installation of the berm at no greater than 2:1 slope, and extending a maximum of 4 feet in width from the southern property line for the first 105 feet from the west property line and a maximum of 7 feet in width from the southern property line for the remainder, saw cutting the asphalt on Lot 602, installing wheelstops on the adjacent row of parking, installing planting (at sufficient density, species and height to screen the parking lot to 3 feet in height) and an erosion control material both of which shall be maintained for a minimum of three years and in conjunction with the standards set out in the City's Landscape Guidelines, to the satisfaction of the Directors of P&Z, RP&CA, and DPI.
 - iii. The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported from a structural perspective without resorting to installing material to support the applicant's lot from any adjacent property except to the extent that the material is a compacted gravel sub-base that is permeable and allows for a minimum of 15 inches maintained of planting soil above.. The ODBC shall be responsible and liable for the structural integrity of its property including in any areas where the transition in grade to the adjacent city property is used to stabilize its property. The City shall not be liable for any damages to the ODBC property that may result from the ODBC's construction of this transition.

HART, CALLEY, GIBBS & KARP, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

307 NORTH WASHINGTON STREET

ALEXANDRIA, VIRGINIA 22314-2557

TELEPHONE (703) 836-5757

FAX (703) 548-5443

MEMORANDUM

TO: Alexandria Planning Commission

FROM: Mary Catherine Gibbs, on behalf of the Applicant, ODBC *mlb*

RE: Docket Item 11, March 3rd Planning Commission Meeting

DATE: March 3, 2015 (Update)

This memorandum is written to provide an update on the requested changes to Condition No. 8 as written in our memorandum dated February 26, 2015.

I. **AGREED CHANGES:** The Applicant has been able to work out with the Staff the following agreed changes to Condition No. 8 (the changes are underlined below):

8. All walls, curbs, fences, piers, gates and lighting shall be subject to final approval by the Board of Architectural Review. The perimeter curb/wall and fence around the parking lot shall not exceed 6 feet in total, with the exception of ~~the~~any associated piers, or as approved by the Board of Architectural Review.

The perimeter features shall be to the following design:

- a. At the east and west property lines, a 30 inch (above the parking lot surface) masonry wall with a fence above and masonry piers (at a minimum framing the gate entrances and at corners), subject to final approval by the Board of Architectural Review. The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported from a structural perspective without resorting to installing material to support the applicant's lot from any adjacent property.
- b. At the south property line, the applicant has the option of either:
 - i. The wall and fence as described in a) above (with 4-6 piers), or
 - ii. A curb with a fence above and masonry piers (4-6 piers) as determined by the Board of Architectural Review and off site screening on a planted berm located on Lot 602. If this option is selected by the

applicant, the applicant shall be responsible for the installation of the berm at no greater than 2:1 slope, and extending a maximum of 4 feet in width from the southern property line for the first 105 feet from the west property line and a maximum of 7 feet in width from the southern property line for the remainder, and extending a maximum of 4 feet in width from the southern property line for the first 105 feet from the west property line and a maximum of 7 feet in width from the southern property line for the remainder, saw cutting the asphalt on Lot 602, installing wheelstops on the adjacent row of parking, installing planting (at sufficient density, species and height to screen the parking lot to 3 feet in height) and an erosion control material both of which shall be maintained for a minimum of three years and in conjunction with the standards set out in the City's Landscape Guidelines, to the satisfaction of the Directors of P&Z, RP&CA, and DPI.

- iii. The applicant shall bear the responsibility of ensuring the perimeter feature is fully supported from a structural perspective without resorting to installing material to support the applicant's lot from any adjacent property except to the extent that the material is a compacted gravel sub-base that is permeable. The ODBC shall be responsible and liable for the structural integrity of its property including in any areas where the transition in grade to the adjacent city property is used to stabilize its property. The City shall not be liable for any damages to the ODBC property that may result from the ODBC's construction of this transition.

II. REQUESTED CHANGES FOR WHICH THERE IS NO AGREEMENT

The only remaining issues are with the height of the wall on the west side and the stability portion of the east side perimeter condition. First, with regard to the height of the wall on the Strand side, we simply believe the 6 foot high wall is consistent with the base of the building, hides the rolling gates, and permits the ODBC to add to the historical character of the waterfront by providing an interesting art piece about the historic waterfront pier locations.

Second, with regard to the east side, we have only one consideration to request, that the following language be added at the end of Condition 8(a): **“except to the extent that the material is a compacted gravel sub-base that is permeable, the same as is permitted in 8(b)(iii).”** We ask for this for the same reasons we stated in our earlier memo, this wouldn't be an issue if we could wait for the City to do its waterfront improvements. It's about not making the ODBC uselessly build a retaining wall on the east side that will no longer be necessary when the promenade is built. We're truly only asking for fairness regarding our timing.