

Docket Item #9 A&B

Development Special Use Permit #2013-0007
Transportation Management Plan #2014-0010
1199 South Washington Street – Hunting Terrace

Application	General Data	
Project Name: Hunting Terrace	PC Hearing:	April 1, 2014
	CC Hearing:	April 12, 2014
	If approved, DSUP Expiration:	April 12, 2017
	Plan Acreage:	12.49 Acres (544,156 SF)
Location: 1199 S. Washington Street	Zone:	RC / High Density Apartment
	Proposed Use:	Multi-Family Residential
	Dwelling Units:	443 Units
	Gross Floor Area:	464,811 SF (Residential) 279,000 SF (Garage)
Applicant: FP Alexandria, LLC; by M. Catharine Puskar, Attorney	Small Area Plan:	Hunting Creek Area Plan
	Historic District:	Old and Historic Alexandria District / Washington Street Standards
	Green Building:	Compliance with the City's Green Building Policy

Purpose of Application

A request for approval of a development special use permit, with site plan, to construct 443 residential units within two multi-family buildings; two levels of below-grade parking; and open space courtyards.

Special Use Permits and Modifications Requested:

1. Development special use permit and site plan, with modifications;
2. Special use permit for increased floor area ratio and density in exchange for affordable housing units pursuant to Section 7-700 of the Zoning Ordinance;
3. Special use permit for a parking reduction; and
4. Special use permit for a transportation management plan.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Dirk Geratz, AICP; Dirk.Geratz@alexandriava.gov
 Jessica McVary, AICP; Jessica.McVary@alexandriava.gov

PLANNING COMMISSION ACTION, APRIL 1, 2014: On a motion by Commissioner Dunn, seconded by Commissioner Macek, the Planning Commission voted to **recommend approval** of DSUP #2013-0007 and TMP SUP #2014-0010 subject to compliance with all

applicable codes, ordinances and conditions, with amendments to DSUP conditions 2 and 19. The Planning Commission also acknowledged the following representations by the applicant: 1.) the applicant will work with staff on the addition of 35 to 40 tandem parking spaces within the below-grade garage prior to City Council; 2.) the applicant will explore making a parking space available on the internal street for a car share vehicle if there is a demand in this location; and 3.) the applicant represented that most of the mitigation for impacts to the Resource Protection Area will occur on-site. The motion passed unanimously with a vote of 7 to 0.

Reason: The Planning Commission expressed support of the proposal and agreed with staff recommendations. The Commission recommended the revision of Condition 2d to provide additional pedestrian connectivity and the revision of condition 19 to require quality materials and detailing and consistency with the Washington Street Standards.

Speakers:

Maureen Dugan, 819 Green Street, spoke on behalf of the Old Town Hunting Creek Civic Association. Ms. Dugan expressed concerns with the proposed parking reduction, the desire of the applicant to charge future tenants for parking and the current parking challenges within her neighborhood.

Dale Latiff, 1250 S. Washington Street, expressed concern with the timing of the traffic signal at the intersection of S. Washington and Alfred Streets. Ms. Latiff noted that the pedestrian countdown signal does not provide sufficient time for a pedestrian to cross S. Washington Street.

Trudi Hahn, 1250 S. Washington Street, spoke on behalf of Porto Vecchio Condominiums and expressed concern with traffic impacts, the proposed parking ratio, the option for off-site mitigation for disturbance in the resource protection area and consistency of the project with the Southern Gateway concept.

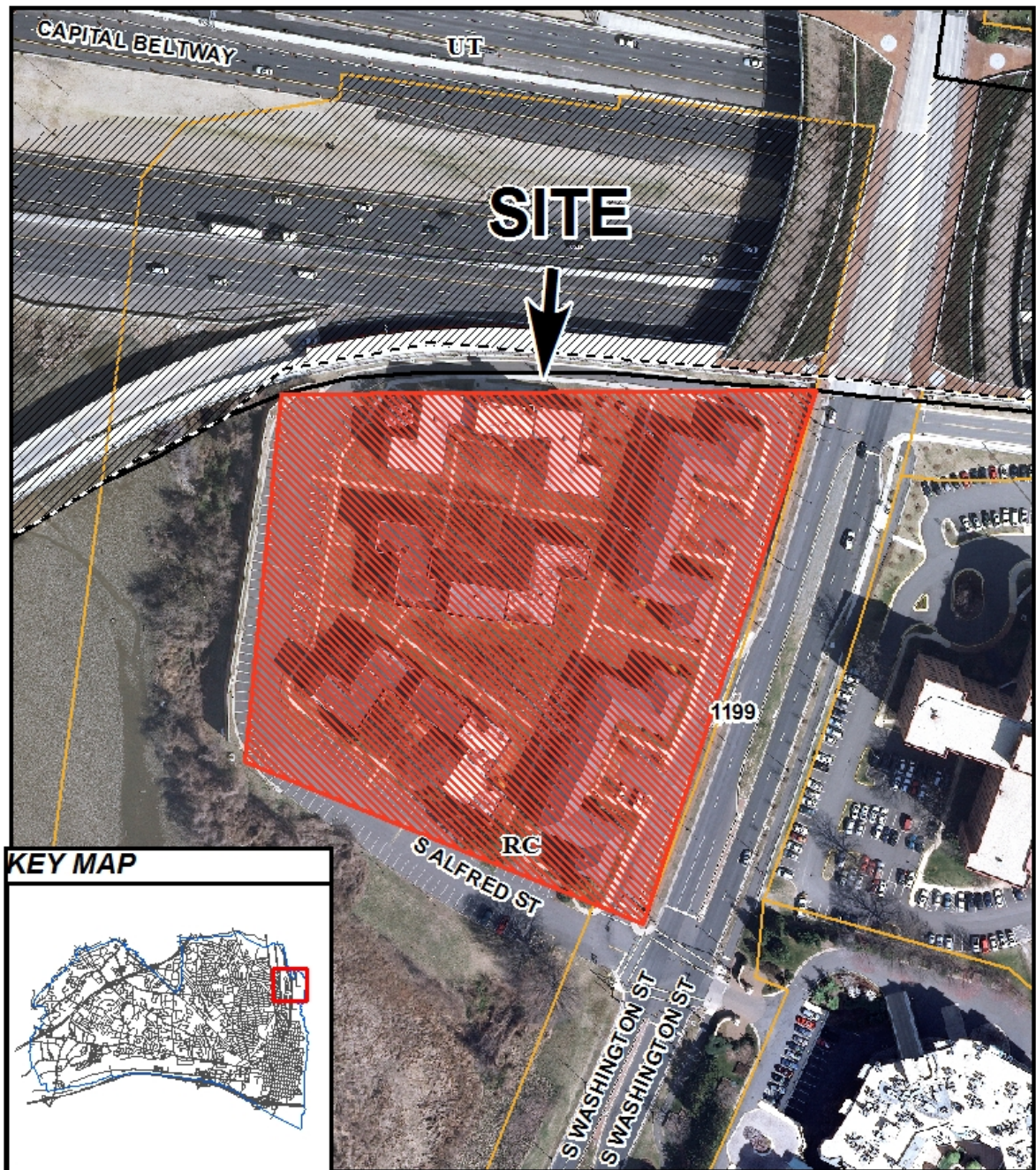
Poul Hertel, 1217 Michigan Court, stated that the proposal meets the Washington Street Standards but requested that the Planning Commission add a condition which requires the materials and detailing in the final site plan to be commensurate with the quality of design presented to Planning Commission.

M. Catharine Puskar, representing the applicant, spoke in support of the request and responded to questions and comments from the Commissioners and public.

DSUP #2013-0007

TMP #2014-0010

1199 South Washington Street – Hunting Terrace



DSUP #2013-0007

TMP #2014-0010

1199 South Washington Street



I. SUMMARY

A. Recommendation

Staff recommends approval of the request for a development special use permit with site plan to permit the construction of 443 multi-family residential units, including 24 affordable units, subject to compliance with the staff recommendations. The proposal provides several public benefits including:

- Maintaining the historic character of South Washington Street, a portion of the George Washington Memorial Parkway, through an 80-foot setback and deep courtyards reminiscent of traditional garden-style apartments;
- Providing an enhanced connection between the Hunting Creek Area and Old Town through streetscape and pedestrian improvements;
- Enhancing visual access to Hunting Creek through the provision of a publicly accessible boardwalk;
- Providing on-site affordable housing units; and
- High quality architectural design in compliance with the Old and Historic Alexandria District Washington Street Standards and the City's Green Building Policy.

B. General Project Description and Summary of Issues

The applicant, FP Alexandria, L.L.C, requests approval of a development special use permit with site plan to construct two 5-story, multi-family, residential buildings and two levels of partially below grade parking. The applicant proposes a total of 443 units, including 24 affordable units. Open space is proposed through both private courtyards and publicly accessible space, including an 80-foot setback area adjacent to South Washington Street and a boardwalk, which overlooks Hunting Creek. To construct the project, the applicant requests approval of the following:

- Development special use permit and site plan, with modifications;
- Special use permit for increased floor area ratio and density in exchange for affordable housing units pursuant to Section 7-700 of the Zoning Ordinance;
- Special use permit for a parking reduction; and
- Special use permit for a transportation management plan.

Key issues that were considered with this proposal, which are discussed in further detail below, include:

- Compliance with the Hunting Creek Area Plan;
- Compliance with the Washington Street Standards and Guidelines;
- Affordable Housing;
- Resource Protection Area; and
- Transportation and Parking.

II. BACKGROUND

A. Site Context

The project site is located in the southeastern portion of the City and is bordered by the Capital Beltway to the north, South Washington Street to the east and Hunting Creek to both the west and the south. The site is currently occupied by five garden-style apartment buildings (115 units) known as Hunting Terrace. Hunting Point on the Potomac Apartments (formerly Hunting Towers) and Porto Vecchio Condominiums are located across South Washington Street from the site. The site is located on a parcel which includes 12.49 acres; however approximately 5 acres of the parcel are located below the three-foot mean sea level elevation and are not considered lot area when calculating the permitted floor area or density. Therefore, the effective site area is 6.78 acres. Due to the proximity to Hunting Creek, a significant portion of the parcel is also located within the 100-year floodplain and the 100-foot buffer of the Resource Protection Area.

The site includes a rather significant change in grade, approximately 15 feet from South Washington Street to the western and southern portions of the site. This change in grade was the result of the Capital Beltway construction and, until recently, impeded the site's connectivity with Old Town, located just north of the site. The site functions as a transition to the urban grid of Old Town from the open landscaped character of the George Washington Memorial Parkway south of the site. This transition is improved with the recently completed urban deck, which was constructed to provide a visual and physical connection to Old Town as well as restore the memorial character of South Washington Street as it transitions to the George Washington Memorial Parkway.

B. Procedural Background

The Virginia Department of Transportation (VDOT) purchased Hunting Towers and Hunting Terrace in 2001 to construct the Woodrow Wilson Bridge and related Route 1 interchange improvements. In order to construct these improvements, approximately one-third of the original residential units in each development were demolished – one building at Hunting Towers and three buildings at Hunting Terrace.

At the completion of the above referenced infrastructure improvements, the previous owner of the two residential developments, Kay Management, entered into a partnership with the IDI Group Companies to re-acquire Hunting Terrace from VDOT under Kay Management's right of first refusal. The IDI Group Companies then submitted a development application for the construction of 361 luxury condominiums in four buildings, which ranged in height from 50 feet to 145 feet. The Hunting Terrace residents were relocated in anticipation of the site's redevelopment, but the Planning Commission denied the rezoning request and the applicant withdrew the applications. The Hunting Terrace buildings received a modest renovation and rented to new tenants. The current property owner and applicant, FP Alexandria, L.L.C., purchased the property in 2012.

C. Project Evolution

In the winter of 2013, staff met with the applicant prior to the submission of a concept plan to discuss the proposed redevelopment of the site. During this initial pre-concept meeting, the applicant proposed to construct 515 multi-family units, including 49 affordable units, within two 5-story buildings. The proposed application would have required either a rezoning or a text amendment to increase the floor area ratio and density on the site. While the Hunting Creek Area Plan contemplates a text amendment or rezoning to allow additional height and density for projects, which provide extraordinary affordable housing, staff did not support the applicant's proposal. Staff determined that 49 affordable units did not constitute "extraordinary" and also noted that the proposed project was not an appropriate mass and scale to achieve compliance with the Washington Street Standards and Guidelines. Therefore, staff encouraged the applicant to consider utilizing Section 7-700 of the Zoning Ordinance to gain additional floor area ratio and density, without requiring approval of a text amendment or a rezoning. In the spring of 2013, the applicant submitted a concept plan, which proposed 443 multi-family units, including 24 affordable units, within two 5-story multi-family buildings.

D. Detailed Project Description

The applicant, FP Alexandria, L.L.C, requests approval to construct two multi-family residential buildings at the southeastern entrance to the City on the George Washington Memorial Parkway. The proposal includes 443 units (24 affordable) with a mixture of unit types including studio; one – and two-bedroom units; and one- and two bedroom units with dens. In addition, the applicant proposes residential amenities such as an outdoor pool, a club room and a fitness area.

The applicant proposes to construct a private street, which bisects the site and connects with the existing drive aisle located on the southern portion of the site, currently considered an extension of South Alfred Street. One of the two residential buildings is proposed north of the new private street, adjacent to the existing Capital Beltway ramp, while the second building is proposed south of the new street adjacent to Hunting Creek. The private street is accessible from South Washington Street and provides access to the residential building lobbies and the garage ingress and egress located along the southern portion of the site.

Parking to accommodate the residential units is proposed within two levels of partially below-grade parking. The garage occupies nearly the entire site, with the exception of the eighty-foot setback area adjacent to South Washington Street. The garage includes 624 spaces, and an additional 10 spaces are located on the private street for a total of 634 spaces. As discussed in greater detail in the staff analysis section of this report, the applicant requests approval of a parking reduction with this application. Due to the topography of this site, it is important to note that the parking garage will be exposed along the southern drive aisle, but will be fully below grade along the northern portion of the site.

The proposed site design seeks to comply with the Washington Street Guidelines, which recommend a considerable setback from the street and separation between buildings to maintain the open feeling of the area. While compliance with the Washington Street Guidelines, as well as the Washington Street Standards, is discussed in greater detail in the staff analysis section of the report, it is important to note that the guidelines influence the site design. While the proposed buildings are larger than the traditional garden-style apartments located on South Washington Street, they are designed to recall this building typology by providing an 80-foot front setback and deep indentations in the facades. These deep indentations result in private courtyards located both along South Washington Street as well as within the site, and provide open space for the future residents.

III. ZONING

The site is zoned RC/ High Density Apartment, a zone which is intended to provide and maintain areas for high density apartment buildings. The RC zone, which is defined in Section 3-900 of the Zoning Ordinance, includes specific provisions for properties located south of the Capital Beltway and abutting South Washington Street, including the subject site. These additional standards were codified to implement the design guidelines established in the Hunting Creek Area Plan and include requirements related to the front setback area, the building orientation, site access, development area and transit access. The proposed application complies with the requirements of the RC zone, including the additional standards established in section 3-908 of the Zoning Ordinance.

Property Address:	1199 S. Washington Street	
Total Site Area:	12.49 Acres (544,156 square feet)	
Total Lot Area:	6.78 Acres (295,537 square feet) ¹	
Zone:	RC / High Density Apartment Zone	
Current Use:	Multi-family Residential	
Proposed Use:	Multi-family Residential	
	Permitted/Required	Proposed
FAR	1.25	1.50 ²
Height	50 Feet	50 Feet
Open Space	141,760 SF (320 SF / Unit)	143,200 SF
Setbacks		
Front	80 Feet	80 Feet
Side	16.67 Feet	30 Feet
Rear	N/A	N/A
Parking		

¹ The total lot area is different from the total site area because a significant portion of the site is located below elevation +3.0 feet mean sea level as defined by the U.S. Coast and Geodetic Survey.

² Special use permit requested for increase in FAR and Density pursuant to Zoning Ordinance section 7-700.

Residential Use:	661 spaces	576 spaces
Visitor	100 spaces	58 spaces
Total:	761 spaces	634 spaces ³

IV. STAFF ANALYSIS

A. Compliance with the Hunting Creek Area Plan

The Hunting Creek Area Plan, a supplement to the Old Town Small Area Plan, which was approved by City Council in October 2005, is a guiding document that outlines the community's objectives for the planning area. The Plan identifies several principles which establish a framework for the future of the planning area including: create and reinforce neighborhoods; preserve the area's historic scale and character; maintain availability of affordable housing; enhance public access to and enjoyment of the waterfront; encourage enhanced connectivity; and provide physical and visual access to natural open spaces. The following paragraphs discuss how the proposed project complies with these principles.

Reinforce neighborhoods and enhance connectivity

The Plan seeks to reconnect the Hunting Creek Area to Old Town, both aesthetically and physically, through enhanced landscaping, compatible building design and streetscape improvements. While the completion of the urban deck has enhanced the connectivity of these two areas, the proposal furthers this connection by introducing a streetscape consistent with that of Washington Street north of the Beltway. The proposal eliminates the existing service road, and introduces an internal street to create two urban blocks within the site. In addition, the applicant proposes to raise the grade of the property along South Washington Street, as recommended by the Hunting Creek Area Plan, and install an eight-foot sidewalk, pedestrian scale lighting and street trees to establish continuity and connectivity between the site and the properties located north of the Capital Beltway.

The Plan also encourages the development of common open space areas to reinforce neighborhood identity and neighborliness within the planning area. With this application, the applicant proposes to provide a publicly accessible open space area adjacent to South Washington Street. Consistent with the Plan, the open space is eighty-feet in width and stretches the length of the property. This open space area serves as a transition from the pastoral character of the George Washington Memorial Parkway south of the City to the urban grid of Old Town. It also provides an open space amenity for the future residents of the site and the surrounding community. In addition to the publicly accessible open space, the applicant also proposes four private courtyards, which include plantings, seating areas and a pool for future residents.

³ Parking reduction special use permit requested.

Retain residential use and maintain availability of affordable housing

The Plan recognizes that the predominant use within the planning area is residential and stresses the need to protect the area from inappropriate uses. The proposal is consistent with this plan recommendation as it is a residential development compatible with the neighboring uses. In addition to the 443 units, the applicant proposes residential amenities including two lobbies, a clubroom, a fitness area and an outdoor pool.

In addition to retaining the residential character of the planning area, the Plan also recommends maintaining the availability of affordable, workforce housing. As discussed in greater detail below, the applicant proposes to provide 24 affordable units within the development, as well as a contribution to the City's Housing Trust Fund. The affordable units include fourteen one-bedroom units and ten two-bedroom units.

Preserve historic scale and character

The Plan recognizes the importance of this site as a transition between the pastoral character of the George Washington Memorial Parkway and the urban grid of Old Town. Therefore, the Plan recommends that redevelopment on this site comply with the Washington Street Standards and Guidelines, and further recommends the introduction of the eighty-foot setback from South Washington Street. As discussed in greater detail below, the proposal complies with both the Washington Street Standards and Guidelines. The proposed buildings are compatible with the character of other residential buildings found on Washington Street and incorporate deep indentations in the facades to reduce the perceived mass and scale.

Enhance physical and visual access to waterfront and natural open spaces

The Hunting Creek Area is characterized by natural open spaces, as it is bordered to the east by the Potomac River and to the west and south by Hunting Creek. The Plan appreciates this unique character and encourages redeveloped properties to incorporate physical and visual access, when consistent with natural resource conservation, to these waterfront amenities. The Plan further encourages the recovery of previously developed resource protection areas (RPAs).

With this application, the applicant proposes to provide visual access to Hunting Creek through an elevated boardwalk along the western and southern portion of the site. Staff has included a recommendation which requires the applicant to work with staff during the final site plan review to include interpretive information along the boardwalk to increase public awareness and appreciation of Hunting Creek, as recommended in the Plan. While visual access is proposed, physical access is challenging to achieve without the introduction of additional impervious area within the RPA. As discussed in greater detail below, the applicant proposes to remain within the existing impervious area to prevent further encroachment into the 100-foot RPA buffer.

B. Building and Site Design

George Washington Memorial Parkway (Washington Street)

The Parkway, designed as a memorial to the nation's first President, was first authorized by the United States Congress in 1928 and constructed in segments between 1929 and 1970. The first segment, officially named the Mount Vernon Memorial Highway, was constructed in 1932 on the bicentennial of Washington's birth. The first segment of the Mount Vernon Memorial Highway was constructed from the Arlington Memorial Bridge to Mount Vernon, passing directly through the City of Alexandria on Washington Street.

In 1929, the Federal Government entered into a memorandum of agreement with the City to protect the commemorative nature of the Parkway within the City. The agreement served as an understanding between the Federal Government and the City that the character of Washington Street would remain compatible with the reflective and memorial character of the Highway. After World War II, the Federal Government became concerned with the character of projects approved by the City on Washington Street, and contemplated constructing an elevated highway along the Potomac River to divert traffic from Washington Street. In response to the Federal Government's concern, the City created the Old and Historic Alexandria District to control redevelopment along Washington Street and to preserve the colonial heritage of the City.

Old and Historic Alexandria District

This development proposal is located within the Old and Historic Alexandria District, which was created in 1946 and added to the National Register of Historic Places in 1966. One of the specific purposes of the Historic District is "to safeguard the city's portion of the George Washington Memorial Parkway and other significant routes of tourists access to the city's resources by assuring that development in and along those transportation arteries be in keeping with their historical, cultural and traditional setting."

The proposed application is subject to the review and approval of the Old and Historic Alexandria District Board of Architectural Review (BAR). The BAR reapproved the proposal to demolish the existing Hunting Terrace apartments as well as approved the general mass, scale and architectural character of the proposal through a concept review in September 2013. The below paragraphs provide an overview of the proposal's compliance with the Washington Street Standards and Guidelines, although the final building details are subject to the approval of the BAR.

Washington Street Standards

A project located on Washington Street is subject to a higher level of scrutiny and design to ensure that the memorial character of the George Washington Memorial Parkway is protected and maintained based on the City's 1929 agreement with the Federal Government. The below paragraphs provide a summary of the project's compliance with the additional standards for Washington Street, which are codified in section 10-105 of the Zoning Ordinance.

Construction shall be compatible with and similar to the traditional building character, particularly including mass, scale, design and style, found on Washington Street on commercial or residential buildings of historic architectural merit. Elements of design consistent with historic buildings which are found on the street shall be emphasized. Sec. 10-105(A)(3)(a)(1)(i)

The proposed design features an overall Colonial Revival architectural vocabulary which can be seen in several iterations on Washington Street including at historic garden apartment complexes such as Gunston Hall (901-915 South Washington Street), the George Mason Hotel (126 South Washington Street) and the federal courthouse (200 South Washington Street).

New buildings and additions to existing buildings shall not, by their style, size location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which are found on the street. Sec. 10-105(A)(3)(a)(1)(ii)

The proposed design reflects the historic garden apartment complexes found on South Washington Street. Further, the proposed development is located south of the Capital Beltway and there are no nearby historic buildings. Therefore, staff does not believe that the proposal will have a negative impact on historic buildings on Washington Street. Rather, staff believes that the proposal will complement the historic buildings and provide an appropriate entrance to the Old and Historic Alexandria District from the south.

The design of new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street. Sec. 10-105(A)(3)(a)(1)(iii)

The design and Colonial Revival style of the proposal complement the existing historic buildings on Washington Street. The proposed buildings will function as suitable background buildings to allow the historic buildings to remain visually prominent.

The massing of new buildings or additions to existing buildings adjacent to historic buildings which are found on the street shall closely reflect and be proportional to the massing of the adjacent historic buildings. Sec. 10-105(A)(3)(a)(1)(iv)

The design and site plan appropriately break up the massing to more closely match historic massing patterns and typical garden apartment massing. The project includes extensive landscaping in the deep setback from Washington Street and features courtyards which closely resemble development patterns in the portion of Washington Street from Hunting Creek to Wilkes Street.

New buildings and additions to existing buildings which are larger than historic buildings which are found on the street shall be designed to look separate and shall not give the impression of collectively being more massive than such historic buildings. This design shall be accomplished through differing historic architectural designs, facades, setbacks, roof lines and styles. Buildings should appear from the public right-of-way to have a footprint no larger than 100 feet by 80 feet. For larger projects, it is desirable that the historic pattern of mid-block alleys be preserved or

replicated. Sec. 10-105(A)(3)(a)(1)(v)

The project's site planning and building design effectively create a community of smaller buildings, each with an apparent footprint well under 100 feet by 80 feet. The site is divided into two blocks by the introduction of a central private street. For example, on the Washington Street elevation, each block face visually appears to be two distinct buildings with separate architectural styles, materials and colors, separated by a significant courtyard recess. Furthermore, changes in roof form, such as the pronounced and varied cornices and balustrade, as well as changes in setback further differentiate the buildings. The south and north elevations of the project also feature different stylistic components and façade changes to create the appearance of a series of distinct buildings while traveling on Washington Street.

The massing and proportions of new buildings or additions to existing buildings designed in an historic style found elsewhere in along Washington Street shall be consistent with the massing and proportions of that style. Sec. 10-105(A)(3)(a)(1)(vii)

The proposal has historically appropriate massing, scale and proportions for a Colonial Revival garden apartment complex. Washington Street includes Federal Revival, Georgian Revival and Neoclassical styles, all of which are subsets of the larger Colonial Revival. The proposal includes these subsets of the Colonial Revival style on the various facades.

New or untried approaches to design which result in new buildings or additions to existing buildings that have no historical basis in Alexandria or that are not consistent with an historic style in scale, massing and detailing, are not appropriate. Sec. 10-105(A)(3)(a)(1)(viii)

The proposed design is firmly rooted in the historic architecture found in the Old and Historic Alexandria District and specifically on Washington Street.

Facades of a building generally shall express the 20- to 40-foot bay width typically found on early 19th century commercial buildings characteristic of the Old and Historic Alexandria District, or the 15- to 20-foot bay width typically found on townhouses characteristic of the Old and Historic Alexandria District. Techniques to express such typical bay width shall include changes in material, articulation of the wall surfaces, changes in fenestration patterns, varying roof heights, and physical breaks, vertical as well as horizontal, within the massing. Sec. 10-105(A)(3)(a)(2)

Historically appropriate bay widths are found on the various buildings and are achieved through the use of changes in material, the use of pilasters, physical breaks at the courtyards, set-backs and changes in the roof form.

Building materials characteristic of buildings having historic architectural merit within the district shall be utilized. The texture, tone and color of such materials shall display a level of variety, quality and richness at least equal to that found abundantly in the historic setting. Sec. 10-105(A)(3)(a)(3)

The proposed materials include red brick, stucco, double-hung windows, cast stone, and synthetic wood.

Construction shall reflect the traditional fenestration patterns found within the Old and Historic Alexandria District. Traditional solid-void relationships exhibited within the district's streetscapes (i.e., ratio of window and door openings to solid wall) shall be used in building facades, including first floor facades. Sec. 10-105(A)(3)(a)(4)

The various buildings feature traditional fenestration patterns of punched openings with typical solid-void ratios. There are a few locations where more modern glazing is proposed, such as on the south elevation or on the internal street, but these areas are within courtyards or are used as hyphens and are minimally visible from Washington Street and do not directly front onto Washington Street.

Construction shall display a level of ornamentation, detail and use of quality materials consistent with buildings having historic architectural merit found within the district. In replicative building construction (i.e., masonry bearing wall by a veneer system), the proper thicknesses of materials shall be expressed particularly through the use of sufficient reveals around wall openings. Sec. 10-105(A)(3)(a)(5)

The architectural elevations submitted with the preliminary plan indicate that the level of ornamentation, detail and use of quality materials consistent with those found in the Old and Historic Alexandria District will be achieved. However, the final detailing will be subject to the review of the Board of Architectural Review in their approval of the Certificate of Appropriateness. The Certificate of Appropriateness will require that high-quality materials and appropriate detailing be used consistently throughout the project.

Washington Street Guidelines

In 1993, guidelines were adopted to provide a framework for new development and redevelopment on lots fronting Washington Street. Many of the principles originally adopted as guidelines were subsequently adopted as part of the Zoning Ordinance with the approval of the Washington Street Standards. However, an urban design principle from the guidelines that formed the basis for the Washington Street Standards and redevelopment on Washington Street is that the historic core area, which extends from approximately Pendleton Street to the north and Wilkes Street to the south, is generally characterized by a more urban development pattern with little to no setbacks or space between buildings. As one travels north or south from the historic core area on Washington Street, the building setbacks increase, ultimately terminating in green gateways to the City.

Consistent with the Washington Street Guidelines, the proposal incorporates an eighty-foot setback adjacent to South Washington Street to provide an adequate transition between the urban grid of Old Town and the George Washington Memorial Parkway. In addition, the proposal also recalls the building typology of the garden-style apartments prevalent on Washington Street,

with deep indentation in the facades. These indentations reduce the perceived mass and scale of the buildings, but also provide open space courtyards for future residents.

Green Building and Sustainable Design

The City's adopted plans and policies, including the Strategic Plan and the Green Building Policy, identify the importance of sustainable development to improve the quality and sustainability of the City's environment. The Green Building Policy, adopted in April 2009, recommends that residential development work to achieve a green building standard equivalent to LEED Certified. The applicant has agreed to comply with the City's Green Building Policy.

C. Increase in Floor Area Ratio and Density

With this application, the applicant requests approval of an increase in floor area ratio and density as an incentive for the provision of low and moderate income housing, pursuant to Section 7-700 of the City's zoning ordinance. Consistent with Section 7-700, the applicant proposes to increase both the floor area ratio and density on the site by 20 percent. This results in an increase of approximately 74,000 square feet and 74 units.

As previously mentioned, the Hunting Creek Area Plan emphasizes the importance of maintaining affordable housing within the plan area. While the preference of the Plan is to maintain the existing units, it does contemplate the provision of affordable housing with the redevelopment of the site, and suggests that the City may consider a rezoning or text amendment for the provision of extraordinary affordable housing. In this case, the applicant proposes to develop the property consistent with the RC / High Density Apartment Zone requirements and requests an increase in floor area ratio and density pursuant to Section 7-700.

Similar to other applications which have requested approval of an increase in floor area ratio and density, staff reviewed the proposal to ensure that the mass and scale of the proposed buildings are compatible with the existing neighborhood character. Due to this site's location in the Old and Historic Alexandria District and on Washington Street, there are several regulatory mechanisms to ensure compatibility with the historic district and maintain the memorial character of the George Washington Memorial Parkway. As previously noted, staff believes that the proposal complies with the Washington Street Standards and Guidelines. Staff also notes that the Hunting Creek area is characterized by large residential developments including Hunting Point on the Potomac and Porto Vecchio. Based on this context, as well as compliance with the above referenced standards and guidelines, staff supports the increase in floor area ratio and density on this site for the provision of affordable housing.

D. Affordable Housing

Existing Tenant Demographics

After the applicant acquired the property, they performed a survey to get a better understanding of the demographics of the existing tenants. The results of this survey showed that the average

annual income of the tenants was approximately \$64,500, with 83 percent of the existing tenants making incomes that exceed 60 percent of the area median income. Seventy percent of those surveyed were single-person households, and less than four percent of all households included children. As part of this redevelopment, the applicant has agreed to submit a relocation plan, which will be presented to the Tenant – Landlord Board on April 2nd that will abide with the City's voluntary relocation plan guidelines as part of the redevelopment of the site.

Proposed Affordable Housing Plan and Voluntary Contribution

The applicant has requested the use of Section 7-700 of the zoning ordinance which would increase the number of units that could be built on the site by 74 for the total of 443 units. In exchange for the use of Section 7-700 the applicant has submitted an affordable housing plan that would set aside twenty-four (24) rental units for low to moderate income households. The twenty four units would consist of fourteen (14) one-bedroom units and ten (10) two-bedroom units that would be affordable to households at or below 60 percent of the area median income and would remain as committed affordable units for a period of 40 years. The affordable housing plan was unanimously approved by the City's Affordable Housing Advisory Committee at their February 6 meeting.

In addition to the on-site affordable units, the applicant has proposed to make a voluntary contribution to the City's Housing Trust Fund in an amount of \$553,681 which is consistent with the voluntary formula accepted by City Council in June of 2005.

E. Modifications

The applicant also requests approval of a modification to the minimum landscaping requirements under Section 11-410(CC) of the Zoning Ordinance. Section 11-410(CC), which codifies the City's Landscape Guidelines, requires canopy coverage to occupy at least 25 percent of the total site area. Street trees within the public right-of-way do not apply toward crown coverage allowances, unless otherwise approved by the Planning Commission.

In this case, the applicant requests approval of a modification to include twelve street trees within the public right-of-way as part of the crown coverage allowance. With this application, approximately 73,885 sq. ft. of canopy coverage is required. The applicant currently proposes to provide approximately 68,750 sq. ft. of canopy coverage on the site through the installation of large and small canopy trees, ornamental trees and evergreen trees. In addition to the on-site canopy coverage, the applicant proposes to install twelve street trees on South Washington Street. While these street trees each provide 1,250 sq. ft. of canopy coverage (a total of 15,000 sq. ft.), they cannot count toward the canopy coverage requirement, unless a modification is approved by the Planning Commission. With the approval of the modification, approximately 83,750 sq. ft. of canopy coverage is provided (68,750 sq. ft on site and 15,000 sq. ft. within the right-of-way).

It is important to note that significant amounts of the proposed plantings are located above the parking structure. As trees and shrubs planted above structure have a limited opportunity to fully

mature, the Landscape Guidelines limit the crown coverage allowance for plantings above structure to fifty percent of the designated allowance. Therefore, although several large shade trees are proposed within the site – along the internal street and within the private courtyards - they do not provide the full canopy coverage allowance.

Staff supports the modification request, but has included a recommendation which requires the applicant to work with staff during the final site plan process to provide additional canopy coverage on the site, or provide a contribution to the Living Landscape Fund if a total of 25 percent crown coverage is not achieved.

F. Open Space

The applicant proposes a combination of publicly accessible and private open space on the site. As recommended in the Hunting Creek Area Plan, the applicant proposes an open space buffer eighty feet in width between South Washington Street and the proposed buildings. The landscape buffer, also required by Section 3-908 of the Zoning Ordinance, provides a transition to the urban grid of Old Town, as well as provides usable open space for existing and future residents. This publicly accessible open space includes a double row of street trees, pedestrian pathways, small clusters of plantings adjacent to the proposed buildings and an open lawn area. In addition to the landscape buffer, the applicant proposes a publicly accessible boardwalk along the southern portion of the site to provide visual access to Hunting Creek and the resource protection area.

Within the site, the applicant proposes four private courtyards. Two of the courtyards serve as visual extensions of the landscape buffer, which enhances the garden-style sentiment of the site. The courtyards include pedestrian pathways, seating and lawn areas for passive recreation. Ground level patios are proposed in the units that line the courtyards in order to activate these spaces. A third courtyard opens onto the internal street, and includes special pavers, seating areas and a pergola; a gathering space for future residents. The fourth courtyard is internal to the site and located above grade. It is located adjacent to the building's clubroom and overlooks Hunting Creek. An outdoor pool, special paving and seating areas are proposed within this south-facing courtyard.

G. Pedestrian and Streetscape Improvements

As previously discussed, the existing site is characterized by a substantial change in grade due to the construction of the Capital Beltway. The Hunting Creek Area Plan recognizes this issue and recommends that the grade of properties adjacent to Washington Street be raised as these properties redevelop. Section 3-908 of the Zoning Ordinance seeks to implement this recommendation through the following provision:

Section 3-908(A)(1): “The grade of the area between Washington Street and those structures closest to Washington Street shall be raised to approximately the elevation of the sidewalk along Washington Street to provide a broad parkway appearance...”

The applicant proposes to raise the grade of the site adjacent to South Washington Street in compliance with the Hunting Creek Area Plan and section 3-908 of the Zoning Ordinance. To further enhance the streetscape in this area, the applicant proposes to construct an eight-foot wide brick sidewalk which extends from the urban deck to the southern entrance of the site, in alignment with the existing pedestrian crossing at Porto Vecchio. The applicant proposes a double row of street trees to frame the sidewalk along South Washington Street, as well as an entry feature at the internal street.

In addition to the sidewalk along South Washington Street, the applicant also proposes pedestrian improvements within the site, including six-foot sidewalks, street trees and pedestrian scale lighting on both the north and south sides of the internal street. The sidewalk on the south side of the internal street provides a connection to an elevated boardwalk on the southern portion of the property, which provides views to Hunting Creek. The boardwalk transitions to a stone dust path at the southeastern corner of the site, to ensure a pervious material within the resource protection area, prior to connecting with the crosswalk at the southern entrance to the site.

Staff has also included a recommendation which requires the applicant to install a crosswalk and pedestrian signal at the northern end of the site to provide an additional connection to the east side of South Washington Street. This pedestrian improvement provides a direct connection to the bus stop on the east side of South Washington Street, as well as the northbound Mount Vernon trail.

H. Resource Protection Area

The site is located within a resource protection area (RPA) as it is within 100 feet of the tidal wetlands of Hunting Creek. Pursuant to Section 13-107(C), development is permitted within the RPA provided that there is no increase in impervious surface and no further encroachment within the RPA.

The applicant proposes to maintain the existing curb line on the site to ensure no further encroachment within the RPA. However, in an effort to comply with the Hunting Creek Area Plan, which recommends visual access to waterfront areas, the applicant worked with staff to introduce a boardwalk along the southern side of the existing curb line. The environmental management ordinance permits boardwalks within the RPA if approved by the Director of Transportation and Environmental Services. Staff has included a recommendation which requires the boardwalk to be constructed in a manner to maximize the ability of light, air and water to extend into the area below the boardwalk for the benefit of the ecological and biological systems within the resource protection area.

I. Parking

As previously mentioned, the applicant proposes to accommodate parking within two levels of a partially below grade parking garage and 10 spaces on the internal street. Within the below grade garage, the applicant proposes a total of 624 parking spaces which includes 521 standard

and 103 compact spaces. As discussed in greater detail in the following paragraphs, the applicant requests approval of a parking reduction for the residential units.

The Zoning Ordinance requires 661 parking spaces to accommodate the residential units. In addition to the residential parking requirement, the City typically requests that applicants provide an additional 15 percent of the required parking supply for visitor parking. In this case, a total of 761 parking spaces (661 residential plus 100 visitor) are required. With this application, the applicant proposes to provide 576 residential spaces and 58 visitor spaces, which results in a residential parking ratio of 1.30 spaces per unit and an additional 10 percent for visitor parking. The applicant proposes to accommodate the visitor spaces both within the garage and on the internal street.

Wells and Associates, Inc. prepared a parking study, dated February 14, 2014 to justify the proposed parking reduction. The study included data on the parking occupancy at the existing Hunting Terrace apartments as well as referenced other recently approved applications within the City. Parking occupancy counts were conducted at the existing Hunting Terrace Apartments on Wednesday, October 23rd, 2013 from 7:00 a.m. to midnight. At the peak, 115 total vehicles were parked on-site, which equaled an overall parking ratio of 1.0 space per unit. However, as 97 of the 115 existing units were occupied at the time of the study, the actual parking ratio was 1.19 spaces per unit.

In addition to the existing occupancy data, the applicant also provided data from seven other recently approved residential developments within the City including the Calvert, Mount Vernon Commons and Potomac Yard Landbay G. Within the residential developments cited, the minimum parking ratio was 1.25 spaces per unit, the maximum was 1.47 spaces per unit and the average was 1.37 spaces per unit. The proposed parking ratio of 1.30 spaces per residential unit and an additional 10 percent for visitor parking is consistent with the parking ratios approved in these comparable applications.

Staff supports the applicant's request to reduce the parking ratio to 1.30 spaces per unit due to the above referenced data as well as the proximity of the site to existing transit and pedestrian / bicycle networks. As noted in the traffic impact analysis prepared by Wells and Associates, the site is well-served by both Metrobus and DASH, with collective service to Old Town, Del Ray, Crystal City, Shirlington, Ballston, and Washington, D.C. as well as the Braddock Road, Pentagon, Ballston and Rosslyn Metrorail Stations. In addition, the Mount Vernon trail is located across South Washington Street from the site, which provides pedestrian and bicycle connectivity between Washington, D.C. and Mount Vernon.

J. Transportation

Traffic Impact Study

According to the Traffic Impact Study and Parking Demand Analysis conducted by Wells and Associates, Inc., the proposed development will generate 152 morning peak hour trips, 182 evening peak hour trips and 2,528 daily trips upon completion. It is important to note that these

figures include a 10 percent reduction for alternative transportation modes due to the proximity of the site to existing bus service and the Mount Vernon trail. In comparison, the existing Hunting Terrace apartments generate 821 daily trips; therefore the proposed development generates 1,707 net new trips.

The traffic impact study analyzed a series of intersections in the immediate vicinity of the site and drew conclusions based on existing conditions and future conditions with the development. Traffic analysis results at the signalized intersections are summarized in the below table.

Intersection	Existing Conditions		Future with Development	
	Level of Service (delays in sec./veh.)			
	AM	PM	AM	PM
S. Washington St at Alfred St	B (10.9)	A (7.9)	B (14.8)	C (29.3)
S. Washington St at Church St	C (25.4)	C (25.5)	C (22.1)	C (27.5)
S. Washington St at Jefferson St	D (42.3)	B (16.5)	D (46.0)	B (14.0)

The existing conditions analysis demonstrates that each of the studied intersections currently operate at an adequate level of service during the morning and evening peak hours. The analysis of the future conditions with development demonstrates that the studied intersections continue to operate at an adequate level of service during the morning and evening peak hours with the proposed development.

While the portion of Washington Street in the vicinity of the site operates at an acceptable level of service, staff does recognize that portions of Washington Street north of the site, especially north of Gibbon Street, are often congested travelling northbound in the AM peak and southbound in the PM peak as a result of commuter traffic. Traffic from this proposed development will marginally increase the delay at these more congested intersections north of the site. Traffic generated by the development will also have the ability to disperse in several directions prior to reaching the more congested portions of Washington Street, with some vehicles travelling to the north and using east/west roadways such as Gibbon Street to access I-495, and other vehicles travelling to the south on the George Washington Memorial Parkway to access destinations in the Mount Vernon and Fort Belvoir areas.

Transportation Management Plan

The applicant also requests approval of a Transportation Management Plan (TMP) Special Use Permit. The TMP requires contributions from all occupied residential units and uses these contributions to promote the use of transit, carpooling, bicycling, telecommuting and similar efforts to reduce single occupancy vehicle use. As noted in the staff recommendations, an on-site coordinator is responsible for managing and implementing the requirements of the TMP.

K. School Impacts

Currently, six ACPS students live in Hunting Terrace. The applicant proposes to construct 443 residential units, of which 24 units will be affordable. The student generation rate for new mid-

rise apartments is 0.02 students per unit, or 9 students for the 419 market-rate apartments. On average, Alexandria's affordable housing units have an average student generation of about 0.6 students per housing unit, substantially higher than market-rate housing, but substantially lower than the city's public housing. Using this factor, the proposed 24 affordable housing units at Hunting Terrace would generate approximately 14 students in ACPS schools. This project is located in the Lyles Crouch Elementary School attendance area. The proposed development project has been accounted for in school enrollment forecasts.

V. COMMUNITY

The applicant has organized community meetings and met with existing residents throughout the review of this proposal. The applicant hosted a meeting for the existing residents of the Hunting Terrace Apartments on July 15, 2013 in order to notify them of the proposed redevelopment. In addition, the applicant invited the Old Town Civic Association to a meeting on July 16, 2013 to discuss the proposal. More recently, the applicant met with the Porto Vecchio Condominium Association on March 11th and the Old Town – Hunting Creek Civic Association on March 19th. The applicant offered to meet again with the Old Town Civic Association; however they did not express an interest in a second meeting. The application was presented to the Federation of Civic Associations on March 26th. During these meetings, the community expressed concern with the timing of traffic signals at the intersection of South Washington and Alfred Streets, as well as the proposed parking reduction.

As briefly mentioned above, the Old and Historic Alexandria District Board of Architectural Review held public hearings on September 11, 2013 in which they reapproved the demolition of the existing Hunting Terrace apartments and also approved the general mass, scale and architectural character of the proposed development. In addition, the application was presented to the Affordable Housing Advisory Committee (AHAC) on February 6, 2014, at which time the affordable housing plan was unanimously approved.

VI. CONCLUSION

Staff recommends approval of the request for a development special use permit with site plan and modifications subject to compliance with all applicable codes, ordinances and the following staff recommendations.

VII. GRAPHICS



Figure 1: Proposed Site Plan



Figure 2: Proposed Views from South and Washington Street



Figure 3: Proposed Views from North and West



Figure 4: Proposed Views from Internal Street

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated January 17, 2014 and comply with the following conditions of approval.
 - A. ***PEDESTRIAN/STREETSCAPE:***
2. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements along South Washington Street and the boardwalk prior to the issuance of a certificate of occupancy permit. Complete all on-site pedestrian improvements associated with each building prior to the issuance of a final certificate of occupancy for that building.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. The streetscape on South Washington Street shall consist of an 8-foot wide unobstructed brick sidewalk, with a 4-foot continuous planting strip adjacent to the curb.
 - d. Sidewalks within the eighty-foot setback and adjoining private courtyards shall be brick. Brick, or other special paving material, shall also be provided at the entrance lobbies. **Work with staff to extend these walkways both to the north to the pedestrian crosswalk at the north end of the site as well as to the south to connect to the boardwalk and bus lay-bye.**
 - e. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
 - f. All brick sidewalks shall comply with City standards.
 - g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - h. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES. Install a new pedestrian crosswalk across South Washington Street. The new pedestrian crosswalk shall be located on the south side of the intersection of South Washington Street and the Hunting Towers driveway to facilitate pedestrian access to the northbound bus stop along South Washington Street. The new pedestrian crosswalk shall align with the existing curb ramp on the eastern side of South Washington Street. A new ADA compliant curb ramp shall be constructed by the Applicant on the west side of South Washington Street in conjunction with the new crosswalk.
 - j. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the

Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.

- k. Install pedestrian countdown signals and pedestrian activated push-buttons at the new pedestrian crosswalk on the south side of the intersection of South Washington Street and the Hunting Towers driveway in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG). The installation of the new pedestrian crosswalk, countdown signals and pedestrian activated push-buttons shall not require the relocation of the existing drainage inlet, signal pole or street light pole on the west side of South Washington Street.
 - l. 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. *** (P&Z)(T&ES)(PC)
3. A perpetual public access easement shall be provided for the private street, the adjacent sidewalks and the boardwalk. The easement shall be depicted on the easement plat and shall be approved prior to the release of the final site plan.* (P&Z)
 4. The existing decorative street lights on South Washington Street shall be retained and relocated to ensure coordination with the site and landscape plans. The relocated lights shall not conflict with the proposed street trees. The applicant shall be responsible for purchasing and installing additional decorative street lights, to match the existing, if determined necessary as part of the required lighting plan. (P&Z)(T&ES)

B. PUBLIC ART:

5. Per the City's Public Art Policy, adopted October 23, 2012, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. Public art provided on-site shall be of an equivalent value to the in-lieu contribution total.

On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed, or the in-lieu contribution shall be provided, prior to the issuance of the final Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process. **** (P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

6. A perpetual public access easement shall be provided for the eighty-foot landscape buffer located between South Washington Street and the residential buildings. The easement

shall be depicted on the easement plat and shall be approved prior to the release of the final site plan. * (P&Z)

7. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)
8. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Continue to work with staff to achieve additional crown coverage on the site. Provide a fee in lieu to the City's Living Landscape Fund for any deficiency in crown coverage prior to release of the final site plan. (P&Z)
9. The entry walls adjacent to South Washington Street shall be reduced in height; the tallest element of the wall shall not exceed six feet in height. Further refinements of the entry walls shall be subject to the review and approval of the Old and Historic Alexandria District Board of Architectural Review. (P&Z)
10. Provide a site irrigation and/or water management plan developed, installed and maintained to the satisfaction of the Directors of 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)
11. 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 P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles and other associated features. (P&Z)(T&ES)
12. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, fences 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 P&Z and T&ES. (P&Z)(T&ES)
13. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project if significant historical or archaeological information is uncovered during the course of the project that warrants interpretation. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Director of P&Z.* (Arch)(P&Z)
14. Work with staff, during the final site plan process, to provide interpretive information along the boardwalk which increases the public awareness of and appreciation for the natural environmental features adjacent to the site. Such interpretive elements may be considered a component of the public art.* (P&Z)

D. TREE PROTECTION AND PRESERVATION:

15. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Director of P&Z and the City Arborist. (P&Z)(RP&CA)

16. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)
17. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated January 17, 2014 and reduced if possible to retain existing trees and grades. (P&Z)

E. BUILDING:

18. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopies, bays, windows and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4" = 1'. (P&Z)
19. **CONDITION AMENDED BY PLANNING COMMISSION:** Building materials, finishes and architectural details shall be subject to review and approval by the Old and Historic Alexandria District 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. A materials board, which includes all proposed materials and finishes, shall be submitted as part of the Certificate of Appropriateness approval.
 - 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 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. ***
 - f. **The quality of materials and detailing in the final site plan must be commensurate with the quality of design and detailing prepared by the architect and presented to the Planning Commission and City Council and must also be consistent with the Washington Street Standards.** (P&Z)(PC)
20. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. The kitchen vents shall be integrated into the design of the facade of the building, and painted to match the exterior of the building so

- that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of P&Z. (P&Z)
21. Provide plan and section details of the conditions adjoining the garage doors as part of the final site plan. The garage doors shall minimize the projection of light from the garage. Consider a garage door which is made of a material to minimize noise penetration to above residential units. (P&Z)
 22. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
 23. 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)
 24. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
 25. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

26. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42” in height along open sides of the stairways and landings which are located 30” above the floor or grade below. The width between the balusters shall be no wider than 4” and the handrails are to be a minimum of 34” and a maximum of 38”. (Police)
27. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

F. SIGNAGE:

28. Signage shall be reviewed by the Old and Historic Alexandria District Board of Architectural Review as part of the Certificate of Appropriateness. (P&Z)
29. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

G. HOUSING:

30. The applicant has offered to make a voluntary contribution of \$553,681 to the City’s Housing Trust Fund, consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council on June 14, 2005. (Housing)***
31. The developer shall provide 24 affordable set-aside rental units consisting of fourteen one-bedroom units and ten two-bedroom units. (Housing)
32. Rents payable for the set-aside units shall not exceed the lesser of the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income or the maximum rents established for Section 8 and Housing Voucher Programs. Rents shall remain at the established affordable rates for a period of 40 years from the date of initial occupancy of each affordable unit. The owner shall re-certify the incomes of such households annually. (Housing)
33. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified

- household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. (Housing)
34. Applicants receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving such assistance. An applicant will be considered income qualified if the amount of rent the applicant can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent. (Housing)
 35. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Concentrations of affordable units will be avoided. (Housing)
 36. If the market rents are less than anticipated, the affordable rents as defined above (as adjusted for allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times. (Housing)
 37. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 40-year affordability period. (Housing)
 38. Occupants of the affordable rental units shall be charged a parking fee equivalent to no more than any commonly applied management fee for one parking space per unit. Normal charges shall apply with regard to any additional parking spaces rented by such occupant. (Housing)
 39. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager. (Housing)

H. PARKING:

40. Locate a minimum of 624 parking spaces in the underground garage for residents and residential visitors. (P&Z)(T&ES)
41. Provide 142 bicycle parking space(s) within the garage per Alexandria's current Bicycle Parking Standards. The location of the bicycle storage facilities within the garage shall be provided on the first final site plan. Bicycle parking standards are available at: www.alexandriava.gov/bicycleparking. (T&ES)
42. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:

- a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
- b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
- c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
- d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.). * (P&Z)(T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

43. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment 1 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
44. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
45. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
46. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met. (T&ES)
47. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in

- TMP contributions will be required as a result of participation in the District TMP. (T&ES)
48. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *** (T&ES)
 49. An annual TMP fund shall be created based on the TMP reduction goal of 25% of residents/employees not using single occupant vehicles during the peak hour, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate for this development shall be \$81.12 per residential unit. The rate shall increase on July 1 of each year by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment. (T&ES)
 50. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
 51. The TMP Coordinator will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
 52. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate goal of 35%, and submission of raw data). The fee shall be in the amount of five hundred seven (\$507.00) for the first 30 (thirty) days late and two hundred and fifty-three dollars (\$253.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase on July 1 of each year according to the Consumer Price Index (CPI) going forward. (T&ES)

J. BUS STOPS AND BUS SHELTERS:

53. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant. (T&ES)

54. In order for the WMATA 10A,B and DASH AT3 to continue to be operational while the site is under construction, buses must be able to continue to utilize “South Street” or another roadway within the site which will allow buses to obtain access to South Alfred Street and proceed northbound on South Washington Street. Demonstrate how buses will safely utilize the site to make the turnaround onto South Washington Street while the site is under construction. Consider leaving South Street open until the internal roadway “Private Street” is constructed and provide a safe access for buses to utilize to proceed onto northbound South Washington Street. (T&ES)
55. With the Final 1 submission, provide autoturn analysis for a 40’ bus to demonstrate that a bus can access, proceed through, and leave the site during all phases of construction. (T&ES)
56. Provide an easement to allow Metrobuses and DASH buses access onto the site. (T&ES)
57. Make the proposed WMATA 11Y bus stops on southbound South Washington Street ADA compliant. ADA compliance includes:
 - a. Install an unobstructed eight (8) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad’s surface material shall match the sidewalk. The loading pad’s cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)
58. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
 - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City’s bond for public improvements.

- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

K. SITE PLAN:

- 59. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
- 60. Submit a plat with all applicable easements prior to the first final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)(T&ES)
- 61. A copy of the recorded plats and deeds shall be submitted with the first request for a building permit.** (P&Z)
- 62. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas 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)(BAR)
- 63. 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 and P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.

- e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - l. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)
64. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. (P&Z)
65. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

L. CONSTRUCTION MANAGEMENT:

66. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
67. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;

- b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;
 - d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
68. 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 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)
69. The sidewalks along South Washington Street 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)
70. No major construction staging shall be allowed within the public right-of-way on South Washington 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)
71. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on the west side of South Washington Street (south bound bus), a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)

72. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
73. 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)
74. 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)
75. 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)
76. 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)
77. 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)
78. 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)
79. 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)

80. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
81. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

M. WASTEWATER / SANITARY SEWERS:

82. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
83. Based on the results of the sanitary sewer adequate outfall analysis, the applicant may be required to provide upgrades to the existing system in order to provide an adequate outfall for the proposed development. (T&ES)

N. SOLID WASTE:

84. Provide \$1,150 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 to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
85. Provide \$1,240 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 to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

O. STREETS / TRAFFIC:

86. 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)

87. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
88. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement “FOR INFORMATION ONLY” on the Traffic Control Plan Sheets. (T&ES)
89. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
90. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
91. Show turning movements of standard vehicles in the parking structure. 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)
92. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES:

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

Q. SOILS:

94. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

R. WATERSHED, WETLANDS, & RPAs:

95. The storm water collection system is located within the Cameron Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
96. 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)
97. 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)
98. 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/DEQ 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)
99. The proposed boardwalk shall be constructed in such a manner as to maximize the ability of light, air and water to extend into the area below the boardwalk to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)

S. BMP FACILITIES:

100. The City of Alexandria’s storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site’s proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

101. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
102. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
103. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
104. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
105. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the

homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

106. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
107. 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)
108. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

T. CONTAMINATED LAND:

109. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
110. 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)

U. NOISE:

111. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site,

particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

- 112. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)
- 113. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
- 114. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

V. *AIR POLLUTION:*

- 115. 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)

W. *CONTRIBUTIONS:*

- 116. The applicant shall contribute \$40,000 to the city prior to Final Site Plan release towards installation, operation and/or expansion of a bike share station in the vicinity of this project site as part of a coordinated bike share program.* (T&ES)

X. *ARCHAEOLOGY:*

- 117. 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)
- 118. 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)

119. 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)
120. Final Certificates of Occupancy shall not be issued for this property until applicable 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)

Y. DISCLOSURE REQUIREMENTS:

121. If applicable, all condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - d. Exterior building improvements or changes by future residents shall require the approval of the Old and Historic Board of Architectural Review, as determined by the Director of P&Z.
 - e. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.
*** (P&Z)
122. Notify prospective buyers, in its marketing materials and homeowner documents, that the interior street is a private street and that storm sewers located within the site are privately owned and maintained. (T&ES)
123. Notify prospective buyers, in its marketing materials and homeowner documents, that the street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)
124. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

- a. That South Washington Street is a major four-lane arterial and that future traffic is expected to increase. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- F - 1. The subject property is located within the Old & Historic Alexandria District and is also located on the George Washington Memorial Parkway, which is individually listed on the National Register of Historic Places. All projects fronting on Washington Street must be in conformance with the Washington Street Standards as established in the zoning ordinance. The Board reapproved demolition of the existing multi-family buildings on September 11, 2013. At that hearing, the Board also provided comments during a concept review.
- F - 2. On September 11, 2013, the Board reviewed the concept plan and generally supported the height, scale, mass and general architectural character. In preparation for the Certificate of Appropriateness, the applicant should meet with BAR staff and work on the following:
 - a. Explore the forms and treatments for the roofline, as well as refine the proposed pediments and balustrades (while ensuring conformity with the 50' height limit); and
 - b. Provide full materials sample board for stucco, various bricks, windows, etc...
- F - 3. Per previous comment, coordinate the upper and lower level parking quantities with the quantities shown on sheets A1.1a – A1.2b. According to sheets A1.1a – A1.2b, on the upper level there are a total of 318 spaces and on the lower level there are a total of 306 spaces.
- F - 4. Per previous comment, there appears to be a printing error throughout the Landscape Series. Please ensure that notes, details, scales and labels are legible in the first final site plan submission.
- F - 5. Per previous comment, revise the Crown Coverage Allowance (CCA) in the plant schedule and the overall crown coverage tabulations to identify the plantings over structure. Please note, pursuant to the Landscape Guidelines, the CCA credit shall be 50 percent of the designated allowance for plantings over structure. (While the plant schedule and tabulations were updated, additional updates are required. Specifically, six of the twenty-four Natchez Crape Myrtle trees are located over structure.)
- F - 6. In continuation of previous comment, update the crown coverage table to clarify that the street trees within the public right of way (12 London Plane trees) do not count toward

the crown coverage. The total area of coverage provided, with the removal of the 12 London Plane trees and the correction of the Natchez Crape Myrtle trees, as noted in the previous comment is 68,750 square feet.

- 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)

Transportation and Environmental Services

- F - 1. Currently, WMATA 10A,B and DASH AT3 buses utilize the existing “South Street” (service roadway adjacent to southbound South Washington Street) within the site as a first / last stop and temporary lay-bye area. From “South Street” buses turn left onto South Alfred Street, which allows buses to proceed onto northbound South Washington Street. (T&ES – Transit)
- F - 2. The WMATA 11Y currently serves the site by utilizing “South Street” and proceeds southbound onto the George Washington Memorial Parkway. (T&ES – Transit)
- F - 3. For operational purposes, while the site is under construction, buses WMATA 10A, B and DASH AT3 will need to have access to “South Street” and/or another constructed roadway within the site to be able to turn around and proceed onto northbound South Washington Street. (T&ES – Transit)
- F - 4. Ensure that no streetscape fixtures on site, such as signs, poles, and planters are within 3’ of the curb along the bus lay-bye, to prevent tail sign, mirror, and overhang contact by buses. (DASH)

- F - 5. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 6. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 7. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 10. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 11. 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 - 12. 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 - 13. 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 - 14. 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 - 15. 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 - 16. 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 - 17. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 18. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 19. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 20. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 21. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate 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 storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria. (T&ES)

[http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)

- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 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 City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov/solidwaste or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
- C - 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 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 14 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 15 All easements must be recorded prior to release of the site plan.* (T&ES)
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)

- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)

- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

VAWC Comments

- F - 1. Please provide a detailed water pipe, meter and hydrant demolition plan on final review.

Alexandria Renew Enterprises Comments

- F - 1. No comments received from AlexRenew.

Code Administration (Building Code):

- F - 1. The following comments are for conceptual review only. Once the applicant has filed for a building permit and additional information has been provided, code requirements will be based upon the building permit plans and the additional information submitted. If there are any questions, the applicant may contact Ken Granata, Plan Review Division Chief at ken.granata@alexandriava.gov or 703-746-4193.
- C - 1 Demolition, building and trades permits are required for this project. Six sets of construction documents sealed by a Registered Design Professional that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s) The building official shall be notified in writing by the owner if the registered design professional in the responsible charge is changed or is unable to continue to perform the duties
- C - 2 New construction of proposed two 5 story multifamily buildings with two levels of underground parking must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 3 A soils report must be submitted with the building permit application.
- C - 4 A Certificate of Occupancy is required prior to occupancy.
- C - 5 Required means of egress shall be maintained at all times during construction
- C - 6 Electrical wiring methods and other electrical requirements must comply with USBC and NFPA 70, 2008.

- C - 7 Permission from adjacent property owners is required if access to the adjacent properties is required to complete the proposed construction. Otherwise, a plan shall be submitted to demonstrate the construction techniques utilized to keep construction solely on the referenced property.
- C - 8 A wall location plat prepared by a land surveyor is required to be submitted to this office prior to requesting any framing inspection.
- C - 9 Where a structure has been demolished or removed, if left vacant the lot shall be filled and maintained to the existing grade (USBC 3303.4).
- C - 10 Service utility connections shall be discontinued and capped (USBC 3303.6).
- C - 11 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property (USBC 3303.5).
- C - 12 Excavation and fill for buildings and structures shall be constructed or protected so as not to endanger life or property. Stumps and roots shall be removed from the soil to a depth of at least 12 inches below the surface of the ground in the area to be occupied by the building. Wood forms which have been used in placing concrete, if within the ground or between foundation sills and the ground, shall be removed before a building is occupied or used for any purpose. Before completion, loose or casual wood shall be removed from direct contact with the ground under the building.
- C - 13 Toilet Facilities and units for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2 ICC/ANSI A117.1).
- C - 14 Construction equipment and materials shall be stored and placed so as not to endanger the public, the workers or adjoining property for the duration of the construction project
- C - 15 During Construction dwellings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible for the street or road fronting the property.
- C - 16 The temporary use of streets or public property for the storage or handling of materials or of equipment required for construction or demolition, and the protection provided to the public shall comply with provisions of the applicable governing authority and the building code.
- C - 17 In dwellings where an automatic sprinkler system is required by the code, it shall be unlawful to occupy any portion of a building or structure until the automatic sprinkler system installation has been tested and approved.

- C - 18 No fill or other surcharge loads shall be placed adjacent to any building or structure unless such building or structure is capable of withstanding the additional loads caused by the fill or surcharge. Existing footings or foundation which can be affected by any excavation shall be underpinned adequately or otherwise protected against settlement and shall be protected against later movement.
- C - 19 Provision shall be made to prevent the accumulation of water or damage to any foundations on the premises or the adjoining property.
- C - 20 Waste materials shall be removed in a manner which prevents injury or damage to persons adjoining properties and public right-of-way.
- C - 21 Construction documents and a schedule for demolition must be submitted when required
- C - 22 All structures under construction, alteration or demolition shall be provided with not less than one approved portable fire extinguisher in accordance with the building code.
- C - 23 A walkway shall be provided for pedestrian travel in front of every construction and demolition site unless the applicable governing authority authorizes the sidewalk to be fenced or closed. Walkways shall be of sufficient width to accommodate the pedestrian traffic, but in no case shall they be less than 4 feet in width.

Fire Department

- F - 1. The following comments are for completeness review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.

Acknowledged by applicant at concept review.

- F - 2. Plans should show location of all fire hydrants in and around site and fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.

Applicant has shown two fire hydrants.

- F - 3. All fire hydrants on property shall be city owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service.

Acknowledged by applicant.

- C - 1 The applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire

department connections (FDC) to the buildings; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width twenty-two (22) feet; f) the location and size of the separate fire line for the building fire service connection and fire hydrants.

- a. Applicant has provided requested information.
- b. Applicant has relocated FDC but indicates it is behind a retaining wall. FDC needs to be moved where it is accessible to fire department personal.
- c. Applicant shall consider free-standing FDC for this situation. Both FDC's on Buildings 1 and 2 shall be interconnected.
- d. Applicant has met this requirement.
- e. Applicant shall maintain existing or replace hydrant on West side of property. Applicant indicates further coordination is needed. To locate a "possible" fire hydrant. The existing hydrant will remain or be replaced.
- f. Applicant indicates roadway is designed for H-20 loading.

- C - 2 The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item C-3 requirements apply.

Applicant has provided requested information.

- C - 3 If building is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.

Applicant has provided ladder truck access as required.

- C - 4 The applicant shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.

Applicant has provided fire flow analysis and it is approved.

- C - 5 A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

Acknowledged by applicant at concept review.

- C - 6 The applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dbm when transmitting or receiving.
 - e. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. A bi-directional amplifier or other powered equipment must consist of two power sources:

- a. Primary Source: Dedicated branch circuit.
- b. Secondary Source: Battery backup capable of powering the system for 12 hours at 100 percent capacity.

Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

Acknowledged by applicant at concept review.

- C - 7 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

- a. Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.
- b. Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a $\frac{3}{8}$ -inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS.," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches, EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.
- c. Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



Acknowledged by applicant at concept review.

C - 8 Show fire apparatus vehicle turning radius based on the following specifications:

- Alexandria Fire Department
Fire Apparatus Specification Information
1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 67'8" (52' 0")
Overall Width - 105" (8') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 6") from front steer axle to drive axle.
Trailer - 300" (25' 0") from drive axle to rear steer axle.
GVW: 64,000#
Angle of Approach¹: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure²: Tractor - 11 degrees and Trailer - 13 degrees
Ramp Breakover³: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius⁴: Within 45' wall to wall.
 2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 49'0" (41' 4")
Overall Width - 105" (8') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 6")
GVW: 60,500#
Angle of Approach¹: 11 degrees
Angle of Departure²: 10 degrees
Ramp Breakover³: 6 degrees
Turning Radius⁴: Within 45' wall to wall.
 3. **Seach 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 200
Overall Length - 38'0" (32' 0")
Overall Width - 105" (8') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (17' 6.25") rounded to the nearest foot.
GVW: 51,000#
Angle of Approach¹: 11 degrees
Ramp Breakover³: 8 degrees
Turning Radius⁴: Within 42' wall to wall.
 4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 102 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 29'7" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 96" (8 ft 0 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft. 11 in.)

Tower 203 Turning Specifications

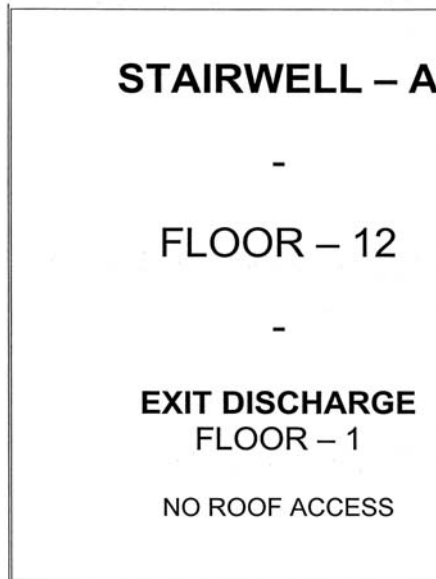
- a. Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet
 - i. Curb to Curb = 51.33 feet + / - 2 feet
 - ii. Inside turning radius = 37.73 feet + / - 2 feet

- b. Overall Length – 47' – 4 ½"
- c. Overall Width – 98"
- d. Wheel Bases from front axle to both rear axles – 240"
- e. Tandem axle spacing – 56" CL of axle to CL of axle
- f. Gross Weight – As built with no equipment or water gross weight = 66,000#
- g. Angle of Approach – 13 Degrees
- h. Angle of Departure – 11 degrees
- i. Ramp Break Over – Break over angle is 9°

Applicant has provided requested information.

C - 9 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

- a. Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.
- b. Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)
- c. Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



Example Stairway Identification Sign

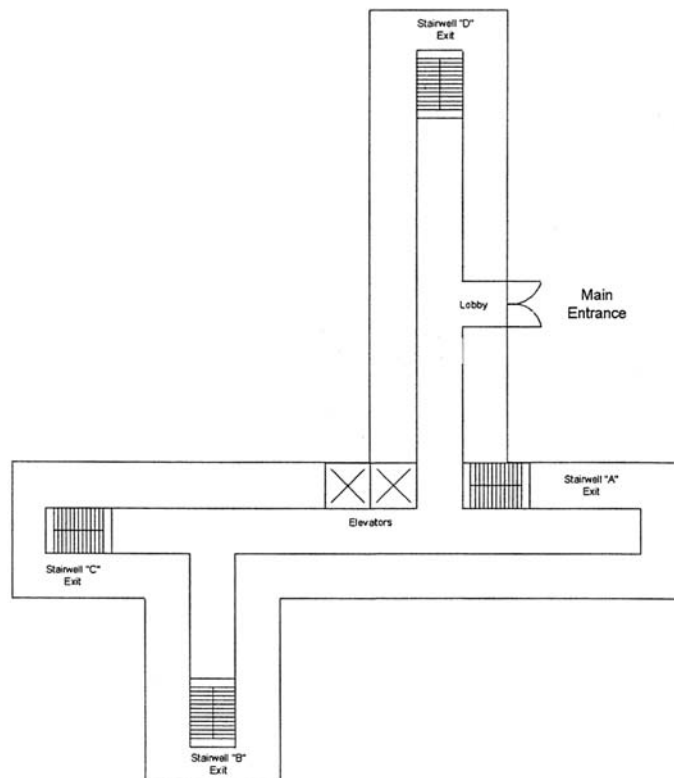


Figure 1020.1.6.2 Example Building Footprint Sign

Acknowledged by applicant at concept review.

- C - 10 A separate fire line is required for the building fire service connection. Show location and line size on plans

Applicant has shown fire line but size is not indicated. Line size (most likely 8 inch) must be sufficient to provide flow requirements for the entire structure.

- R-1 To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.

Applicant will provide roof access at each stair.

Police

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-1920.
- R-2 The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.
- R-3 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R-4 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R-5 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R-6 The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained
- R-7 For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.
- R-8 For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white.
- R-9 The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.
- R-10 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.

- R-11 It is recommended that the vehicular entrance to the garage be secured by a coiling gate
- R-12 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.
- R-13 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R-14 Recommend that the proposed bike storage area be enclosed by a fence, providing additional security against bike theft.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- F - 2. There is a possibility for the discovery of evidence of Native American occupation on this property, because it is located on the shoreline of Hunting Creek. Models of prehistoric site distribution suggest that this is a likely place for temporary camp sites. Historically, the lot was the site of the Broomielaw/Alexandria Brick Company. The property therefore has the potential to yield archaeological resources that could provide insight into Native American life in Alexandria prior to the arrival of Europeans and into industrial activities in the 19th and 20th centuries.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.
- R-1 To insure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. The applicant shall contact Alexandria Archaeology to obtain a scope of work for the initial Documentary Study by the next concept submittal, and documentary research shall commence immediately thereafter so that information about the history is available by the subsequent concept submittal. The Documentary Study shall be completed prior to submission of the preliminary site plan. Demolition activities may require archaeological monitoring. Prior to release of the final site plan, all required archaeological preservation measures shall be completed or a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards, shall be in place to recover significant resources in concert with construction

activities. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.

Health Department

Pool Facilities

- F - 1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.
- F - 2. Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$750.00 plan review fee payable to the City of Alexandria.
- F - 3. Plans shall comply with Alexandria City Code, Title 11, Chapter 11, the Aquatic Health Ordinance. Specification sheets shall be submitted for all equipment.
- F - 4. The filter room shall be located so that the pool operator does not have to leave the pool enclosure.
- F - 5. The bathhouse shall be located in the line of travel to the aquatic facility.
- F - 6. A certified pool operator shall be on-duty and on-site during all operating hours.
- F - 7. At least one certified lifeguard shall be on-duty during all operating hours for aquatic facilities. Additional lifeguards may be required due to the configuration of the facility and/or use of the facility.

Spa Pools and Interactive Water Features

- F - 8. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.
- F - 9. Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$375.00 plan review fee payable to the City of Alexandria.
- F - 10. Plans shall comply with Alexandria City Code, Title 11, Chapter 11, the Aquatic Health Ordinance. Specification sheets shall be submitted for all equipment.
- F - 11. The filter room shall be located so that the pool operator does not have to leave the pool enclosure.

F - 12. The bathhouse shall be located in the line of travel to the aquatic facility.

F - 13. A certified pool operator shall be on-duty and on-site during all operating hours.

Asterisks denote the following:

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

IX. ATTACHMENT 1 – Transportation Management Plan

Hunting Terrace TMP SUP#2014-00010

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that residential projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Hunting Terrace consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. Several DASH and Metro bus lines run near or through the site. Hunting Terrace has a goal of 25% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.

- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

	Land Use*	
	Dwelling Units	Commercial Sf
Hunting Terrace	443	n/a

**As of March 4, 2014. Subject to change.*

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.

- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 25% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$81.12 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
 - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
 - iii. Marketing activities, including advertising, promotional events, etc.

- iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
- v. Operating costs for adjacent bikeshare station.
- vi. Membership and application fees for carshare vehicles.
- vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
- viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

- a. As it is established in the revised TMP Guidelines, the project should integrate with the larger district level TMP program when it is organized. All TMP holders in the established area will be part of this District. No increase in TMP

contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.
- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met. The revised TMP program will go before the City Council for approval.
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred seven (\$507.00) for the first 30 (thirty) days late and two hundred and fifty-three dollars (\$253.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase on July 1 of each year according to the Consumer Price Index (CPI) going forward.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 4013-0007 Project Name: Hunting Terrace

PROPERTY LOCATION: 1199 S. Washington Street

TAX MAP REFERENCE: 083.01-01-06 ZONE: RC

APPLICANT:

Name: FP Alexandria, LLC

Address: 9600 Blackwell Road, Suite 200, Rockville, MD 20850

PROPERTY OWNER:

Name: FP Alexandria, LLC

Address: 9600 Blackwell Road, Suite 200, Rockville, MD 20850

SUMMARY OF PROPOSAL DSUP with site plan for a 443-unit, multifamily residential project with below-grade parking.

MODIFICATIONS REQUESTED

SUPs REQUESTED TMP SUP; SUP for parking reduction; SUP for bonus density, per Zoning Ordinance Section 7-700 for affordable housing.

☒ **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.

FP Alexandria, LLC, By: M. Catharine Puskar, Attorney

Print Name of Applicant or Agent

Walsh, Colucci, Lubeley, Emrich & Walsh, PC

Mailing/Street Address 2200 Clarendon Blvd, 13th Floor

Arlington, Virginia 22201

City and State

Zip Code

M. Catharine Puskar by EN
Signature

703-528-4700, Ext. 5413 703-525-3197

Telephone #

Fax #

Cpuskar@arl.thelandlawyers.com/Enicholson@arl.thelandlawyers.com

Email address

December 13, 2013

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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.

FP Alexandria, LLC

CFF Dynasty Trust - 31.33 % ownership

BFF Dynasty Trust - 31.33 % ownership

BKP Dynasty Trust - 31.33% ownership

address for all of the above: 9600 Blackwell Road, Suite 200, Rockville, MD 20850

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? N/A

☐ **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 FP Alexandria, LLC	9600 Blackwell Road, Suite 200 Rockville, Maryland 20850	100%
² CFF Dynasty Trust	same	31.33%
³ BFF Dynasty Trust	same	31.33%
BKP Dynasty Trust	Same	31.33%

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1199 S. Washington 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 FP Alexandria, LLC	9600 Blackwell Road, Suite 200 Rockville, Md. 20850	100%
² CFF Dynasty Trust	Same	31.33%
³ BFF Dynasty Trust	9600 Blackwell Road, Suite 200, Rockville, MD 20850	31.33%
BKP Dynasty Trust	Same	31.33%

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 FP Alexandria, LLC	None	None
² CFF Dynasty Trust	None	None
³ BFF Dynasty Trust	None	None
CFF Dynasty Trust	None	None

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

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

December 13, 2013

Date

M. Catharine Puskar, Attorney

Printed Name

M. Catharine Puskar ^{EN}

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.)

Please refer to attached narrative description.

2.) NARRATIVE DESCRIPTION

FP Alexandria, LLC (the "Applicant") is requesting a Development Special Use Permit (DSUP) with Site Plan to develop a 443 unit, two building multi-family residential project with below-grade parking to replace the existing 115 unit garden apartment complex on the property located at 1199 S. Washington Street.

In the way of background, the proposed development site area is approximately 6.78 acres in size (with a full parcel size of approximately 12.49 acres) and is zoned RC "High Density Apartment" district. It is located within the area of the Hunting Creek Area Plan adopted by City Council in 2005. The Hunting Creek Area Plan acknowledges the Hunting Terrace site as a potential redevelopment site that could yield a greater number of units than exists today. The Plan also provides a recommendation to retain housing as the primary use of the existing residential areas within the planning area.

The Applicant proposes to demolish the existing garden apartments and redevelop the site under the existing zoning to create a 443-unit residential community in two, five-story multi-family residential buildings with 643 parking spaces in a two-level below-grade garage. The proposed project incorporates variation in the building façade and offers views from S. Washington into landscaped courtyards. The Board of Architectural Review approved the application for demolition of the existing buildings at its September 11, 2013 hearing.

Parking for the proposed residential building will be located in a new below grade parking structure under the residential buildings and private street. Two levels parking and a total of 634 parking spaces are proposed with 624 spaces located below grade and 10 spaces located along the private street, for a parking ratio of 1.3 spaces per unit and 10% visitor parking. In conjunction with this DSUP application, the Applicant is requesting a parking reduction SUP and a TMPSUP. A parking analysis report prepared by Wells and Associates has been submitted for review by T & ES. Please see a copy enclosed with this application package as well as copies of other relevant studies including a traffic study, noise study, water quality impact analysis. An archaeological evaluation is in progress and will be submitted upon completion.

In addition, the Applicant requests approximately 73,844 square feet of bonus density for the provision of affordable housing per Section 7-700 of the Zoning Ordinance.

Finally, redevelopment of the site is in harmony with the Washington Street Standards as referenced in the Hunting Creek Area Plan. The Applicant has had concept review by the BAR and will continue to work with the BAR and Historic Preservation staff as necessary, to obtain approval of a Certificate of Appropriateness.

The Applicant has worked diligently to create a cohesive and attractive residential project which is sensitive to both the historic character of S. Washington Street and the unique environmental features of the site. The Applicant looks forward to enhancing the portion of S. Washington Street and providing additional residential opportunities in the southern end of the City.

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

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

N/A

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

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

N/A

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

Day	Hours	Day	Hours

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

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

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 residential trash.

- B. How much trash and garbage will be generated by the use?

Approximately 55 compacted cubic yards per week.

- C. How often will trash be collected?

Trash will be collected 3-4 times per week.

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

Property management staff to monitor.

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?

Standard residential security measures such as fob/key card entry at parking garage and all building access points.

ALCOHOL SALES

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

☐ Yes. ☒ No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

660

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

531 Standard spaces

103 Compact spaces

13 Handicapped accessible spaces (included in standard spaces)

Other

634 Total

- C. Where is required parking located? (check one) ☒ on-site ☐ off-site
below-grade garage
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**. Please 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? 0
- B. How many loading spaces are available for the use? 2 on-street loading zones
- C. Where are off-street loading facilities located?
N/A
- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading for residential move in/outs is permitted on weekdays and weekends. It is coordinated by the property management.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Typically there are no more than 2 move in/outs per day. Frequency varies based on leasing, but is permitted every day in coordination with property management.

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. See site plan for proposed street improvements.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

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

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

Reduction requested in number of residential parking spaces, based upon results of parking need/usage analysis.

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

Please see attached Hunting Terrace Traffic Impact Study and Parking Demand Analysis prepared by Wells & Associates, Inc. and dated December 4, 2013.

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

Please see the above-referenced document by Wells & Associates, Inc.

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

Please see the above-referenced document by Wells & Associates, Inc.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood. Please see the above-referenced document by Wells & Associates, Inc.

Item 9A&B DSUP13-007 Hunting Terrace

Dear Chairman Wagner and members of the Planning Commission:

I ask that the following condition be added to the application for approval of the building:

The materials and detailing in the final site plan must be commensurate with the quality of design.

The concept approval is predicated on the design of the original application, which meets the Washington Street Standards, and as a result, gives a distinctive character to the area.

For many years, Mr. Ed Braswell stated that architecture is very much dictated by the CFO, and to a lesser extent, architects.

Today, it is not uncommon for superior designs and materials to be replaced with lesser ones at the final site plan. Original architecture is being replaced with in-kind, which lacks the detailing envisioned in the original drawings.

For that reason, I request that the additional language be added to preserve the aims and goals of the architecture being approved here today so that the materials and detailing in the final site plan will not be replaced with in-kind substitution.

Thank you for your consideration.

Poul Hertel

From: mduganmsd@yahoo.com
To: [Kendra Jacobs](#); [Graciela Moreno](#); [Cicely Woodrow](#)
Subject: Call.Click.Connect. #48535: Planning Commission Inquiries, Dockets RE: Planning Commission Mtg on April 1s
Date: Monday, March 31, 2014 5:02:51 PM

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 48535.

Request Details:

- Name: Maureen Dugan
- Approximate Address: No Address Specified
- Phone Number: 7036096830
- Email: mduganmsd@yahoo.com
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: RE: Planning Commission Mtg on April 1st, item DSUP13-007.

The Old Town/Hunting Creek Civic Assn compliments the developer on the design of the proposed development. We also appreciate their willingness to come meet with us in the neighborhood. We have however, received comments and concerns from neighbors about this development -- most notably the requested parking reduction of 127 spaces and that the new bdlgs will charge tenants too much for parking. In our experience, more tenants have and seek parking for their cars than is estimated a priori. This is the case in with the last development in our neighborhood, the Clayborne Apts and it has had a very negative impact on the neighborhood as well as nearby businesses. We see a similar situation unfolding with the new devt if no changes are made. If a parking reduction is approved and if the developer charges more than a nominal amt for parking, some tenants will park in our neighborhood, already designated a parking deficit area. Our experience with the Clayborne Apts is that rather than paying more than \$100 a month for parking, many renters simply park 3 blocks or more in to the neighborhood -- even though this is not allowed per the DSUP and City Council action.

We request:

1. The parking reduction be reconsidered. If approved, we seek a commitment from the developer that parking spaces will be free or have a nominal cost so renters don't forgo garage parking and park in nearby neighborhoods instead.
2. We encourage the developer to dedicate a space to zipcar or similiar service.
3. We request a bike share station be added to the development to encourage bike use.

Separately, several neighbors expressed concern about the potential traffic impact of having an additional 300+ cars on Washington St esp. during rush hour.

Thank you for your consideration.

Maureen Dugan
Old Town/Hunting Creek Civic Assn

- Expected Response Date: Monday, April 7

Please take the necessary actions in responding, handling and/or updating this request at [the Call.Click.Connect. staff interface.](#)

If you need assistance with handling this request, please contact

CommunityRelations@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a **Call.Click.Connect.** request. Please do not reply to this email.

From: [M](#)
To: [PlanComm](#)
Subject: Planning Commission Mtg on April 1st, item DSUP13-007.
Date: Monday, March 31, 2014 5:08:11 PM

- Request Description: RE: Planning Commission Mtg on April 1st, item DSUP13-007.

The Old Town/Hunting Creek Civic Assn compliments the developer on the design of the proposed development. We also appreciate their willingness to come meet with us in the neighborhood. We have however, received comments and concerns from neighbors about this development -- most notably the requested parking reduction of 127 spaces and that the new bdlgs will charge tenants too much for parking. In our experience, more tenants have and seek parking for their cars than is estimated a priori. This is the case in with the last development in our neighborhood, the Clayborne Apts and it has had a very negative impact on the neighborhood as well as nearby businesses. We see a similar situation unfolding with the new devt if no changes are made. If a parking reduction is approved and if the developer charges more than a nominal amt for parking, some tenants will park in our neighborhood, already designated a parking deficit area. Our experience with the Clayborne Apts is that rather than paying more than \$100 a month for parking, many renters simply park 3 blocks or more in to the neighborhood -- even though this is not allowed per the DSUP and City Council action.

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Thank you for your consideration.

Maureen Dugan
Old Town/Hunting Creek Civic Assn

- Phone Number: 7036096830
- Email: mduganmsd@yahoo.com



Porto Vecchio

CONDOMINIUM UNIT OWNERS ASSOCIATION

April 1, 2014

Planning Commission, City of Alexandria

RE: Docket Item #9 A&B
Development Special Use Permit #2013-007
Transportation Management Plan #2014-0010
1199 South Washington Street (Hunting Terrace)

Representing the residents of Porto Vecchio Condominium, the entrance of which is across South Washington Street from the proposed development, I wish to bring to your attention four issues related to the proposed plan and permit.

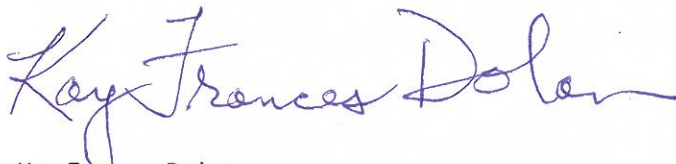
- 1) **Traffic Impact.** We are deeply concerned about increased traffic from the new development, including overall safety for drivers, cyclists, and foot traffic. Both entry and exit to and from Porto Vecchio will be affected. During rush hour, South Washington Street is already congested and backed up from outside the southern city limits through the city to such an extent that cars cannot go forward on green because the roadway is filled to capacity. Furthermore, weekend traffic is congested for entirely different reasons, including 1,800 recreational cyclists a day and reduced public transportation. We are concerned the traffic study was based on a window of time on a Wednesday for properties nowhere near the Hunting Creek neighborhood. We seek an additional traffic study that is based on comparables for the Hunting Creek neighborhood, for both weekday rush hour and weekend traffic and that would highlight remedial actions for the additional increase. We also seek clarification about plans for the current service road parallel to South Washington Street that accommodates public transportation. If the development goes forward, we also ask that the City periodically monitor the traffic flow and adjust the timing of lights, turn arrows, and pedestrian crossing signs, as appropriate.
- 2) **Parking Ratio.** The Special Use Permit also requests a ratio of 1.43 for resident and guest parking, a variance and reduction of 13% from the code requirement. Again, the properties used for comparison were close to Metro, though the proposed development is 1.6 miles away from Metro. Further, there is no street parking in that block or on the Urban Deck. There is no street parking south on the George Washington Memorial Parkway. We do not support the requested variance for reduced parking and recommend that the proposed development meet or exceed code for the safety of all.

- 3) **Mitigation Plan.** The site consists of 12.49 acres with 6.78 to be developed at this time. Figure 9 on Page 15 of the Hunting Creek Plan shows the Resource Protected Areas (RPAs) and Wetland Mitigation Easements. "RPA locations are based on a 100-foot buffer from shorelines and wetlands. New construction of structures or impervious surfaces is generally prohibited within RPAs. Wetland mitigation easements must be maintained in a way to that sustains wetland quality." However, the proposed Hunting Terrace Plan on Page 41 gives the developers an option to mitigate on-site or off-site. Porto Vecchio strongly disagrees with the alternative to mitigate off-site that would defeat the RPAs on the property. We are greatly concerned about runoff, siltation and the general health of the RPA along Hunting Creek, and seek the off-site alternative to be removed immediately from the proposed plan in favor of supporting the required on-site mitigation.
- 4) **Southern Gateway.** The proposed Hunting Terrace Plan should also complement the Southern Gateway concept intended to transition motorists coming up the bucolic parkway and entering the City of Alexandria. We seek clarification from the City and developers about linkage to the Southern Gateway and general maintenance of the grassy island between Porto Vecchio and the proposed development.

We wish more advance notice of the proposed development had been provided to us so we would have had more time to assess its impact on our neighborhood. We have always sought to be good, concerned neighbors, whether offering care of the NPS berms at our expense or being pro-active on the safety of cyclists, to give just two examples.

Thank you for considering our comments as part of your deliberations.

Sincerely,



Kay Frances Dolan,
President,
Porto Vecchio Condominium,
1250 S. Washington Street

cc : Dirk Geratz, Principal Planner, Department of Planning and Zoning: