

Development Special Use Permit #2014-0019
1800 Mount Vernon Avenue

Application	General Data	
Project Name: 1800 Mount Vernon Avenue	PC Hearing:	November 5, 2015
	CC Hearing:	November 14, 2015
	If approved, DSUP expiration:	November 14, 2018 (36 months from expiration date)
	Site Area:	26,793 sf (0.62 ac)
Location: 1800 and 1800 R Mount Vernon Avenue	Zone:	CL/ Commercial Low with Mount Vernon Avenue Urban Overlay
	Proposed Use:	Residential Mixed Use
	Gross Floor Area:	54,476 gross square feet
Applicant: Brevic Development LLC, represented by Duncan Blair, attorney	Small Area Plan:	Potomac West
	Green Building:	LEED Certified for residential use & LEED Silver (or equivalent) for retail interiors

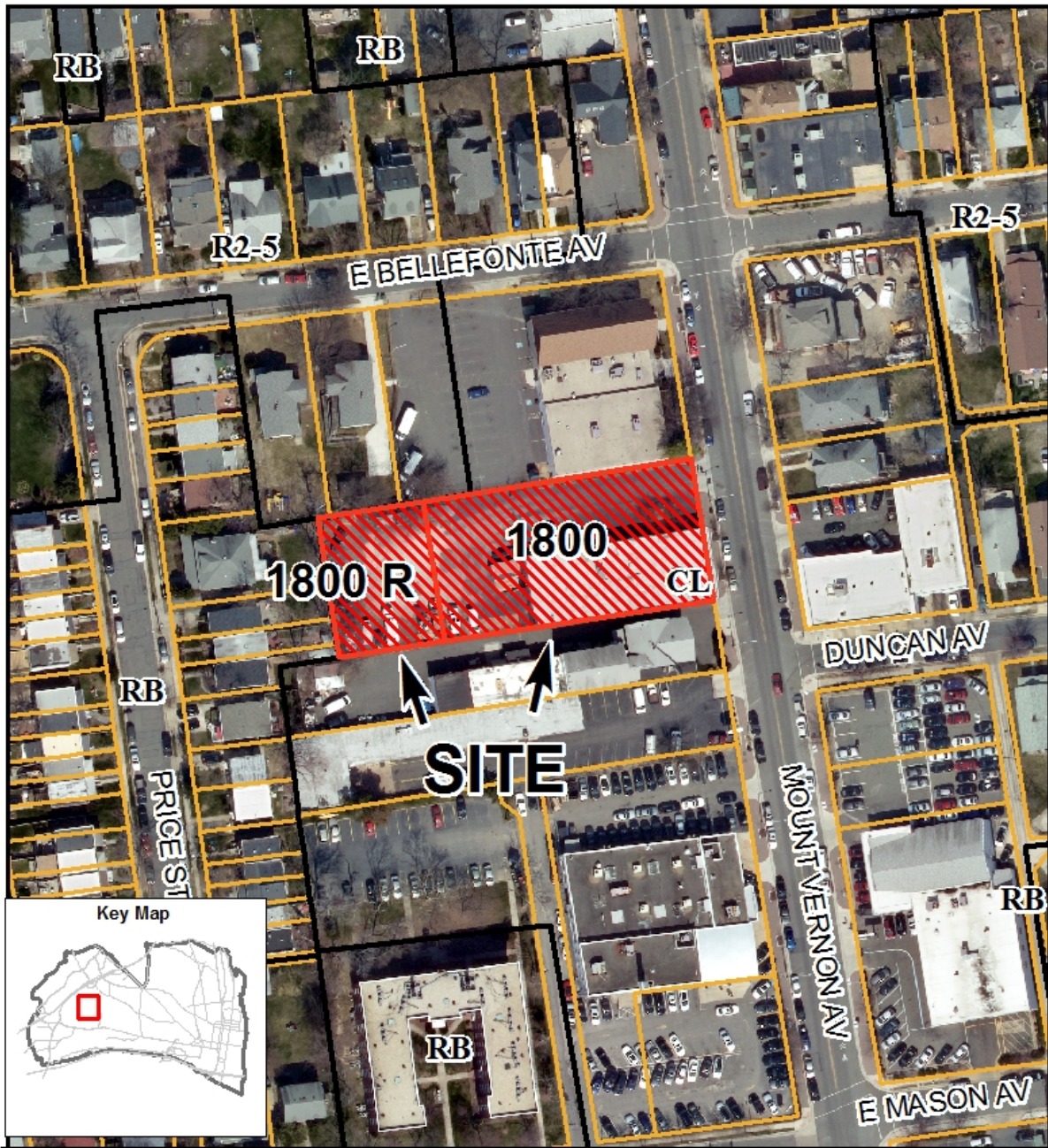
Purpose of Application
Approval of a Development Special Use Permit with site plan and modifications and a deviation to construct a residential mixed use building.

Special Use Permits, Modifications, and other Approvals Requested:
<ul style="list-style-type: none"> Development Special Use Permit with Site Plan and modifications for: <ul style="list-style-type: none"> a. Reduction of the front yard setback; and b. Modification of the zone transition requirement A deviation of the Mount Vernon Overlay for an increase in lot occupancy Form-based SUP to waive CL zone regulations per section 6-606(A) Special Use Permit for a parking reduction; and Special Use Permit for a Transportation Management Plan.
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert Kerns, Division Chief robert.kerns@alexandriava.gov Gary Wagner, Principal Planner gary.wagner@alexandriava.gov James Roberts, Urban Planner james.roberts@alexandriava.gov

PLANNING COMMISSION ACTION, NOVEMBER 5, 2015: On a motion by Commissioner Macek, and seconded by Commissioner Lyle, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis with one modification to Condition 13.c. regarding the integration of existing building features into the new building.

Speakers: Ben Winograd at 1725 Price Street was concerned with noise in the amenity space at the rear of the building and on the 3rd floor roof deck and proposed several additional conditions that would limit the time that the spaces could be used and prohibiting the use of outdoor speakers and alcohol. The Planning Commission did not support the proposed additional conditions, pointing out that are conditions regarding noise in the staff report and that the City has a noise ordinance. Also, the Planning Commission did not feel it appropriate to restrict the use of alcohol in the outdoor amenity spaces.



**DSUP #2014-0019, TMP SUP
#2015-0075
1800 & 1800 R Mount Vernon
Avenue**



I. SUMMARY

Recommendation

Staff recommends approval of the proposed residential mixed use building located at 1800 Mount Vernon Avenue which will provide:

- An infill development with 49 residential units helping to support local retail;
- Retail at the first floor, helping to support an active retail street on Mount Vernon Avenue;
- Parking located within a below grade garage;
- Elements of the original building façade incorporated into the façade of the new building;
- Open space which exceeds the requirement;
- Green building elements;
- Affordable housing contribution; and
- Public art installation or contribution

The lots proposed for redevelopment lie just outside the retail focus area of Mount Vernon Avenue and just outside of the Town of Potomac Historic District. They are interior to the block (i.e. not located on a corner), which has influenced some key aspects the development.

General Project Description & Summary of Issues

The applicant, Brevic LLC proposes to construct a residential mixed use building on the site of the existing Arlandria Floors building.

The applicant seeks approval of the following requests as part of this project:

- Development Special Use Permit with Site Plan and modifications for:
 - a. Reduction of the front yard setback; and
 - b. Modification of the zone transition requirement
- A Deviation of the Mount Vernon Overlay for an increase in lot occupancy
- Form-based SUP to waive CL zone regulations per section 6-606(A)
- Special Use Permit for a parking reduction; and
- Special Use Permit for a Transportation Management Plan.

The following key issues were evaluated as part of the staff analysis and are addressed within the report:

- Consistency with the Small Area Plan and Mount Vernon Avenue Business Area Plan;
- Conformance with City policies;
- Provision of on-site open space;
- Building architecture, including incorporation of the existing building and site design;
- Site constraints;
- Parking and loading, including the request for the parking reduction;
- Special Use Permit requests; and
- Community outreach and engagement.

II. BACKGROUND

A. Site Description

The subject site is two lots of record which collectively cover 26,793 sf. (0.62 ac). One of the lots (1800 Mount Vernon Ave) has 100 ft. of frontage on the street. The second lot (1800R Mount Vernon Ave) abuts the first to the rear with no frontage on any streets. According to the applicant's research, the two lots have existed since the 1940's and have been conveyed and used together as one parcel.

The lots are relatively flat and are interior to the block, collectively forming a long and relatively narrow footprint which extends back from Mount Vernon Avenue.

A retail use, Arlandria Floors, operates in the existing building and is a one story structure with its front façade located on the property line facing Mt Vernon Ave with a footprint approximately 130 feet by 50 feet. The existing building has been noted as being of some architectural merit, and a fuller discussion of the existing building is included in the 'Building Design' section of this report.

The area surrounding the site includes a mixture of commercial and residential uses in the heart of the Del Ray neighborhood. Mount Vernon Avenue, which runs to the east of the site, accommodates a mixture of business in the CL (Commercial Low) zone such as the Hyundai and former Audi dealerships, MVA cross fit and Fannon repair business in the immediate vicinity. The Salvation Army building directly abuts the site to the north. To the west and north-west of the subject site are located adjacent properties zoned for residential use (RB and R2-5). One of the lots abutting the subject site, 109 Bellefonte, is zoned R2-5 but is actually developed as part of the rear parking lot for the Salvation Army building.

Although the building types in the vicinity are a range of scales, the site lies within a cluster of lots which accommodate buildings which exhibit larger footprints, and in some cases a larger mass than the majority of Del Ray.

B. Recent Site History

The site has operated in various guises as a retail store since its construction: a bookcase store, paint shop, and tool rental store. From 2002 until present it has operated under its current use as Arlandria Floors.

C. Detailed Project Description

The proposed project envisages consolidating the two existing lots and construction of a mixed-use residential building. The first floor will encompass a small retail space fronting Mount Vernon Avenue, with the remaining above grade floors devoted to multi-family residential use. Although this application includes a retail use on the first floor, with the ensuing retail parking ratio being utilized to calculate parking requirements, the applicant may desire for the retail

space to be used as a restaurant instead. A restaurant use would be allowed with an administrative Special Use Permit in the Mount Vernon Overlay and CL zones. The first floor façade on Mount Vernon Avenue has been designed to incorporate the architectural design and some materials of the existing site building. The residential entrance to the building, located on the north face, also incorporates elements of the existing building.

The upper floors of the building include front setbacks of 15 feet (third floor) and 25 feet (fourth floor) and rear setbacks of 23 feet (third floor) with a further 15 feet (fourth floor), and additional setbacks on the upper floors along the north and south sides of the building with the effect of creating private patio terraces on the front and rear.

A proposed garage will occupy a portion of the first floor and one floor below grade, with 55 spaces in total. Access to the garage is directly from Mount Vernon Avenue. In essence, the existing curb cut to the Arlandria Floors site is proposed to be relocated from the north end of the frontage to the south end.

In total, the building will measure 54,476 gross sf with the garage a further 21,384 gross sf. The building will be four stories and 45 feet in height.

The remainder of the lot will be open space. The proposed front building façade is setback further from the street than the existing building face, creating a wider sidewalk area. A long, 15 feet wide open space area runs along the north face of the building with access to the residential building entrance and private patios. The rear of the site includes a mixture of private patios and communal open space.

III. ZONING

Property Address:	1800 Mount Vernon Avenue	
Total Site Area:	26,793 sf (0.62 ac)	
Zone:	CL/ Commercial Low with Mount Vernon Avenue Urban Overlay	
Current Use:	Retail	
Proposed Use:	Retail / Residential	
	Permitted/Required	Proposed
FAR	N/A	N/A
Setbacks	Front: 10 feet	10 feet (modification requested for pilasters)
	Rear: Per form-based guidelines (41 feet)	41 feet
	Side (north): Per zone transition	15 feet (modification to the zone transition requested)
	Side (south): N/A	N/A
Parking	Residential: 48	48
	Retail: 13	7
	Total: 61	55 (reduction requested)
Loading	1	0 (reduction requested)
Height	45'	45'
Open Space	25%	31%

Currently, both lots are within the CL zone, but only the front lot is within the Mount Vernon Avenue Urban Overlay zone. An effect of consolidating the lots will allow both lots to be subject to the Overlay zone, under which the current proposal is being developed.

The intent of the Overlay zone is stated in the Zoning Ordinance as follows:

[T]o supplement traditional zoning for certain properties on Mount Vernon Avenue in order to achieve a mixed use, pedestrian oriented community that both supports economic activity and protects existing residential neighborhoods, and to provide for appropriately scaled infill development that is compatible with the character of Mount Vernon Avenue, the existing community and the Town of Potomac historic district.

The proposal for 1800 Mt Vernon Avenue utilizes the form-based development approach. The

Overlay zone regulations which supplement the underlying CL zone rules apply.

As a form based development, traditional zoning tools such as setbacks and bulk requirements are substituted for the Overlay zone's bulk and plane rules which guide the scale, location and relation of the new building to its site and surroundings.

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

The project site lies within the boundaries of the Potomac West Small Area Plan, and more specifically within the Mount Vernon Avenue Business Area Plan (MVABAP) which seeks 'to promote and reinforce a consistent, vibrant and pedestrian-oriented retail environment, while protecting adjacent residential neighborhoods'. As the MVABAP includes more detailed, site specific information for the lots along Mount Vernon Avenue and is more recent, this document is considered by staff to be the most appropriate to guide development under the subject proposal.

Within the MVABAP, the site lies in the 'Monroe Gateway' sub area, and is neither in the 'Historic Core, nor a 'Contributing Structure'. Although it is not part of the 'Retail focus area', the site lies just one block outside of it. The subject lots form one of the 'Opportunity Sites' identified in the MVABAP, which states "If structurally feasible, the Arlandria Floors Building, a fine example of art deco architecture, would be an appropriate candidate for the addition of second floor residential or office use'. Staff regards the intent of the MVABAP is to retain the existing facade, to the maximum feasible extent. Staff also regards one of the overall goals of the MVABAP is to promote retail on Mount Vernon Avenue, and sufficient local residential development to support the retail base.

Of the overall guiding principles set out in the MVABAP, the proposed development responds accordingly:

Preserve existing scale and character.	The proposed building is larger than the existing building on site, and other buildings in the vicinity. However, this location includes existing buildings of a generally larger scale and similar height to that proposed. The architectural treatment of the front façade retains features and materials from the existing site building and presents a two-story façade at the front building wall in keeping with the fabric of Mount Vernon Ave
Protect and enhance Mt Vernon Ave as a vibrant commercial connector	The provision of additional residential units is considered to help support the local retail market, together with retention of a retail use at the first floor at this site.

Encourage and support mixed use development.	The proposed development is mixed use.
Preserve and protect existing residential neighborhoods	The site layout, together with the bulk plane requirements of the form-based approach allow for a transition of scale towards the rear of site to the residential neighborhoods. The uses proposed are considered to be compatible with the residential neighborhood.
Enhance public spaces	The set back of the front façade is greater than that of the existing building and will help to create a comfortable pedestrian environment on Mount Vernon Avenue.

The MVABAP calls for enhancements in the Monroe Gateway area to the streetscape and urban design by screening parking lots and contractors vehicles. One of the elements of the proposed design is the removal of the existing surface parking lot and creation of a strong street wall along Mount Vernon Avenue, with all proposed parking located in a below grade garage.

There are elements of the overall guidelines within the MVABAP which the proposed development does not conform to, notably the consolidation of lots which is discouraged (see the ‘Consolidation of lots’ section in this report), and the direct vehicular access from Mount Vernon Avenue. The latter is necessitated by the interior lot status of the subject site, where access to the garage is available only from Mount Vernon Avenue.

B. Conformance to the zoning ordinance and form-based regulations

Staff considers that the proposal is in conformance with the zoning ordinance and the form-based regulations found in the MVABAP aside from the modifications and deviation requested. In this case, most of the zoning regulations pertaining to the site are found in section 6-600 Mount Vernon Avenue Urban Overlay Zone of the zoning ordinance, and the form-based provisions set out in both the MVABAP and section 6-606 of the ordinance.

Specifically, the development provides the following responses to the overall design principles from Section 6.2 of the MVABAP ‘Building Form Design Approach’:

Overall Design Principles	
New construction should reflect the scale of existing buildings	The surrounding location includes a wide variety of building scales from smaller townhouse and single-family dwellings to larger footprint residential, commercial and institutional buildings.

	<p>No uniform scale of buildings exists at this location. The proposal is larger in scale than the existing building and the residential properties to the rear. However, there are examples of larger scale buildings in the immediate surroundings:</p> <ul style="list-style-type: none"> • the apartments at 218 E. Mason (39 units, approx. 40 ft. in height). • office building at 1908 Mount Vernon Avenue (approx..40 ft. in height) <p>It is flanked on either side of Mount Vernon Avenue by the Fannon Printing building which has a similar long building footprint as the proposal and the Salvation Army building which has a prominent tall chapel design.</p>
A consistent street wall should be maintained	By pulling the front building wall back from the street, the proposal more closely matches the streetwalls of the buildings on either side – the Fannon property and the Salvation Army building. The scale of the two story front facade is compatible with the adjacent street walls.
New construction should be two and a half to three stories tall.	See discussion below in ‘Height and number of floors section’
Appropriate building setbacks and screening will minimize impacts on adjacent residential properties.	<p>Properties to the rear: Rear wall is 41 feet from property line, with 3rd and 4th floors further setback.</p> <p>Properties to the north – see modifications section.</p>

The MVABAP includes a range of further guidelines in Section 6.3 ‘Specific Building Form Design Guidelines’, which the proposed develop addresses in the following ways:

Specific Building Form Design Guidelines	
Minimum 75% of the street wall defined by a building.	Approximately 85% of the lot is building-defined street wall.
Building facades located within 10-15 feet of the front property line.	The building is set back 10 feet from the front property line except for the architectural pilasters (see modification section).
Entry to the retail should be at ground level.	Entry is at ground floor.

Minimum two-story (and 25 feet in height) front façade on Mount Vernon Avenue with a 10-15 feet setback to the third floor)	First two stories present a 26.5 feet façade on Mount Vernon Avenue and third floor is setback by 15 feet.
Building height and mass may not exceed a 28 degree setback angle when measured from 5 feet above the ground at the rear property line.	Rear wall is 41 feet from property line, with 3rd and 4th floors further setback, which meets the requirement.
Ground floor retail min. 12 feet floor to floor height and 40 feet deep	12 feet retail height and approximately 54 feet deep.
Building facades max 60 feet vertical surface before change in material/plane or articulation.	Retail storefront façade approximately 50 feet wide, change in material and plane proposed.
New construction on lots wider than the typical 60 feet must be designed to look smaller with a change in architectural treatment.	The retail frontage has been designed to incorporate the features of the existing building and the garage entrance is set back in plane by one foot from the retail face and incorporate a lower parapet height than the retail portion (see exhibit 1).
A variety of roof forms are encouraged. Buildings with a 3 rd floor 'loft-type' space that are stepped back at the second story may include unique roof designs on the third floor such as angles or curved roof trusses. Such roofs shall be no higher than 45 feet at their highest point.	<p>The overall building height is met with the proposed building at 45 feet.</p> <p>The step back to create usable roof space above the second story is met.</p> <p>The roof form is met through angled trusses which are reflected in the exterior canopies projecting from the front façade.</p> <p>The max. number of floors is exceeded, with a fourth floor provided. See the discussion in the 'Height and number of floors' section.</p>
Maximum Lot occupancy of 60% to accommodate building placement on the front of the lot and parking/screening on the rear.	See 'Lot occupancy' discussion below.

Diversity of surface articulation and variation of building facades through setbacks and projections.	Diversity and articulation proposed.
25/75% glazing ratio for retail storefront and 30-50% glass ratio for upper floors.	78% and 30% respectively.
Prohibit curb cuts on Mount Vernon Avenue	The existing site has a curb cut on Mount Vernon Avenue and as an interior lot, no other access to the lot is available. The applicant has represented the approaches to adjacent property owners for access via their lots have been unsuccessful.

Consolidation of the lots

Per ZO 6-606 the applicant is required to demonstrate by clear and convincing justification for the consolidation of lots:

An applicant for form based development who proposes to consolidate a CL-zoned lot without frontage with a lot with frontage on Mount Vernon Avenue shall demonstrate by clear and convincing justification that the resulting development achieves a design consistent with and meets the goals of the form based development standards to a greater extent than would occur without consolidation and that the impact on adjoining residential development is no greater than would occur without consolidation.

The intent of this provision is to protect the scale of lots and development along Mount Vernon Avenue. Staff is supportive of the consolidation for the reasons set out below.

Firstly, the existing lots have been in existence since the 1940's, but prior to that were one lot of record. The consolidation of lots in effect returns the lots back to their original state as a single lot of record and remedies the split lot. As a 'landlocked' lot, 1800R has no direct access to any streets and presently relies on access via the 1800 lot. The consolidation would correct that anomaly.

Secondly, the Overlay zones sets development regulation based on the size of lots, with gradations of allowable development set into Tier 1: (lots of 7,000 square feet or less), Tier 2: (lots of 7,001—15,000 square feet) and Tier 3: (lots of greater than 15,000 square feet). By consolidating the lots, the project is subject to the Tier 3 regulations governing open space and parking. The existing lots measure 15,000 sf and 11,793 sf respectively, and would therefore be subject to Tier 3 (1800) and Tier 2 (1800R) requirements.

For a Tier 3 development, the open space provision is set at 25% of the lot, greater than the 15% provision required of Tier 2. By developing as a Tier 3 project, and meeting the open space

requirement, the development will provide a greater proportion of open space than it would by developing as separate lots. The majority of the open space is located to the rear, next to the abutting residential properties.

The parking requirements for Tier 2 and 3 developments also differ, and are based on parking requirements which have recently changed. The proposal does not meet the full parking required and is discussed in more detail in the parking section of the report. However, by providing a unified design which encompasses both lots and takes advantage of the larger footprint below grade parking structure, no surface parking lots or drive aisles to the rear lot are required.

Additionally, staff also considers that the consolidation of the lot involves front and rear rather than a side-by-side lots, which helps to maintain the width of frontage along Mount Vernon Avenue which exists today.

Lot occupancy

The Mount Vernon Avenue Business Area Plan states:

Maximum lot occupancy of 60% is required on Mt. Vernon Avenue to accommodate building placement on the front of the lot and parking/screening on the rear of lots, except on small lots where parking is waived. In such case, consideration may be made to increase the lot occupancy based on the merit of the proposal. (p. 94)

The applicant requests a deviation from the maximum lot occupancy to increase the coverage from 60% to 67% to allow for a larger building footprint.

Staff supports the deviation for proposed lot occupancy as a modest increase for a layout which does not include a surface parking lot. The MVABAP lot occupancy requirement limits the coverage to allow for 'parking/screening on the rear'. This proposal does not include a rear surface parking lot, which means that a greater portion of the non-buildable lot can be devoted to open space. Staff considers that the provision of a below grade parking lot in lieu of surface parking is far preferable, and also considers that the open space provided under this proposal offers an adequate buffer and screening from the adjacent properties, and therefore fulfills the criteria set out in the MVABAP.

Modification of the zone transition

Section 7-902 of the zoning ordinance regarding zone transition setbacks applies to this proposal. The rear portion of 1800 and all of 1800R abuts R 2-5 zoned properties along the north side property line and the rear property line of 1800R abuts RB zoned properties. Section 7-902(A) states that a commercial building (which includes a building containing retail, which this proposal does although it is a small component) requires to be set back from the property line by the same distance as the height of the building.

In this case, the building would need to be set back by 45 feet along a portion of the northern

edge where the building is at its full height. The building terraces down towards the west to approximately 22 feet in height. The building is proposed to be setback 15 feet from the northern property line.

Staff considers there are mitigating features to this case which would allow support of the zone transition modification.

- Although the neighboring lots to the north are zoned residentially, in fact only the lots in the north west corner, 105 and 107 Bellefonte Avenue, actually have residential dwellings. The other lots along the property boundary 109 Bellefonte (zoned residentially but part of a parking lot) and 111 Bellefonte and 1804 Mount Vernon Avenue (zoned commercially) are associated with the Salvation Army building.
- At the location where the nearest actual residential dwellings are located (105 and 107 Bellefonte Avenue) the proposed building steps down (only the last 20 feet of the building directly abut these properties) to two stories and approximately 22 feet in height. Therefore the setback here would be 25 feet (per 7-902 the setback requirement is the greater of 25 feet or the height of the building).
- The properties on 105 and 107 Bellefonte Avenue are located approximately 50 feet forward of their rear property lines and a minimum of 65 feet from the proposed building.

Staff therefore considers that the potential impact to actual residences is reduced by the proposed building's lower height near to residences, and by the distance between those residences and the proposed building. Staff also considers that the impact from any commercial use which would necessitate a zone transition setback would be limited to the front end of the building where the proposed retail is located, rather than the rear portion which is proposed to be purely residential.

Modification of the front yard setback

Section 7-1006(A) of the zoning ordinance, which requires a minimum setback of ten feet from the front property line on Mount Vernon Avenue, applies in this case. The proposed building is set back the required ten feet except for the twin pilasters on the building face which recall the existing building's architecture. These pilasters are set back by 8.7 feet from the front property line.

Due to the minor modification being requested, and because the pilasters offer an important architectural feature to the building façade, staff supports the modification request.

Height and number of floors requirement:

The MVABAP states that new construction should be two-and-a-half to three stories in height, if the third story is setback from the front façade by 10-15 feet. It goes on to say that 'such buildings may include unique roof designs on the third floor such as angled or curved trusses which create 'loft type' volume spaces' and that 'these roofs shall be no higher than 45 feet at their highest point.'

The proposal includes an additional floor to that allowed in the MVABAP by utilizing a fourth floor with six units, and is 45 feet to its maximum height. Staff is supportive of the increase in floors for a number of reasons:

- The overall height of the building remains at the maximum 45 feet
- The third floor is set back from the front façade by the full 15 feet required in the MVABAP (and by 23 feet on the rear)
- The fourth floor is set back by a further 25 feet on the front (15 feet on the rear), for a total of 40 feet from the front façade. This represents a significant building setback. The perspectives produced by the applicant showing views of the building illustrate that not only is the fourth floor almost hidden from street views, but that the third floor is also partially obscured due to being set back from the street. The view from the rear also identifies that the fourth floor is difficult to perceive at eye level.
- The setbacks help to lessen the scale of the building considerably, and the fourth floor setback is in excess of what would be allowable under the form based regulations if a third-floor loft type unit were constructed to 45 feet utilizing only the setback at the third level rather than the third and fourth level setbacks exhibited by this proposal.
- The roof-form utilizes angled roof trusses in order to meet that aspect of the form-based guidelines for ‘unique roof forms’.

C. Conformance to City Policies

The proposed development meets several applicable City policies including:

Green Building Policy

The development will meet the City’s green building policy for mixed use buildings which requires LEED Certification (or equivalent) for the residential portions and LEED Silver (or equivalent) for the retail interior.

Affordable Housing Policy

The applicant has agreed to contribute \$211,854 to the Housing Trust Fund which is consistent with the conclusions of the Developer’s Housing Contribution Work Group accepted by The Alexandria City Council in December 2013.

Public Art Policy

The applicant will 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.

D. Building and Site Design

The building is a four story structure with parking garage below. The garage and first two floors occupy the maximum building footprint (exceeding the lot occupancy regulation as described

above). The third and fourth floor footprints then diminish in area to allow for significant setbacks on the front and rear (at the third floor) and on all four sides (fourth floor).

The first two floors are primarily brick facades, with brick accent bands wrapping the first floor. The two upper floors are clad in a cementitious material.

Architecture and incorporation of original building elements

The MVABAP identifies historic preservation and the retention of the scale and character of the Avenue's existing historic buildings, particularly within the Town of Potomac Historic District, as one of its top priorities. The presence of Art Deco and Streamline Moderne commercial architecture of the early 20th century is the feature that visually distinguishes Mount Vernon Avenue from other neighborhoods in Alexandria. The Plan calls the existing building a "fine example of Art Deco architecture" and states that, if feasible, the Arlandria Floors building would be "an appropriate candidate for the addition of second-floor residential or office use."

The City recently completed the in-depth research, documentation and evaluation of sixteen Art Deco and Streamline Moderne buildings as part of a larger Del Ray historic preservation project, that included the 1941 Arlandria Floors building. Of the buildings surveyed, only 1800 Mt. Vernon Avenue was designed by a well-known architect. Mihran Mesrobian was a prolific Washington, DC, based architect, who served as the in-house draftsman for developer Harry Wardman during construction of high-end hotels, such as the Carlton, Hays-Adams and Wardman Tower. In the 1930s, Mesrobian left Wardman's office and opened his own firm, designing shopping centers and apartment buildings primarily, until his death in 1975. The builder of 1800 Mt. Vernon Avenue, Walter Von Herbulis, was equally successful in the region, responsible for many shopping centers and apartment buildings, often times partnering with Mesrobian.

The 2 ½ bay wide, one-story brick building has a central block flanked by corner pavilions differentiated by two brick plastered with recessed niches. The fluted pilasters have decorative capitals with stars and a belt course with a chevron and fleur-de-lis pattern. The stepped parapet has a decorative keystone centered on the front façade. Decorative square panels are located above the niches and projecting brick courses fan out from the corner pavilions.

For programmatic reasons, the applicant has chosen to recall the original design in a new façade rather than restore the existing, and this approach is supported by staff in this particular instance. Site inspections confirm that the ornamentation and higher quality materials were limited to the front façade, wrapping the corner on the north elevation; the remainder of the building is constructed with little to no ornamentation and with common materials (brick, metal) and do not warrant preservation. Because Mesrobian's original building permit drawings are in the City's archives, it is possible to compare what was proposed to what was constructed and it is apparent that some materials specified by Mesrobian were replaced by less costly materials. For example, the keystone on the front parapet was intended to be more of a centerpiece feature, the niches were supposed to have glass block lights and some decorative limestone elements were simplified. However, many of the character defining carved stone features are still present and, in the opinion of staff, can be carefully removed and reused on the proposed new building. The

storefront windows and brick are common, easily reproduced materials and staff agrees they are not necessary to salvage.

Staff, therefore, recommends that the existing carved stone façade features be carefully removed during the demolition of the building and incorporated into the façade of the proposed project, using the maximum amount possible of original material. Based on a site inspection, it appears to be feasible to preserve the frieze band, the center parapet detail, the pilasters and floral medallions. The elevation submitted with the Preliminary Plan shows the reuse of some of these elements on the front (east) façade facing the avenue. It is not necessary to use all of the original materials on the front façade; some may also be used at the building's entrance on the north elevation. The applicant should work with staff during careful deconstruction of the front façade to ensure that the building's character defining features are preserved to the greatest extent reasonably possible. Staff also recommends that the applicant introduce a recessed glass block feature in the lower portion of both entry pilasters on the front facade, from the stone base up to either the proposed canopy or the bottom of the second floor spandrel, to recall the feature that was part of the architect's original design but never constructed. The specific width, depth, detailing, and potential internal illumination of this feature will be determined during final site plan approval.

Site Design

The location of the building footprint, and its implications for the site design, has been carefully considered by the applicant and is supported by staff.

The proposed design retains the building footprint located along the southern portion of the site which effectively pushes the building adjacent to a commercial property (Fannon) and further away from the residentially-zoned properties along Bellefonte Avenue. This has the effect of providing an open space buffer along the northern portion of the subject property which is approximately 15 feet wide and allows for public visibility into the open space, one of the tenets of the MVABAP. This northern open space links to the rear open space abutting the residential properties on Price Street. The form-based bulk plane setback requirement for the rear of the building means that the rear yard of the subject site is 41 feet, with the actual residences on Price Street being a minimum of 80 feet from the rear building wall of the proposed development.

The curb cut on Mount Vernon Avenue – which as an interior lot is the only direct access onto the property – is proposed to be re-located to the south end of the frontage and adjacent to the Fanon property entrance. This helps to consolidate the location of the curb cuts on Mount Vernon Avenue.

E. Special Use Permit Requests

As part of this DSUP, the applicant is requesting Special Use Permits (SUP) to:

- a) Utilize the form-based regulations set out under 6-606 which waives the area and bulk CL zone regulations; and,
- b) Request a parking reduction for the retail use.

In terms of the form-based regulations, staff supports the use of these regulations given the site's identification as an 'opportunity' site within the MVABAP capable playing an important role in filling the existing gap in Mt Vernon Avenue's street wall'. Staff considers that the form-based development successfully achieves the desire of the opportunity site identification. A more detailed analysis of the form-based requirements for the site and how the proposal responds to them can be found in the '*Conformance to the zoning ordinance and form-based regulations*' section of this report.

The discussion of the request for the parking reduction can be found in the 'Parking and Access' section of this report.

F. Parking / Access & Special Use Permit for a Parking Reduction

The applicant is proposing to construct 55 parking spaces in the underground garage. Of those 55 parking spaces, 48 spaces would be for residents of the multi-family building and 7 spaces would be for the retail component.

The proposed residential parking ratio is 0.98 spaces/unit, or 48 spaces. The amount of residential parking provided meets the requirement of the Zoning Ordinance using the recently adopted Multifamily Parking Standards. The applicant was eligible for the following parking deductions from the base parking ratio.

1. Bus Rapid Transit (BRT) – The site is located just 0.52 miles (walking distance) from the Potomac Ave. BRT station on the Potomac Yard Transitway. Metroway buses run every 12 minutes during daytime off-peak hours and every 15 minutes in the evening. On weekends, buses run every 20 minutes. Staff notes the site is adjacent to the boundary of the ½-mile BRT Walkshed. Although the site is not located within the Walkshed boundary, staff determined that the applicant was eligible for the 10% parking deduction. This determination was based on the site's close proximity to the walkshed (the boundary runs down the middle of Mount Vernon Avenue) and location in the Mt. Vernon Ave. Business District.
2. Bus Routes – The front entrance of the site is located within a quarter-mile walking distance of a bus stop on Mount Vernon Ave. with four or more bus routes. The applicant was eligible for a 5% deduction from the base parking ratio.
3. Walkability – Using Walkscore.com, the project had a Walkscore of 89. The applicant was eligible for a 5% from the base parking ratio.

Altogether, the applicant was eligible for a 20% parking deduction from the base parking ratio. The applicant has applied the optional deductions for their residential parking requirements and is providing 48 spaces, 12 spaces less than the base parking ratio.

Retail

The applicant is proposing to construct seven retail parking spaces. A 50% parking reduction is requested by the applicant. In the District 2 retail area, the minimum parking ratio is 1.1 spaces

per 210 square feet of net floor area. For a retail space of 2,269 square feet, the applicant would need to provide 13 spaces.

Staff has determined a 50% parking reduction for the retail component of this site is appropriate. This determination was made on the following basis:

1. The presence of street-facing retail is strongly desired for the Mount Vernon Business District.
2. The City's existing parking requirements for retail have resulted in small retail spaces, such as this site, being overparked. City staff has been directed to evaluate commercial parking standards in late 2016.
3. The site is located in a walkable area, with abundant access to transit. Reducing the parking requirements would be in-line with the City's stated goals of reducing single-occupancy vehicle trips and right-sizing parking.
4. The parking proposed allows for employee parking.

The SUP for the parking reduction is being evaluated for the retail use as submitted by the applicant. In the event that a different use is proposed by the applicant, such as a restaurant, staff would need to evaluate whether the parking reduction would remain valid based on the intensity of the proposed use.

Loading Zone

The applicant will work with City staff once the building is complete and occupied to determine if a loading zone is needed. A careful balance is required between accommodating loading on Mount Vernon Avenue to serve the building's functions and allowing for the maximum amount of on-street parking.

G. Open Space

The open space is located both at ground level and in rooftop spaces. Of the ground-level space, two areas are proposed:

- Along the northern edge of the site, adjacent to the Salvation Army building and residentially-zoned properties on Bellefonte Avenue. This area of open space is devoted to the retail patio area at the front of site, the walkway access to the residential entrance to the building and to small private patios for the ground floor residential units along this façade.
- At the rear of the site in a yard measuring approximately 100 feet wide by 40 feet deep. This space includes a grassed lawn area (which doubles as the buffer to protect the mature trees on the rear property line during construction), a paved amenity area and small private patios for the first floor units.

The rooftop spaces are primarily patios at the third floor (front and rear) and on all sides for the fourth floor.

Over 30% of the site is designed as ground level open space (more than the 25% required in the MVABAP). Additional rooftop amenity space (6,100 sf) is also provided. A full breakdown of the open space areas is set out in the table below.

Page E10 of the MVABAP includes a requirement on Tier 3 lots to be ‘publicly visible’. This is particularly challenging for the subject site given the competing requirement to set the building forward to create a street wall, with open space located to the rear. Staff considers the proposal to be a good balance in that the actual amount of open space exceeds the requirement, and that a 15 feet wide open space are along the northern edge of the building is maintained as open space which allows views deep into the site. Given the existing condition of the rear parking lot on the adjacent Salvation Army lot, the proposed rear yard is also publicly visible (but fenced), although that may change if the Salvation Army lot was to redevelop.

Type	Entire Site
Ground-Level Open Space	8,350 square feet (31.2%)
Outdoor Amenity Space (roof top open space)	6,100 sf (22.8%)
Indoor Amenity Space	0 sf (0%)
Total	14,450 square feet
Public Open Space	Minimum of 512 square feet (2%)
Private Open Space	7,838 sf (29.2%)

In terms of compatibility with the existing neighborhood, the open spaces are back-to-back with the rear yards of existung dwellings. Staff considers the line of large trees on the rear property line to be important to preserve for their value in offering a partial screen between the new building and the existing residences. A condition of approval also requires additional evergreen planting along the rear property line to enhance the screening.

H. Streetscape Improvements

The applicant intends to provide a wider sidewalk at the front of the building than exists today, together with paving to match the Mount Vernon streetscape and new street trees. Staff considers that the proposal will provide a better pedestrian environment.

I. Stormwater Quality

The project is proposing to redevelop the existing parcels. As such, the project will have to meet the new state stormwater requirements for redevelopment, along with the more stringent Alexandria water quality volume default (WQVD). A hydrodynamic structural stormwater facility best management practice (BMP) is proposed to meet the state phosphorus reduction requirements and a portion of the WQVD requirements. The project is proposing to pay a fee in lieu to the Water Quality Improvement Fund (WQIF) for that portion of the project not meeting the WQVD. The project will need to submit a complete Stormwater Pollution Prevention Plan (SWPPP) for review and apply for coverage under the General VPDES Permit for Discharges of Stormwater from Construction Activities (Construction General Permit).

V. COMMUNITY

The applicant met with the Del Ray Land Use Committee on May 12, 2015 and October 13th, 2015. The Del Ray Civic Association voted to approve the DSUP on October 14th, 2015. A letter from the Civic Association is anticipated before the hearing.

VI. CONCLUSION

Staff recommends approval subject to compliance with all applicable codes, ordinances, and the following staff recommendations.

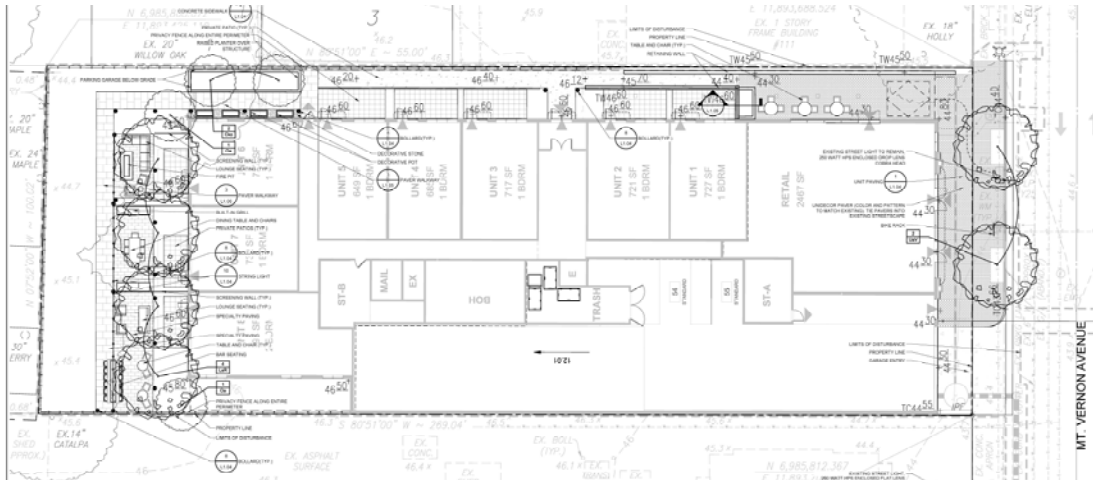
VII. GRAPHICS



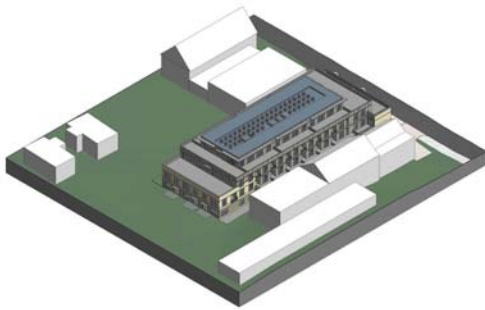
Exhibit 1 Front façade on Mount Vernon Avenue



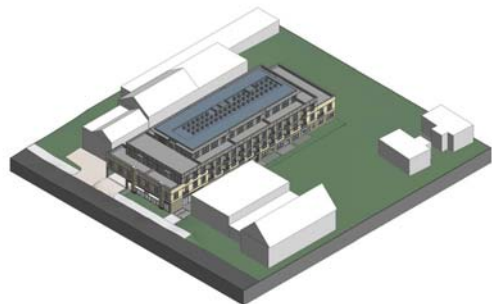
Context Plan



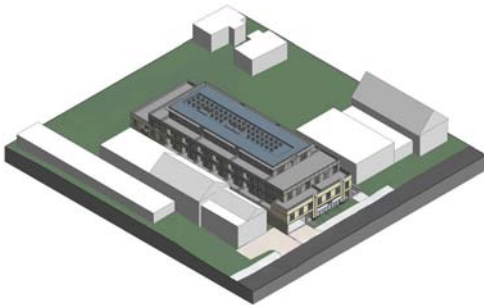
Site Plan



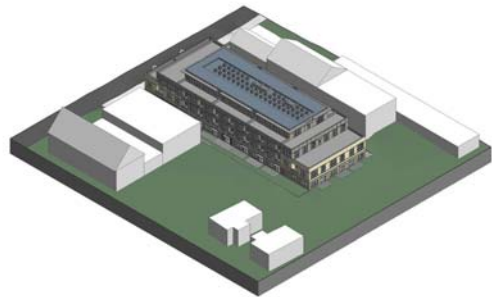
4 MASSING STUDY - SOUTHWEST



2 MASSING STUDY - NORTHEAST



5 MASSING STUDY - SOUTHEAST



3 MASSING STUDY - NORTHWEST



1 MOUNT VERNON AVENUE STREETSCAPE

APPROVED SPECIAL USE PERMIT	
SUBMITTED BY: [NAME]	
SUBMITTED ON: [DATE]	
DESIGNER	DATE: [DATE]
REVIEWER	DATE: [DATE]
APPROVED BY: [NAME]	
DATE: [DATE]	



NOTE:
1. REFERENCE LANDSCAPE AND CIVIL FOR ALL
SITE LAYOUT ELEMENTS.
2. REFERENCE LANDSCAPE FOR FENCE
DESIGN.



APPROVED	
SPECIAL USE PERMIT NO.	2014-0019
Issued on: 10/10/14	
APPROVED BY:	DATE:
APPROVED BY:	DATE:
APPROVED BY:	DATE:
APPROVED BY:	DATE:
APPROVED BY:	DATE:

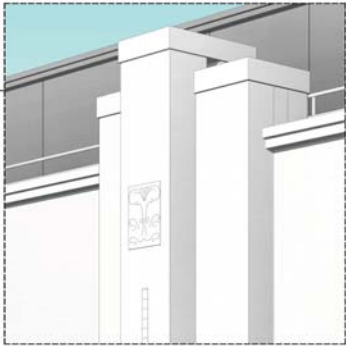
Perspectives



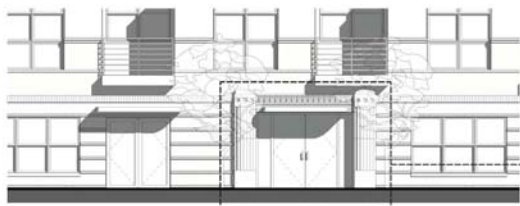
IMAGE FROM EXISTING BUILDING



1A FRONT ELEVATION
200' x 110'



1B INLAY DETAIL



2A RIGHT SIDE ELEVATION
100' x 110'



2B RESIDENTIAL ENTRY DETAIL



IMAGE FROM EXISTING BUILDING

APPROVED	
SPECIAL USE PERMIT NO.	2014-0019
DEPARTMENT OF PLANNING & ZONING	
DATE	08/08/14
APPROVED BY	08/08/14
DATE	08/08/14

Original building elements incorporated into the new building

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated 8/18/15 (with revisions 9/3/15) and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Construct all sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
 - c. As required by the Mount Vernon Avenue Urban Design Guidelines, the sidewalk materials should be Unidecor concrete pavers in the same color as existing (by Balcon Manufacturing or equal).
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. 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)

B. PUBLIC ART:

3. Per the City's Public Art Policy, 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. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)

C. OPEN SPACE/LANDSCAPING:

4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z. 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)
5. Provide the following modifications to the landscape plan and supporting drawings:
- a. Limit the height of the patio fence shown outside of units 1 & 2 on the first floor maintain to views into the open space along the side of the building. The top of fence/wall height shall be no greater than 5 feet above the grade adjacent to the north retail façade and the fence type shall be visually open.
 - b. Provide additional evergreen screening to a minimum of 6ft in height along the west and north property lines which abut residential properties.
(P&Z)
6. 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.

7. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, and other associated features
 - c. (P&Z)(T&ES)
8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, and T&ES. (P&Z)(T&ES)

D. TREE PROTECTION AND PRESERVATION:

9. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Director of P&Z and the City Arborist. (P&Z)(RP&CA)
10. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)
11. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated 8/18/15 and reduced if possible to retain existing trees and grades. Amend the proposal accordingly, and to the satisfaction of the Director of P&Z and the City Arborist to limit the impact on trees:
 - a. Work with staff to limit the impact of the proposed 5ft walkway near to the north and west property lines.
 - b. Provide a tree protection area from the rear property line to the nearest edge of the 5 ft walkway. The operations allowable within this area shall be to the approval of the Director of P&Z and the City Arborist (P&Z)(RP&CA)

E. BUILDING:

12. The building design, including the quality of materials, final detailing, and shall be consistent with the elevations dated 8/18/15 (and the Mount Vernon Ave façade dated 9/28/15 attached as exhibit 1) and the following conditions. (P&Z)

13. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director Planning and Zoning.(P&Z)
 - b. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color.
 - c. Continue to work with staff on the integration of the existing building façade carved stone elements on the new building, unless determined not feasible by the Director of Planning and Zoning. Based on a site inspection, it is feasible that the frieze band, the center parapet detail, pilasters and floral medallions can be retained and reused.
 - d. Work with staff, in the field, as the front façade is deconstructed to ensure the elements are preserved to the extent feasible.
 - e. Applicant shall work with City to introduce a recessed glass block feature element in the lower portion of both entry pilasters, from the stone base up to either the proposed canopy or the bottom of the second floor spandrel, to recall the feature that was originally part of the historic front façade. The specific width, depth and detailing of this feature to be determined during final site plan approval.
 - f. In order to create loft-type apartments per the Mount Vernon Avenue Business area Plan (MVABAP), maximize the headroom and provide angled trusses for each unit on the fourth floor
 - g. In order to better reflect the intent of the roof form guideline within the MVABAP change to the profile of the external fourth floor canopies to represent the profile of the internal angled trusses.
 - h. All joints in cementitious panels shall be expressed as reveal joints. (P&Z)(PC)
14. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window material details and integration of original façade 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)
15. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***

- c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
16. Per the City's Green Building Policy adopted April 18, 2009, achieve, to the satisfaction of the Directors of P&Z and T&ES, a green building certification level of LEED Certified (or equivalent) for the multi-family and mixed-use building, and a green building certification level of LEED Silver (or equivalent) for the commercial interiors, 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 Silver 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 and /or LEED Silver (or equivalent) for the commercial 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.
 - f. With the submission of building permits for the fit-out of the commercial use(s), provide evidence of the uses' registration with LEED (or equivalent) and a draft checklist showing how the uses plan to achieve LEED Silver Certification from USGBC (or equivalent) for the commercial interiors. Provide documentation of LEED Silver Certification from USBGC (or equivalent) for the commercial interiors within two years of obtaining a final certificate of occupancy. The requirement to achieve LEED Silver Certification (or equivalent) shall be included in the lease agreement to notify the tenant of this requirement prior to building permit submission.
(P&Z)(T&ES)

17. 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)
18. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
19. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
20. 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)
21. 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. RETAIL USES:

22. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, personal service uses, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. one leasing office for the building is allowed;
 - b. retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
 - c. personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
 - d. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed.
 - e. The term "retail" within this DSUP shall include all of the uses listed herein, even if those uses are referred to as or "personal service" in the Zoning Ordinance. (P&Z)

G. SIGNAGE:

23. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan

and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of, P&Z, and T&ES.*

- a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. P&Z) (T&ES)
24. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
25. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
26. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

H. HOUSING:

27. A voluntary contribution of \$211,854 to the Housing Trust Fund is consistent with the conclusions of the Developer's Housing Contribution Work Group accepted by The Alexandria City Council in December 2013.
(Housing)***

I. PARKING:

28. Locate a minimum of 48 parking spaces in the underground garage for residents and a minimum of 7 parking spaces for retail. Residential parking spaces shall be separated from retail spaces. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)
29. Provide 15 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-

term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the final site plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)

30. 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. General project information/summary and development point of contact.
 - 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 by uses (standard, compact, tandem, accessible, etc.).
 - d. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - e. Information on location of spaces for carpool/vanpool, monthly account permits and transient day parkers.
 - f. Information on the location of any carshare vehicle or electric vehicle spaces.
 - g. A description of and plan showing access control equipment and locations.
 - h. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - i. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - j. How rates will be determined and details of validation program if proposed.
 - k. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
31. Parking spaces within the underground parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
 - a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
 - b. Provide a parking management plan to include, at a minimum, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.

- ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.
 - c. Provide a copy of the lease or other agreement to be used for market rate parkers.
 - d. Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z)
32. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)

J. TRANSPORTATION MANAGEMENT PLAN:

SMALL PROJECTS (Tier 1)

33. 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. (T&ES)
34. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to encourage participation and inform residents and tenants about benefits available to them. *** (T&ES)
35. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be \$82.58 per residential unit, \$0.21 per square foot of retail space, and \$0.26 per square foot of commercial space. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)
36. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions

of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

37. 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)

K. SITE PLAN:

38. Provide public access easement for the sidewalk along Mt. Vernon Avenue that is on private property. (T&ES)
39. Submit the plat with all applicable easements prior to or concurrently with the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
40. The plat shall be recorded and a copy of the recorded plat and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)
41. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
42. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way for all street frontages adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
- d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
- i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- j. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
- l. 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.
- m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

L. CONSTRUCTION MANAGEMENT:

- 43. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan.* (T&ES)
- 44. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:

- a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
45. 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 percent of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
46. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
47. No major construction staging shall be allowed within the public right-of-way on Mount Vernon Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
48. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
49. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way 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)

50. 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)
51. 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)
52. 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)
53. 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)
54. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
55. 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:

56. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
57. The preliminary sanitary sewer adequate outfall analysis completed by the submitting engineer per the City's Memorandum to Industry 07-14 demonstrated that the project caused capacity exceedance of existing sewers as following, which can be alleviated by Cured-in-Place Pipe (CIPP) lining and/or pipe replacement:

There are multiple sanitary sewer segments that currently do not have sufficient carrying capacity to support this development. There is one sanitary sewer segment (007110SEWP) that is inadequate to serve the proposed development. Adequate capacity to serve the project shall be achieved by doing one of the following to the satisfaction of the Director of transportation & Environmental Services (T&ES):

Option 1: Replace the existing 12-inch sanitary sewer segments (007110SEWP and 007904SEWP) with 15-inch diameter pipe.

Option 2: For sanitary sewer segments 007110SEWP and 007904SEWP, provide sanitary sewer lining using CIPP lining.

- a. The applicant must, as part of the first Final Site Plan, identify and propose construction of infrastructure improvements that satisfies either Option 1 or Option 2.*(T&ES)

58. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)

N. Resource Recovery:

59. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of three (3) 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. 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)
60. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of three (3) 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. 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:

61. 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)
62. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
63. Traffic Studies and Multi-modal Transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
64. Show turning movements of standard vehicles in the parking structure. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
65. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES:

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

Q. SOILS:

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

R. WATERSHED, WETLANDS, & RPAs:

68. The stormwater collection system is located within the Timber Branch / Hooffs Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
69. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA as well as the total geographic extent of the

RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

S. STORMWATER MANAGEMENT:

70. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
71. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
72. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
73. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement and Inspection and Maintenance Guidelines to 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)
74. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance

responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

75. 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 stormwater 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:

76. 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)
77. NON_RESIDENTIAL – RETAIL/OFFICE CONDITION: The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact

names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

78. 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)
79. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

T. CONTAMINATED LAND:

80. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
81. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks

- to workers, the neighborhood, and the environment. [Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review. (Include if applicable.)]
- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
82. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the final site plan. (T&ES)
83. If warranted by a Site Characterization report, 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. [The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (Include if applicable.)](T&ES)

U. NOISE:

84. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
85. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 PM and 7:00 AM. (T&ES)

V. AIR POLLUTION:

- 86. 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)
- 87. No material may be disposed of by venting into the atmosphere. (T&ES)
- 88. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

W. ARCHAEOLOGY:

- 89. The applicant/contractor shall 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.
- 90. The applicant/contractor shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.
- 91. The statements in Conditions 1 and 2 above shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, and Sheet piling and Shoring) so that on-site contractors are aware of the requirements.

X. DISCLOSURE REQUIREMENTS:

- 92. The Condominium / Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
 - a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
 - b. The trees to be protected as depicted on the approved site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
 - c. Any proposal to remove a tree that is designated to be retained on the approved site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
 - d. Stormwater BMPs must be inspected and maintained to ensure proper long-term functioning. (T&ES)

93. All condominium association covenants and/or building management regulations 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/management covenants/regulations shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants/regulations. 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. No more than two (2) parking spaces shall be assigned to a specific unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association and/or building management.
 - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - f. The applicant shall develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.
 - g. 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) (T&ES)
94. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
95. 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 Mount Vernon Avenue is a major arterial and that future traffic is expected to increase significantly as development continues. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) 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)

Transportation and Environmental Services

- F - 1. 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 - 2. 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 - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade

elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. Asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 7. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18 inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15 inches. 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 - 8. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral 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 inches 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 - 9. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (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 inches 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 - 10. 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 inches for sanitary sewer and 12 inches 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 inch clearance shall be encased in concrete. (T&ES)
- F - 11. 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 - 12. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches 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 - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and

the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)

F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets:

- b. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
- c. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
- d. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. * (T&ES)

F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

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

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

- C - 10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Resource Recovery 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/resourcerecovery or by calling the Resource Recovery Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 13 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 - 14 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 15 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. T&ES requires that initial site survey work and plans 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 required to prepare plans in this format including initial site survey work. (T&ES)
- C - 16 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 - 17 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 - 18 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 - 19 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 20 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 21 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 - 22 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
- Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays. (T&ES)
- C - 23 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 25 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or

greater than one (1) acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)

- C - 26 The applicant must provide a complete Stormwater Pollution Prevention Plan (SWPPP) “Book” with the Final 1 submission. The approved SWPPP must be provided with the Mylar submission. One hard copy and an electronic copy of the approved SWPPP must be included in the released plan set to the City, and the approved SWPPP Binder Book must be provided to the onsite contractor for use during construction.

VAWC Comments:

1. Keep minimum 5 feet horizontal clearance between proposed storm pipe (include MH outside diameter) and existing water main.

AlexRenew Comments:

2. ARenew has no comments.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Miscellaneous

- R - 5. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 6. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

- R - 7. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 2. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

- C - 10 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

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

Attachments

**Transportation Management Plan
1800 Mt. Vernon TMP SUP #2014-00019**

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and updated on March 15, 2014 as part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel, industrial and other use projects which achieve certain development thresholds must submit a special use permit application which must include a Multimodal Transportation Study 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 1800 Mt. Vernon 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) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The 1800 Mt. Vernon site is located near several DASH and Metro bus stops and in a walkable and bikeable neighborhood in Old Town. The 1800 Mt. Vernon development has a goal of 40% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to encourage 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 Services Division may assist the TMP Coordinator.

- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Services 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 Services 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 Services Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Services Division.

3. Transportation Management Plan Directives

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

	Land Use*	
	Dwelling Units	Retail/Restaurant Sf
1800 Mt. Vernon	49	2,200

**As of August, 2015. 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. Promote the regional 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 Services 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 40% 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 \$.206 per occupied square foot of retail and restaurant space, and \$82.42 per occupied dwelling unit. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. Base assessment rates are published on the City's TMP website for reference.
- 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 or bikeshare services.
- 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. 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 Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- d. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

**APPLICATION****REVISED****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** 2014-0019**Project Name:** 1800 Mount Vernon Avenue**PROPERTY LOCATION:** 1800 and 1800R Mt. Vernon Avenue, Alexandria, Virginia**TAX MAP REFERENCE:** 34.04-14-10 & 18**ZONE:** CM/MVAUOZ**APPLICANT:****Name:** BREVIC Development, LLC**Address:** 1800 - 1800R Mt. Vernon Avenue, Alexandria, Virginia 22301**PROPERTY OWNER:****Name:** BREVIC Development LLC**Address:** 1800 - 1800R Mt. Vernon Avenue, Alexandria, Virginia 22301**SUMMARY OF PROPOSAL** Development Special Use Permit with Site Plan for MVAUOZ - Tier 3

Retail - Residential Mixed Use Development.

MODIFICATIONS REQUESTED See attached.**SUP's REQUESTED** See attached.

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

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

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

Duncan W. Blair, Esq.

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

Alexandria, Virginia 22314

City and State

Zip Code

Signature

703-836-1000

Telephone #

703-549-3335

Fax #

dblair@landcarroll.com

Email address

June 26, 2015 Rev 8/18/15 Rev 9/3/15

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received _____

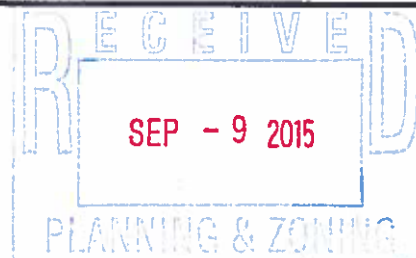
Received Plans for Completeness _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL _____



RECEIVED
June 25, 2015, Revised August 18, 2015 and September 3, 2015

1800 Mt. Vernon Avenue

DSUP #2014-0019

Modifications Requested:

1. Zone Transition Setback Modification (Section 7-900 of the Alexandria Zoning Ordinance)
2. Mt. Vernon Avenue Highway Setback Modification (Section 7-1006 (A) of the Alexandria Zoning Ordinance)

Special Use Permit Request:

1. Development Special Use Permit with Site Plan for MVAUOZ-Tier 3 Retail Residential Mixed Use Development with Section 606(F) Lot Occupancy Ratio
2. Parking Reduction Special Use Permit (Section 8-100(A) (4) of the Alexandria Zoning Ordinance) Required Retail Parking
3. Tier 1 TMP Special Use Permit

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.

BREVIC Development, LLC, is a Virginia limited liability company. Brett Rice (408 East Alexandria Avenue, Alexandria, VA) and Victor Bonomi (6007 Mayfair Lane, Alexandria, VA) are the only individuals owning an interest in excess of 10% in the limited liability company.

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

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. BRETT D RICE	408 E. ALEXANDRIA AVE	50%
2. VICTOR K BONOMI	6007 MAYFAIR LANE	50%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1800 MOUNT VERNON AVE (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. BRETT D RICE	408 E. ALEXANDRIA AVE	50%
2. VICTOR K BONOMI	6007 MAYFAIR LANE	50%
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

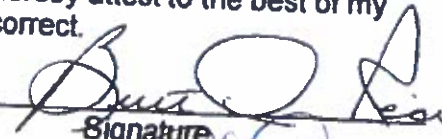
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.		
2.		
3.		

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

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

24 JUN 15
Date

BRETT D RICE
Printed Name


Signature

August 18, 2015 Duncan W. Blair, Representative for Brett D. Rice

Angela Davis, Assistant,
on behalf of Duncan W. Blair

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.)

BREVIC Development, LLC, a Virginia limited liability company ("BREVIC") is requesting a Development Special Use Permit with Site Plan under formed based development standard of the Mount Vernon Avenue Urban Overlay Zone provisions to construct a Retail (2,467 sq. ft.), Residential (48 unit) Mixed Use Development.

The Retail portion of the property is being built for commercial use, but there is no specific use or user at this time. As such, it is impossible to define the use characteristics of the space.

See Attached Additional Narrative.

September 3, 2015

1800 Mount Vernon

DSUP #2014-0019

ADDITIONAL NARRATIVE:

JUSTIFICATION FOR LOT CONSOLIDATION

The Applicant is proposing to consolidate property located at 1800 Mount Vernon Avenue (Tax Map 34.04-14-10) with the separate legal lot located at the rear of 1800 Mount Vernon Avenue (Tax Map 34.04-14-18). The lot at 1800 Mount Vernon Avenue is classified as a Tier 3 Development Parcel under Section 6-606(D)(3)(C) of the Mount Vernon Avenue Urban Overlay Zone ("MVAUOZ") and the parcel at the rear of 1800 Mount Vernon Avenue is classified as a Tier 2 Property under Section 6-606(D)(3)(A) of the MVAUOZ. Section 6-606(D) (2) of the MVAUOZ Sections (A) and (B) generally discourage the consolidation of lots when the purpose of the consolidation is for development. In this instance, the Applicant is requesting to consolidate two lots, one in front of the other, as opposed to lots which are side by side, creating a wider development site and changing the character of the existing lots from the typical historic development pattern of the area. Front and rear lot consolidations are governed by Section 6-606(D)(3)(C) of the MVAUOZ. In this instance, consolidation of the two properties allows for a uniform development and achieves the design that is consistent with and meets the goals of the form based development standards to a greater extent than would occur without the consolidation. Additionally, the impact on the adjoining residential development is no greater than would occur without consolidation.

As demonstrated by the development plan submitted with the application, the consolidated development minimizes the amount of property that would need to be dedicated to provide access to the rear property and allows for unified application of the set-back requirement in a manner that allows the uniform design of the building, while at the same time buffering the properties to the east in accordance with the bulk plane standards of the MVAUOZ. The consolidated property also adheres to the more stringent design standards and zoning requirements as a Unified Tier 3 Development as opposed to a Tier 3 Development and a lesser standard of the Tier 2 Development.

JUSTIFICATION FOR DEVIATION SECTION 6-606(F) LOT COVERAGE.

The Mount Vernon Avenue Business Area Plan provides for a maximum lot occupancy of 60% to accommodate building placement on the front of the lot, and parking/screening on the rear lots, as shown on Figure 6.23 of the Mount Vernon Avenue Business Area Plan. The Applicant, in this instance, is proposing lot coverage of 67% with below grade parking. The Applicant is requesting a deviation from the Design Guidelines, pursuant to Section 6-606(F) of the MVAUOZ. Granting of the deviation in this instance, is justified to permit the development of the site with below grade parking, and the at-grade rear area of the property has transitional open space buffering adjoining residential..

If the deviation is granted, the goals and objectives of the Mount Vernon Avenue Urban Overlay Zone are not compromised.

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

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

Not applicable.

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

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

Not applicable.

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

Day	Hours	Day	Hours
Not applicable.			

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

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

It is not anticipated that noise levels will exceed permitted levels under the Alexandria City Code.

B. How will the noise from patrons be controlled?

Not applicable.

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

It is not anticipated that offensive odors will emanate from the residential use of the property.

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

- A. What type of trash and garbage will be generated by the use?
The type of trash and garbage will be that generally associated with residential and commercial use.
- B. How much trash and garbage will be generated by the use?
The volume of trash and garbage will be that generally associated with residential and commercial use.
- C. How often will trash be collected?
Trash, garbage and recyclable materials will be collected by commercial trash collectors contracted for by the building management.
- D. How will you prevent littering on the property, streets and nearby properties?
Not applicable.

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:

Small quantities of cleaning solvents generally recognized to be appropriate for residential uses will be stored, used as solvents and disposed of in accordance with applicable regulations.

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:

Small quantities of cleaning solvents generally recognized to be appropriate for residential uses will be stored, used as solvents and disposed of in accordance with applicable regulations.

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

Not applicable.

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.

Not applicable.

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?

See zoning tabulations on Development Plan, and attached

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

_____ Standard spaces
 _____ Compact spaces
 _____ Handicapped accessible spaces
 _____ Other

September 3, 2015

1800 Mount Vernon

DSUP #2014-0019

PARKING AND ACCESS REQUIREMENTS.

PARKING REQUIRED: *RESIDENTIAL*

1 Space/ 1BR Unit = 1 x 38 = 38

2 Spaces/ 2BR Unit = 2 x 11 = 22

CREDIT 1: Walkscore (5%) -3

CREDIT 2: BRT (10%) -6

CREDIT 3: 4+ Bus Routes (5%) -3

TOTAL RESIDENTIAL PARKING REQUIRED = 48

RETAIL

Retail Spaces, District 2

1.1 Spaces/ 210 Sq.Ft. Floor Area = 12.9 or 13

50% Deduction (Per Staff) -6.5 or 6

TOTAL RETAIL PARKING REQUIRED = 7

TOTAL REQUIRED PARKING SPACES = 55

PARKING PROVIDED:

Standard Spaces 12

Compact Spaces 41

Accessible Spaces 2

TOTAL PROVIDED PARKING SPACES = 55

- C. Where is required parking located? (check one) ☒ on-site ☐ off-site

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

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

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? None.

- B. How many loading spaces are available for the use? None.

- C. Where are off-street loading facilities located?

There are no off-street loading spaces.

- D. During what hours of the day do you expect loading/unloading operations to occur?
Residential loading and unloading activities will generally be restricted to the moving in and moving out of unit owners and trash removal. The building management will regulate the hours for unit owner use.

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

Except for the move-in period by initial owners, it is anticipated that loading and unloading activities for the residential component will be minimal.

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?

Yes.



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)

See attached.

Parking

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

See attached.

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

See attached.

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

____ Yes. ☒ No.

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

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

1800 Mt. Vernon Avenue

Parking Reduction SUP Application

1. Describe the requested parking reduction.

BREVIC Development, LLC, a Virginia limited liability company, is requesting a parking reduction from the required retail parking requirements in the Mount Vernon Avenue Urban Overlay Zone for Performance Tier 3 based Retail-Residential Mixed Use Project to reduce the number of parking spaces for the required retail parking from thirteen (13) parking spaces to Seven (7) parking spaces.

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

The fifty percent (50%) reduction of the retail parking requirement is consistent with the MVUOZ's requirement for commercial requirements for Tier 2 projects that have a lower parking standard to encourage mixed use projects. Additionally the reduction is justified and supportable by the City due to the urban character of area and availability of on street parking on this portion of the Mt. Vernon corridor as evidenced by the parking study prepared as part of the adoption of the small area plan. Further, the small amount of retail space and the likelihood that the use will be neighborhood serving with most patrons within the arriving by foot or other non-vehicular means justifies the reduction.

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

The physical constraints of the site limit the amount of parking that can be provided.

5. Parking Management Plan.

A Parking Management Plan will be prepared in consultation with the City as part of the review process. The Parking Management Plan will provide for the physical separation of the retail parking from the residential parking, or clearly identified by signage that retail spaces are restricted for retail parking only during

the hours of operation of the business located in the building. Patrons of the retail business will be advised of the availability of the retail parking within below grade parking garage.

6. Non-negative Impact.

The fifty percent (50%) reduction of the retail parking requirement is consistent with the MVUOZ's requirement for commercial requirements for Tier 2 projects that have a lower parking standard to encourage mixed use projects. Additionally the reduction is justified and supportable by the City due to the urban character of area and availability of on street parking on this portion of the Mt. Vernon corridor as evidenced by the parking study prepared as part of the adoption of the small area plan. Further, the small amount of retail space and the likelihood that the use will be neighborhood serving with most patrons within the arriving by foot or other non-vehicular means justifies the reduction.



APPLICATION SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2015-0075

PROPERTY LOCATION: 1800 and 1800R Mt. Vernon Avenue, Alexandria, Virginia

TAX MAP REFERENCE: 34.04-14-10 & 18 **ZONE:** CM/MVAUOZ

APPLICANT:

Name: BREVIC Development, LLC

Address: 1800 - 1800R Mt. Vernon Avenue, Alexandria, Virginia 22301

PROPOSED USE: Tier One Transportation Management Special Use Permit (DSUP #2014-0019)

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

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

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

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

Duncan W. Blair, Esq.
Print Name of Applicant or Agent

[Signature]
Signature

6/26/2015
Date

524 King Street
Mailing/Street Address

703-836-1000
Telephone #

703-549-3335
Fax #

Alexandria, VA 22314
City and State Zip Code

dblair@landcarroll.com
Email address

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

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

PROPERTY OWNER'S AUTHORIZATION

As the property owner of _____ Applicant is the Owner.
 _____, I hereby
 (Property Address)
 grant the applicant authorization to apply for the _____ use as
 (use)
 described in this application.

Name: _____ Phone: _____
 Please Print
 Address: _____ Email: _____
 Signature: _____ Date: _____

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

☐ **Required floor plan and plot/site plan attached.** Not applicable.

☐ **Requesting a waiver. See attached written request.** Not applicable.

- 2.** The applicant is the *(check one)*:
☒ Owner
☐ Contract Purchaser
☐ Lessee or
☐ Other: _____ of the subject property.

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

BREVIC Development, LLC, is a Virginia limited liability company. Brett Rice (408 East

Alexandria Avenue, Alexandria, VA) and Victor Bonomi (6007 Mayfair Lane, Alexandria, VA)

are the only individuals owning an interest in excess of 10% in the limited liability company.

USE CHARACTERISTICS

- 4.** The proposed special use permit request is for (*check one*):
- ☐ a new use requiring a special use permit,
 - ☐ an expansion or change to an existing use without a special use permit,
 - ☐ an expansion or change to an existing use with a special use permit,
 - ☒ other. Please describe: Tier One Transportation Management Plan Special Use Permit.

- 5.** Please describe the capacity of the proposed use:

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

Not applicable.

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

Not applicable.

- 6.** Please describe the proposed hours and days of operation of the proposed use: Not applicable.

Day: _____ _____ _____ _____	Hours: _____ _____ _____ _____
--	--

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

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

Not applicable.

- B. How will the noise be controlled?

Not applicable.

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

Not applicable.

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

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

Not applicable.

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

Not applicable.

- C. How often will trash be collected?

Not applicable.

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

Not applicable.

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

☐ Yes.

☒ No.

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

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

☐ Yes. ☒ No.

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

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

Not applicable.

ALCOHOL SALES

13.

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

☐ Yes ☒ No

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

PARKING AND ACCESS REQUIREMENTS

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

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

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
--

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

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

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

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

☒ **Parking reduction requested; see attached supplemental form**

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

- A. How many loading spaces are available for the use? None.

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>

B. Where are off-street loading facilities located? There are no off-street loading spaces.

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

Residential loading and unloading activities will generally be restricted to the moving in and moving out of unit owners and trash removal. The building management will regulate the hours for unit owner use.

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

Except for the move-in period by initial owners, it is anticipated that loading and unloading activities for the residential component will be minimal.

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

Yes.

SITE CHARACTERISTICS

Not applicable.

17. Will the proposed uses be located in an existing building? ☐ Yes ☐ No

Do you propose to construct an addition to the building? ☐ Yes ☐ No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be? Not applicable.

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

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

☐ a stand alone building

☐ a house located in a residential zone

☐ a warehouse

☐ a shopping center. Please provide name of the center: _____

☐ an office building. Please provide name of the building: _____

☒ other. Please describe: New Development TMP.

End of Application

DEL RAY CITIZENS ASSOCIATION

www.delraycitizens.org

P.O. Box 2233, Alexandria, VA 22301

October 22, 2015

Karl W. Moritz, Acting Director, Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Dear Mr. Moritz,

On October 13th, 2015, the Del Ray Citizens Association (DRCA) Land Use Committee (LUC) reviewed Case # DSUP2014-0019, 1800 Mt. Vernon Ave. Many citizens in neighborhood came to speak with their concerns for the project. Much of the discussion revolved around the noise level from the residents at the rear of the building and parking.

The DRCA LUC voted a unanimous approval with the following conditions:

- Move planters on rear third floor in outdoor areas to the west edge instead of up against the building to reduce noise impacts;
- Bike rack must accommodate at least 6 bikes. Install in clearly visible location in support of retail and shall not encroach on sidewalk. (Current location is hard to get in and out of for cars);
- Require bundled parking with at least one free parking space per unit;
- A temporary loading zone be established in front of the building on Mt. Vernon during the morning hours;
- Install mirror or other device to allow drivers exiting garage to see pedestrians on the sidewalk;
- No cars be allowed to park within 10 feet of either side of the driveway (including signage);
- Notification as quickly as possible to businesses currently leasing parking spaces that they will no longer be available (note that the City will likely need to work with some lessees to amend any existing SUP/DSUPs that rely on such spaces to secure alternative parking);
- Provide adequate screening/plantings on the ground level to serve as a noise buffer to the properties to the west; and
- Require efforts to reuse or replicate existing historical architectural details into the new building.

At the October 14, 2015, the DRCA LUC presented its recommendations to the general DRCA membership at its monthly membership meeting. The DRCA approved the LUC's recommendations.

Sincerely,



Danielle Fidler & Kristine Hesse, Co Chairs
Del Ray Citizens Association Land Use Committee

Cc:

Jim Roberts, Staff Reviewer
Gary Wagner, Staff Reviewer
Duncan Blair, Applicant Representative
Brett Rice, Applicant



DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue, Richmond, Virginia 23221

Telephone: (804) 367-2323 Fax: (804) 367-2391

PRELIMINARY INFORMATION FORM (PIF)

INDIVIDUAL PROPERTY

The following constitutes an application for preliminary consideration of eligibility for the nomination potential of a property for listing in the Virginia Landmarks Register and the National Register of Historic Places. This does **not** mean that a property is being nominated to the registers at this time. Rather, it is being evaluated by the Department of Historic Resources (DHR) staff and the State Review Board to determine if the property qualifies for such listings. Applicants will be notified of the staff's and the State Review Board's recommendations.

Contact the DHR archivist to determine if previous survey material for this property is on file, and if the resource has been previously evaluated by DHR. Obtaining previously recorded information could save a significant amount of time in preparing this Preliminary Information Form (PIF). The archivist may be reached by phone at (804) 482-6102, or by email at Quatro.Hubbard@dhr.virginia.gov. The archivist will also provide you with the address of the regional office to which you should send your completed PIF materials.

PIF Materials: The printed version of this form should be submitted on 8½" X 11" paper, along with the electronic version, preferably in Word format. The form may be typed or hand-written, if an electronic format is not available. The electronic version of this PIF should be submitted on a disc, or it may be attached to an email to the archivist.

Note: All submitted materials become the property of the Department of Historic Resources and will not be returned. In addition, the materials will be posted on the DHR public website for a period of time during the evaluation process. Please address questions regarding the PIF application to the archivist or regional office staff.

Photographs: Please provide at least four (4) **color or** black-and-white (B&W) photographs (generally North, South, East and West elevations) and at least four (4) color or B&W photographs of the interior space. Also provide color or B&W photographs of other buildings on the property and views of the general setting. Photograph size 4" x 6" is preferred, and they should be printed on glossy paper. The inclusion of the printed photographs is essential to the completion of this application. **Without photographs, the application cannot be evaluated.**

Photographs should be labeled on the reverse side on the bottom right hand corner in soft pencil (8b or 9b) or china marker only, and are not to be mounted or affixed with adhesives in any way. Labeling should include the name of the property, city or county, view, and the approximate date of the image. In addition to the images printed on photographic paper, digital images, if available, should be submitted in TIF or JPEG format and can be included on the same disc as the PIF.

Maps: Please include two (2) maps showing the location of the property:

- A copy of a section of a USGS topographical Quad map with the date, the name of the county/city and the quad printed on the map, and with the name of the property and its location on the map labeled with a pencil (sections of USGS Quadrangle maps can be printed free of charge from <http://store.usgs.gov> and hand-labeled to mark property boundaries or location).
- A sketch site plan (tax base map, or hand-drawn) showing the primary resource, outbuildings, potential and/or known archaeological sites (if known), main roads (noting street and route numbers), and other features that are important in conveying the significance of the total property. Please include a "North" arrow, date, and "Not to Scale", if appropriate.

Before submitting the PIF, please make sure that you have included the following:

- Section of labeled USGS Quadrangle map showing the location and boundaries of your property
- Sketch site plan map of the property
- Color or B&W photographic prints
- Disc with digital files (Word documents, TIFs, JPEGs)
- Completed Resource Information Sheet, including
 - Owner's signature – **this is required. The PIF will not be evaluated without owner(s) signature.**
 - Applicant contact information
 - City or county official's contact information

Thank you for taking the time to submit this Preliminary Information Form. Your interest in Virginia's historic resources is helping to provide better stewardship of our cultural past.

Virginia Department of Historic Resources

PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the property for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the property could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

General Property Information	For Staff Use Only DHR ID #:
Property Name(s): <u>Arlandria Floors building</u>	
Property Date(s): <u>1941</u> <input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post Open to Public? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Limited <input type="checkbox"/> No	
Property Address: <u>1800 Mt. Vernon Avenue</u> City: <u>Alexandria</u> Zip: <u>22301</u>	
County or Ind. City: <u>Ind. City of Alexandria</u> USGS Quad(s): <u>Alexandria, VA-DC-MD</u>	

Physical Character of General Surroundings
Acreage: <u>0.4339</u> Setting (choose one): <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Town <input type="checkbox"/> Village <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
Site Description Notes/Notable Landscape Features: The building lies on level ground within a rectangular lot encompassing 18,900 square feet (measuring 100-feet by 189-feet), situated on the west side of Mt. Vernon Avenue between E. Bellefonte and E. Mason avenues. Asphalt surface parking areas surround the building to the north and west, while a commercial structure lies near the property line to the south. The building contributes to the commercial character of Mt. Vernon Avenue, the main thoroughfare of the Town of Potomac, which was annexed by the City of Alexandria in 1929.
Secondary Resource Description (Briefly describe any other structures (or archaeological sites) that may contribute to the significance of the property:
Ownership Category: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public-Local <input type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal

Individual Resource Information
What was the historical use of this resource? Examples include: Dwelling, Grist Mill, Bridge, Store, Tobacco Barn, etc...
Commercial
What is the current use? (if other than the historical use) <u>Commercial</u>
Architectural style or elements of styles: <u>Art Deco</u>
Architect, builder, or original owner: <u>Walter Von Herbulis, owner/builder; Mihran Mesrobian, architect</u>
of stories <u>1</u> Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Poor <input type="checkbox"/> Ruins <input type="checkbox"/> Rebuilt <input type="checkbox"/> Renovated
Are there any known threats to this property? <u>None known</u>

Resource Component Information

Please answer the following questions regarding the individual components of the resource. If the component does not exist, answer “n/a.” If you feel uncomfortable in answering the question, please leave the space blank. Photographs of the features can also help our staff identify specific feature components. Usually, priority is given to describing features on the primary (front) facade of the structure.

Foundation: Describe the foundation that supports the structure. Examples include piers, continuous brick, poured concrete.
Concrete; continuous brick visible

Structure: Describe the primary structural component of the resource. Include primary material used. Examples include log, frame (sawn lumber), and brick. Also include the treatment, such as a particular brick bond or type of framing, if known.
Cinder block, brick

Walls: Describe the exterior wall covering such as beaded weatherboard or asbestos shingles.
Yellow brick (7:1 Common bond); red brick (6:1 common bond); limestone trim

Windows: Describe the number, material, and form of the primary windows. This includes the number of panes per sash, what the sashes are made of, and how the sashes operate (are they hinged or do they slide vertically) Have the windows been replaced?
2 full-height, 3-light, metal frame, fixed plate-glass storefront windows; 6 metal frame, 2-light, horizontally-sliding casements

Porch: Briefly describe the primary (front) porch. List the primary material, shape of the porch roof, and other defining details.
N/A

Roof: Describe the roof, listing the shape and the covering material.
Flat parapet

Chimney(s): List the number of chimneys and the materials used. Include the brick bond pattern if possible.
1 red brick (6:1 common bond)

Architectural Description of Individual Resource: *(Please describe architectural patterns, types, features, additions, remodelings, or other alterations. A sketch of the current floor plan would be appreciated.)*

The commercial building at **1800 Mt. Vernon Avenue**¹ was built in 1941 by developer Walter Von Herbulis, then the owner of the property, to house an Acme grocery store. Mihran Mesrobian, a prolific Washington, D.C.-based architect, designed the edifice in the Art Deco style. On 22 July 1941, Von Herbulis filed for a new construction permit to erect a grocery store on the parcel described as Lot 2, Block 3 of Assessment Map 210 for the approximate cost of \$16,000. The one-story building would comprise a concrete foundation, brick and cinder block walls laid one-foot thick, limestone trim, and a flat roof clad in slag. The building would measure 50-feet in front, 50-feet in the rear, with a depth of 130-feet, encompassing 6,500 square feet.¹ [Figure 1]

The one-story building's rectangular footprint first appears on the 1958 Sanborn Fire Insurance Map of Alexandria, Virginiaⁱⁱ labeled as a brick-faced, cinder-block building with iron posts and glass skylights. Additional notation suggests that the building was vacant at the time of the map's compilation. [Figure 2] The building's asphalt entrance drive and parking area, to the north, replaced a two-story, square dwelling with a wrap-around front porch and rear ancillary buildings which appeared on the City of Alexandria's Sanborn Fire Insurance Maps in 1921, 1931 and 1941. [Figures 3 and 4]

The building rises approximately 12 feet from a concrete foundation (only continuous brick is visible) to a flat parapet roof. The façade (east elevation, fronting Mt. Vernon Avenue) and the north elevation comprise yellow bricks laid in a seven-to-one common bond, while the south elevation comprises red

¹ This lot was addressed 422 Mt Vernon Avenue before 1940; 1802 Mt Vernon Avenue between 1940 and 1956; and 1800 Mt. Vernon Avenue after 1957.

brick laid in a six-to-one common bond. The building is two-and-a-half bays wide, and the facade reads as a central block flanked by corner pavilions differentiated by twin brick pilasters flanking recessed brick niches. In the 21 July 1941 blueprints drafted by Mesrobian, these niches were meant to contain glass block lights. [Figures 5 and 6a] The pilasters are capped in yellow-painted molded concrete bands and a decorative square panel is centered between them, above the niches. Fluted pilasters comprising the same yellow-colored molded concrete frame the centralized entrance, which features a single full-height, metal frame glass door with a single-light sidelight and a single-light transom. The pilasters' capitals are decorated with three white stars, while a molded concrete belt-course with a chevron and fleur-de-lis pattern spans the width of the central block at the capitals' height. The belt-course acts as a lintel to the two storefront windows that flank the entrance, each full-height, three-light, fixed plate-glass windows with brick sills and metal frames. The attic is blind but decorated with horizontal striations of molded concrete; the same material copes the stepped parapet roof and comprises the decorative keystone centered above the entrance. The present structure closely adheres to Mesrobian's drawings, although there are some discrepancies and less costly materials were substituted: where Mesrobian drew a double-door entrance, there is now a single door; the keystone on the parapet roof was intended as the centerpiece of a shallow pediment; the glass block lights in the corner pavilions were discarded, as was the steel projected sash and alumilite covered transom bar; the decorative limestone elements were simplified; and molded concrete was substituted for the stone. [Figures 6a and 6b]

The six-and-a-half-bay north elevation features a secondary entrance in the second bay, comprising a double-glass door with single lights and metal frames, flanked by single-light sidelights and shaded by a red awning. The first bay holds twin brick pilasters with a recessed niche (a decorative element that is continued from the façade), and one of six punched-out, metal-frame, horizontally-sliding casements with two lights each that pierce the length of the exterior wall. Two single rows of brick footers span the length of the building, acting as continuous lintels and sills to the fenestration. The south elevation is blind, and both side elevations have metal coping in lieu of a cornice. The rear elevation, comprising red brick laid in a six-to-one common bond, was executed according to Mesrobian's drawings. [Figure 7] A single centered doorway is flanked by pairs of double-hung windows and two single double-hung windows. The fenestration is framed by two single rows of brick footers that act as a continuous sill and lintel, similar to that on the northern elevation, and each is covered with vertical iron bars. A red brick chimney is situated on the southwest corner of the rear elevation, and extends a few feet above the roofline.

General maintenance and alterations to the building were made in successive decades. In January 1956, the owner, Jay Kay Realty Corporation, hired day laborers to erect a 50-foot interior partition wall (comprising sheet rock) across the building's width in order to divide the space into a 50-foot by 60-foot front sales room and a 50-foot by 70-foot wood-working shop in the rear.ⁱⁱⁱ In 1959, to ready the building for new occupants (the Alexandria Auto Paint Shop), the owner commissioned a series of renovations, including interior alterations undertaken by Tuckerman-Barbee Construction and reroofing by Easterday Duckworth.^{iv} Tuckerman-Barbee Construction was retained again in 1966 to repair fire damage to the metal ceiling and roof deck of the auto paint and body shop at the cost of \$400.^v The slag roof was removed and replaced in 1973, under the aegis of Charles R. Hooff, Inc., Realtors, who also bricked-in a window in the rear shop, costing a total of \$5,000.^{vi} The most costly renovations were made in 1983, when Jay-Kay Realty, LLC spent \$43,100 to remodel the building in order to house the Del Ray Tool Rental shop and to reroof the store with a new 4-ply, built-up asphalt slag roof for \$12,550.^{vii} In 1987, a 1,000-gallon above-ground tank was installed on the premises, which was replaced by another in 1989.^{viii}



Figure 1: Plat of the parcel now known as 1800 Mt. Vernon Avenue, created by Basil M. DeLashmuth, Surveyor, September 1941. From new construction permit #3148 from 22 July 1941 for 1802 Mt. Vernon Avenue. Repository: City of Alexandria Archives and Records Center.

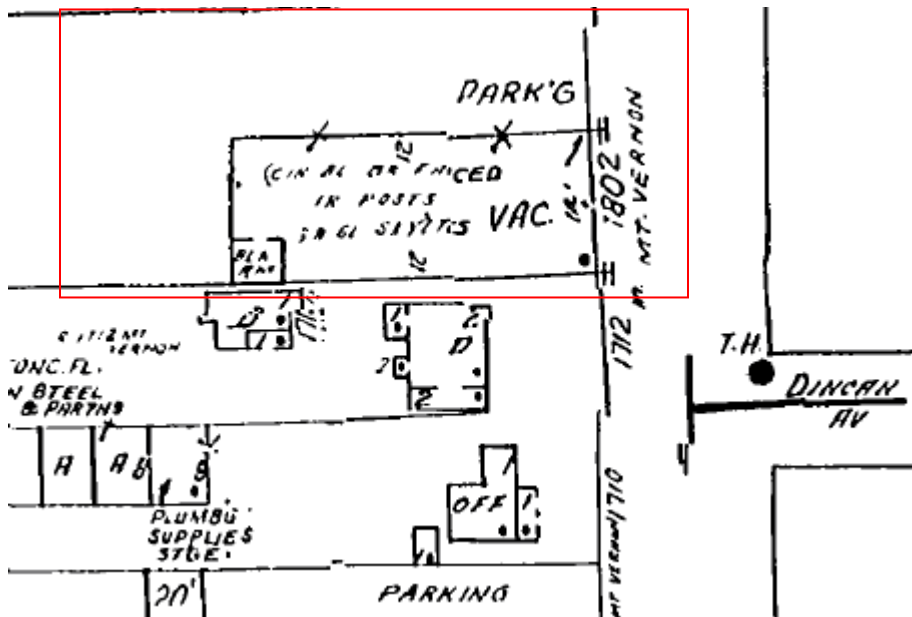


Figure 2: Sanborn Fire Insurance Map of Alexandria, Virginia, 1958, Vol. 1, Sheet 42.

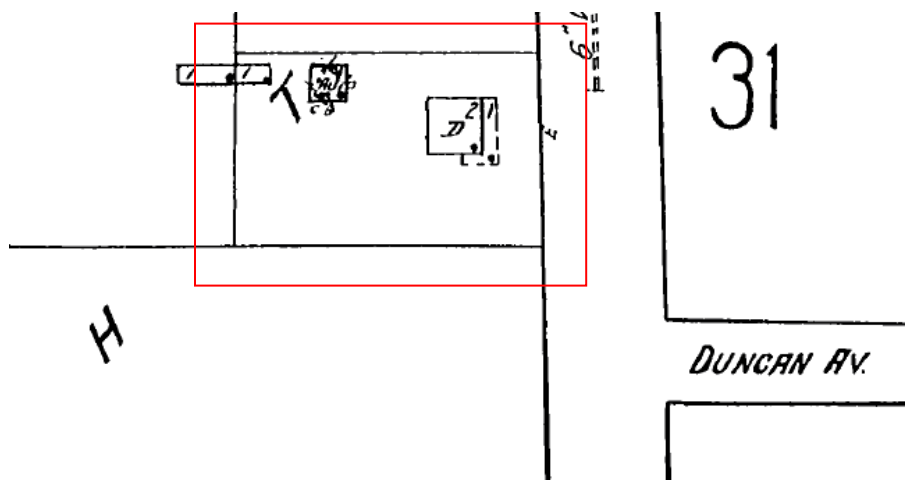


Figure 3: Sanborn Fire Insurance Map of Alexandria, Virginia, August 1921, Sheet 29.

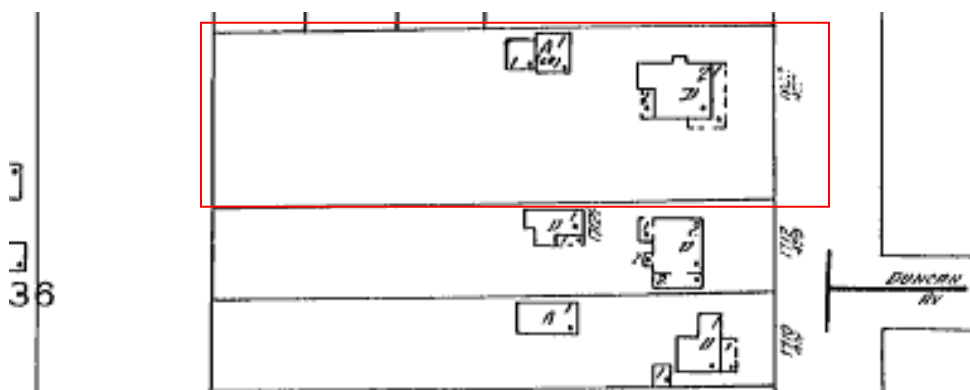


Figure 4: Sanborn Fire Insurance Map of Alexandria, Virginia, 1941, Vol. 1, Sheet 42.

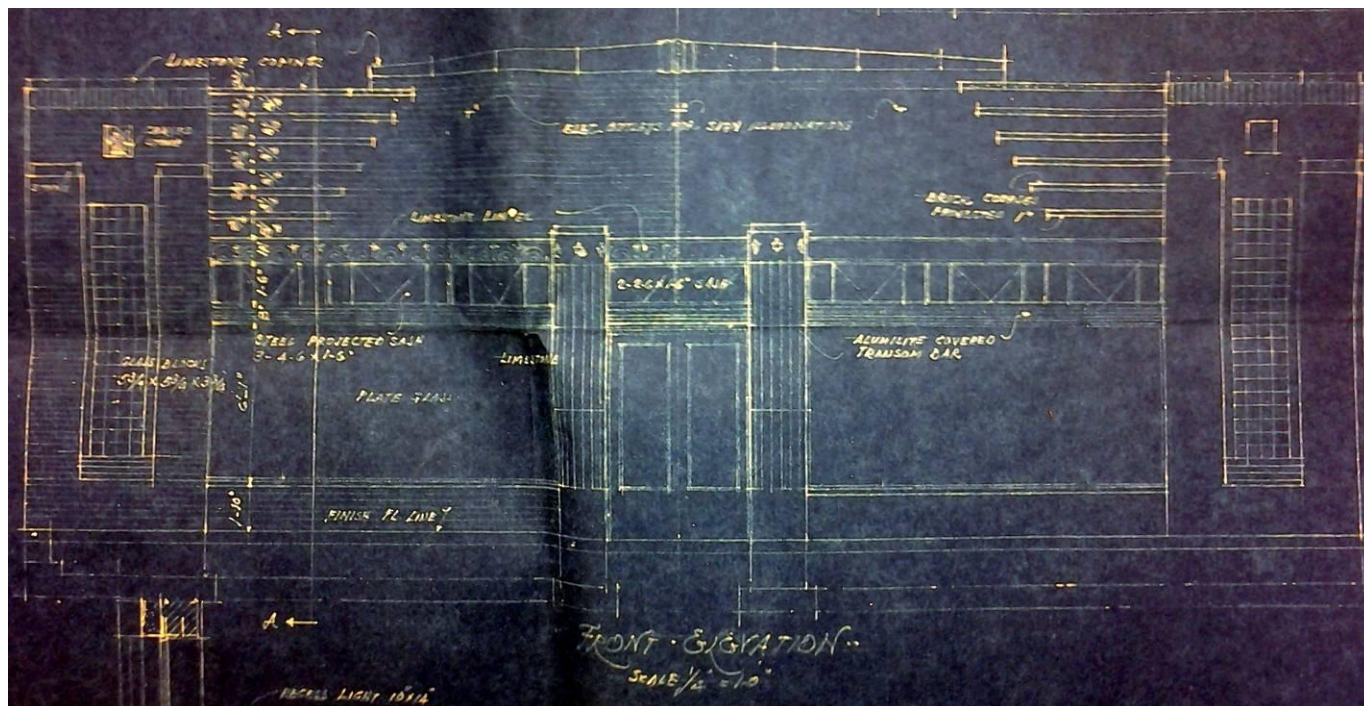
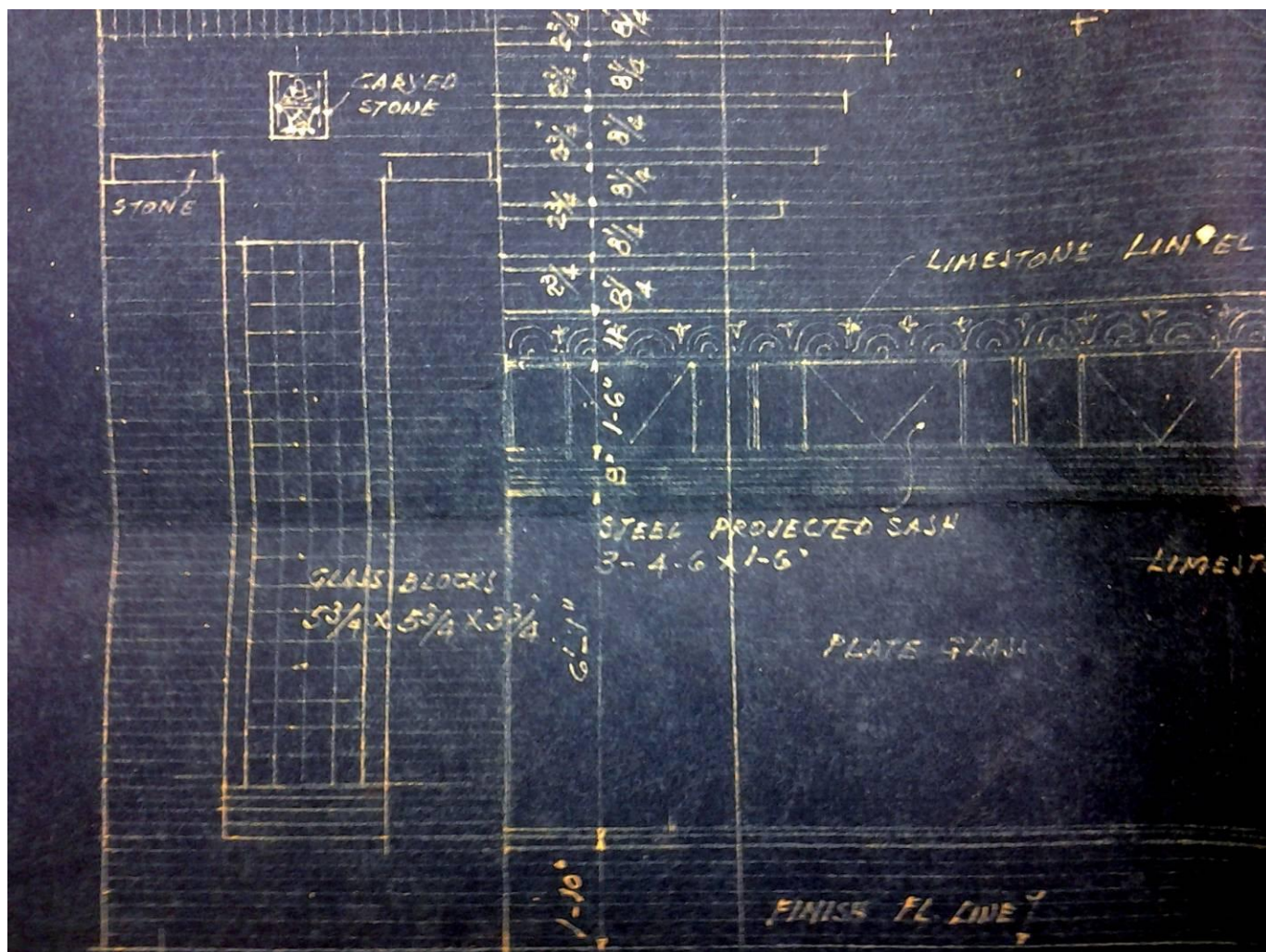
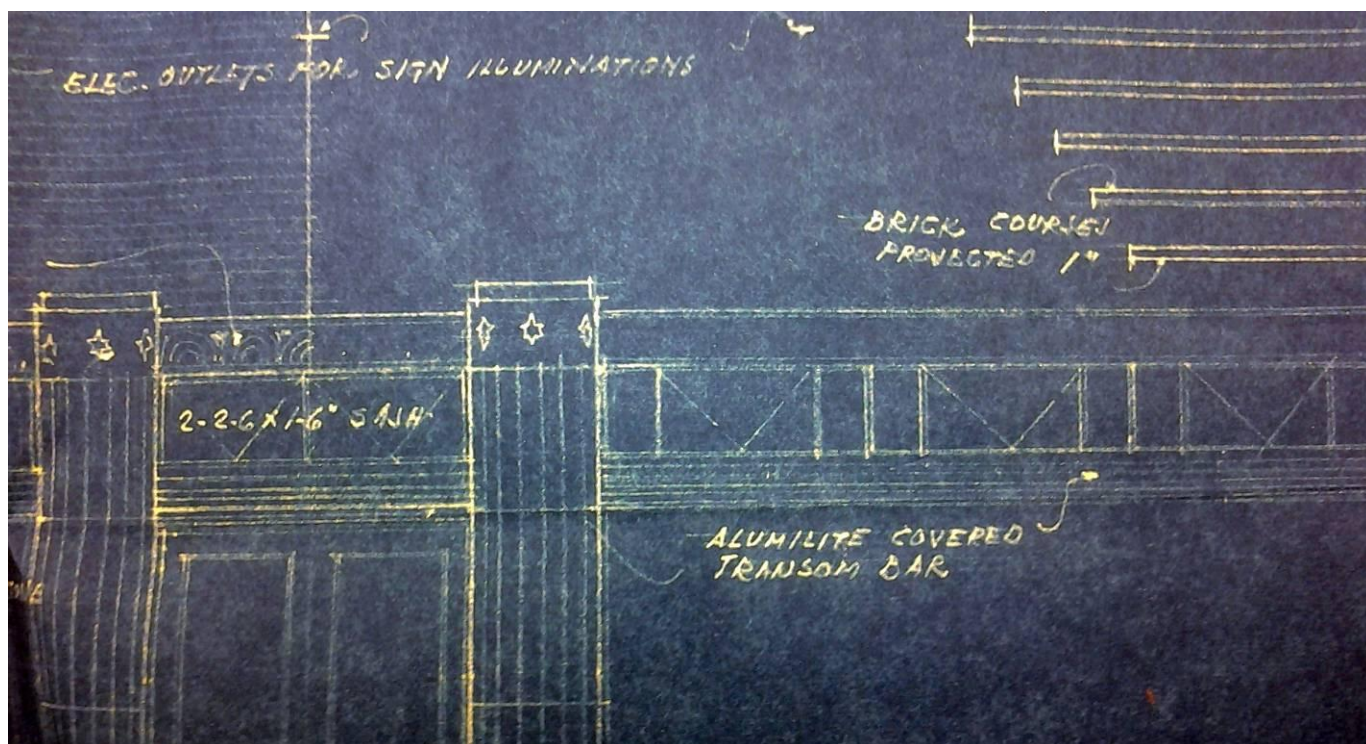


Figure 5: Front elevation of 1800 Mt. Vernon Avenue, created by Mihran Mesrobian, 21 July 1941. From new construction permit #3148 from 22 July 1941 for 1802 Mt. Vernon Avenue. Repository: City of Alexandria Archives and Records Center.



Figures 6a (above) and 6b (below): Front elevation of 1800 Mt. Vernon Avenue, details, by Mihran Mesrobian, 21 July 1941. N.b., the notation for glass blocks , steel projected sash, limestone lintel, and alumilite covered transom bar -- elements not currently extant. From new construction permit #3148 from 22 July 1941 for 1802 Mt. Vernon Avenue. Repository: City of Alexandria Archives and Records Center.



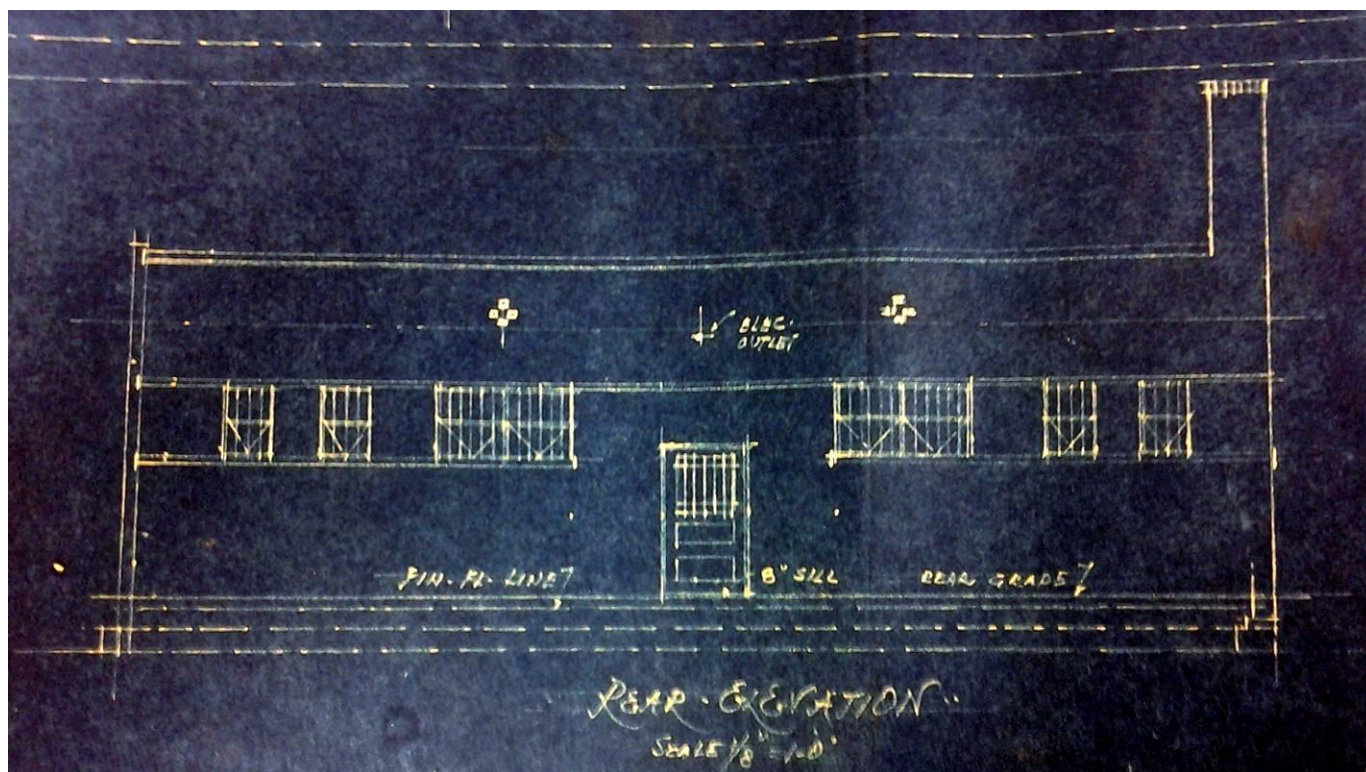


Figure 7: Rear elevation of 1800 Mt. Vernon Avenue, created by Mihran Mesrobian, 21 July 1941. From new construction permit #3148 from 22 July 1941 for 1802 Mt. Vernon Avenue. Repository: City of Alexandria Archives and Records Center.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list all sources of information. It is not necessary to attach lengthy articles or genealogies to this form. Normally, only information contained on this form will be posted for consideration by the State Review Board.

The site of the Arlandria Floors building comprises Lot 5 of Block 1, Section 1 of the subdivision of Braddock Heights. It is also legally described as Lot 2 [Block 3, Assessment Map 210] of James Duncan's lands. In the early 20th-century, most of the land flanking Mt. Vernon Avenue south of the Bellefont Avenue (the southern border of Del Ray) belonged to various members of the Duncan family, and remained largely undeveloped despite being conveniently situated between Old Town and the Town of Potomac. [Figure 8] Development quickened after this area was annexed by the City of Alexandria in 1930. This building lies outside of the boundaries of the Town of Potomac Historic District (1992), and is therefore not listed in the National Register of Historic Places.

In 1931, the lot and its dwelling were sold by M.L. and Anna Bates to Paul J. Bamberger.^{ix} The Bambergers retained the property until 1940, when they sold it to Bessie Turner, who in turn sold it to Charlotte and James R. Harman the following year.^x The Harmans dwelled at 422 Mount Vernon Avenue, presumably as renters, between 1920 and 1940. According to the U.S. Census from 1940, James Harman was a machinist who was born in Berkeley County, West Virginia in 1873. The Harmans sold the property six days after purchasing it in 1941 to Fred Gosnell and Walter Von Herbulis. Von Herbulis filed for a new construction permit in July 1941, after which time the dwelling was demolished and replaced by the present commercial structure.^{xi}

Walter O. Von Herbulis (1894-1967) was the son of Hungarian émigré and prominent architect, Adalbert "Albert" Olszewski Ritter Von Herbulis (1860-1928).^{xii} A native of Falls Church, Virginia, Von Herbulis resided in Washington, D.C. circa 1940 and his occupation was listed as "builder."^{xiii} Von Herbulis partnered with Fred Gosnell to form the F&W Construction Company, which "built homes, shopping centers and apartment buildings"^{xiv} and "was responsible for the construction of many projects in the Washington Metropolitan Area... [including] Lee Gardens North (1949-1950), Court House Manor at 1233 North Court Road (1940), Lewis Heights Apartments at Fort Belvoir, Keswick Gardens in Richmond, the Parkchester Courts (1952) in Anacostia, and Rhode Island Plaza in Northeast, Washington, D.C."^{xv} In 1940, the F&W Construction Company retained architect Mihran Mesrobian to design a shopping center on North Glebe Road in Arlington,^{xvi} and to design the grocery store at 1802 Mt. Vernon Avenue in Del Ray the following year.

Of Armenian descent, Mesrobian was born in Turkey in 1889 and studied architecture at the Ecole des Beaux Arts in Istanbul. He worked as a municipal architect in the coastal city of Izmir, then worked as an assistant to the palace architect in Istanbul before serving as a military engineer during World War I. With his family, Mesrobian immigrated to the United States in 1921 and settled in Washington, D.C.^{xvii} By 1924, he had become the in-house draftsman for D.C.-area developer Harry Wardman, for whom he designed a number of luxury hotels in the city, including the Carlton Hotel (1926), the Hays-Adams Hotel (1927), and the Wardman Tower and Arcade (1928).^{xviii} Mesrobian established his own private practice after Wardman declared bankruptcy in 1930, expanding into residential-cum-commercial projects such as Wakefield Manor apartments (1943) and the adjacent Wakefield Shopping Center (1945) in Arlington.^{xix} The latter was owned by William Parreco and Walter Von Herbulis, suggesting that Mesrobian retained a fruitful association with Von Herbulis throughout the war and postwar years. Mesrobian remained a prolific architect in the area until his death in 1975.^{xx}

In November 1941, the property was sold to Lillian Kotz.^{xxi} Lillian and her husband Jacob lived in the District of Columbia in the 1920s and 1930s, and owned Jay Kay Realty Corporation, which, over the successive decades, managed the property at 1802 Mt. Vernon Avenue (the company's name appeared on repair and alteration permits throughout the 1950s and early 1960s). The 1955 edition of Lusk's Northern Virginia Real Estate Directory listed the owner of 1800 Mount Vernon Avenue as Jacob Katz [sic], and

assessed the land value as \$7,705 and \$18,177 with improvements. The firm of Jay Kay Realty formally assumed ownership in 1983 when the property was transferred from the estate of Tibe Kotz.^{xxii} Jay Kay Realty, LLC retained the property until 2002, when the company sold it to Arlandria Floors; that company was liquidated in 2007,^{xxiii} and since that date, the building has been owned by John P. and Mary C. Bresnahan, Trustees.²

The edifice at 1800 Mt. Vernon Avenue is a good example of a brick vernacular Art Deco style commercial building. Taken in its context, the building is significant as an intact element in a larger commercial fabric that speaks to Del Ray's rise in the 1930s and 1940s. The building reflects the growing importance of Mt. Vernon Avenue as a commercial thoroughfare and exhibits the theme of trade: Between 1940 and 1955, the building housed the Acme Grocery store, then the Saah Bookcase Shop (cabinetmakers) in 1957. The building was vacant through the final years of the 1950s, then occupied by the Alexandria Auto Paint Shop between 1960 and 1962, followed by Earl Scheib's Auto Paint Shop until 1967. Like many of the commercial buildings lining Mt. Vernon Avenue, this one remained vacant and in disrepair through the late 1960s, 1970s, and early 1980s. Between 1984 and 1989, it housed the Del Ray Tool Rental store owned by Dale Shaffer. In 2002, it became Arlandria Floors.^{xxiv}

The building is significant on the local and state levels as characteristic of the Art Deco style (criterion C); for its association with local persons of significance, including area developer Walter Von Herbulis and prominent D.C. architect Mihran Mesrobian (criterion B); and for its role in the development of Del Ray as an urban enclave (criterion A) concurrent with Northern Virginia's growing regional importance in the interwar years and the country's transformation from a predominantly rural to an urban character. It retains integrity in its setting, location, design, materials, and feeling.

² The City of Alexandria Real Estate Assessment database lists the current owner as Brevic Development LLC, and the owner as of January 1, 2014 as John P. and Mary C. Bresnahan, Trustees.



Figure 8: Map showing Duncan family holdings in the area east of Braddock Heights. N.b., "Poor House Road" is present-day Monroe Avenue. Howell & Taylor, "Map of Alexandria County, Virginia for the Virginia Title Co., Alexandria" 1900. Repository: Center for Local History - Arlington Public Library.

Legal Owner(s) of the Property (For more than one owner, please use a separate sheet.)Mr. ☐ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐John P. and Mary C. Bresnahan, Trs.Brevic Development LLC6084-A Franconia RoadAlexandriaVA22301

(Address)

(City)

(State)

(Zip Code)

703-922-9229

(Email Address)

(Daytime telephone including area code)

Owner's Signature: _____

Date: _____

•• Signature required for processing all applications. ••

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: _____

Daytime Telephone: ()

Applicant Information (Individual completing form if other than legal owner of property)Mr. ☐ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☒ Hon. ☐Heather N. McMahon,Architectural Historian1820 Candlewood Court, #205Charlottesville,VA22903

(Address)

(City)

(State)

(Zip Code)

Hnm2f@virginia.edu434.249.3454

(Email Address)

(Daytime telephone including area code)

Applicant's Signature: _____

Date: _____

Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr. ☒ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐City Manager, c/o Karl MoritzActing Planning DirectorCity of Alexandria301 King Street, Suite 2100

(Locality)

(Address)

AlexandriaVA22314703-746-4666

(City)

(State)

(Zip Code)

(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this property.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes ☐ No ☐Would you be interested in the easement program? Yes ☐ No ☐



1. 1800 Mt. Vernon Avenue. Facade (east) elevation, straight angle, facing 268° W. Photograph by Gwen White, 4/6/14.



2. 1800 Mt. Vernon Avenue. Facade (east) elevation, detail entrance pilasters, straight angle, facing 268° W. Photograph by Gwen White, 4/6/14.



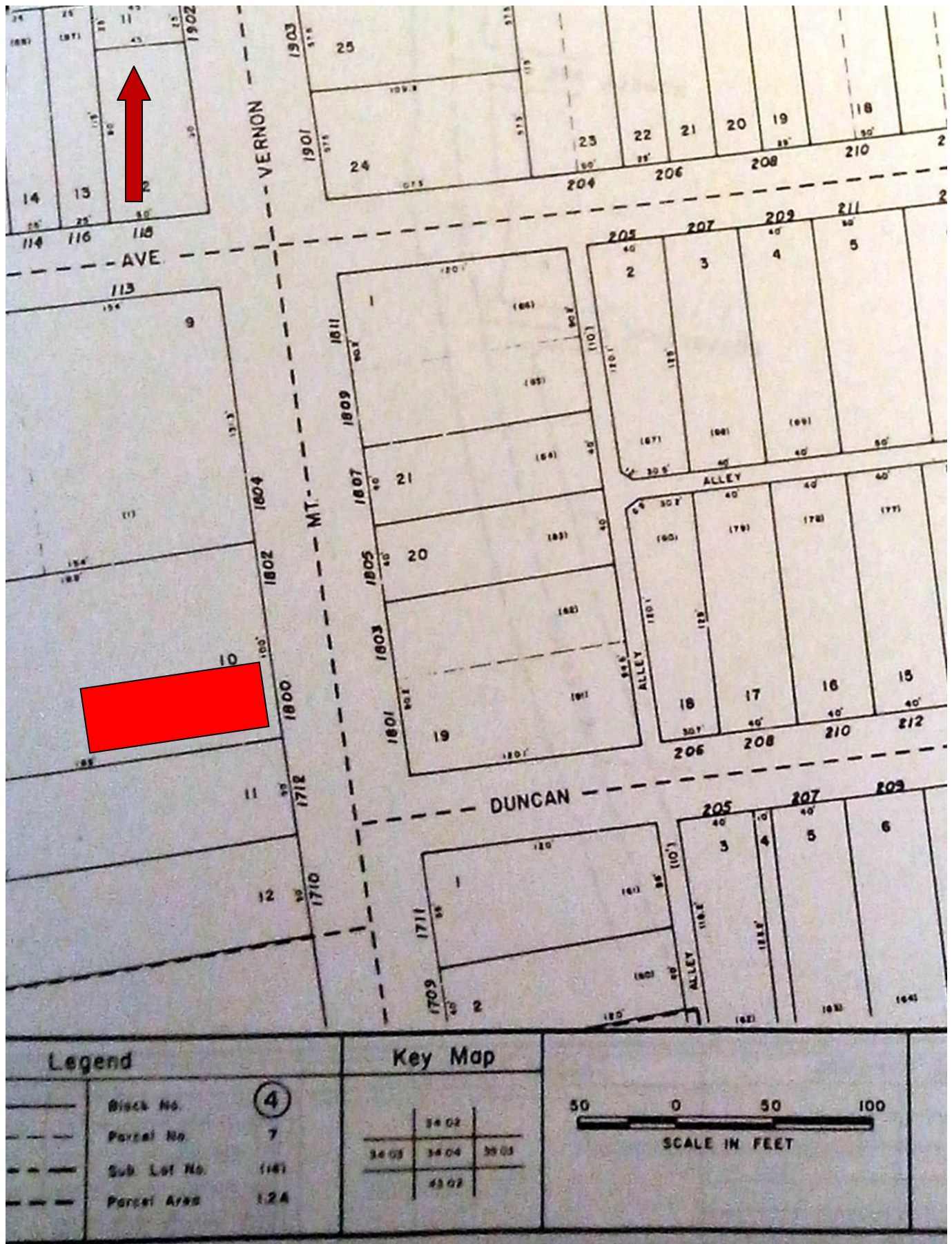
3. 1800 Mt. Vernon Avenue. Half of north elevation, oblique angle, facing 232° SW. Photograph by Gwen White, 4/6/14.



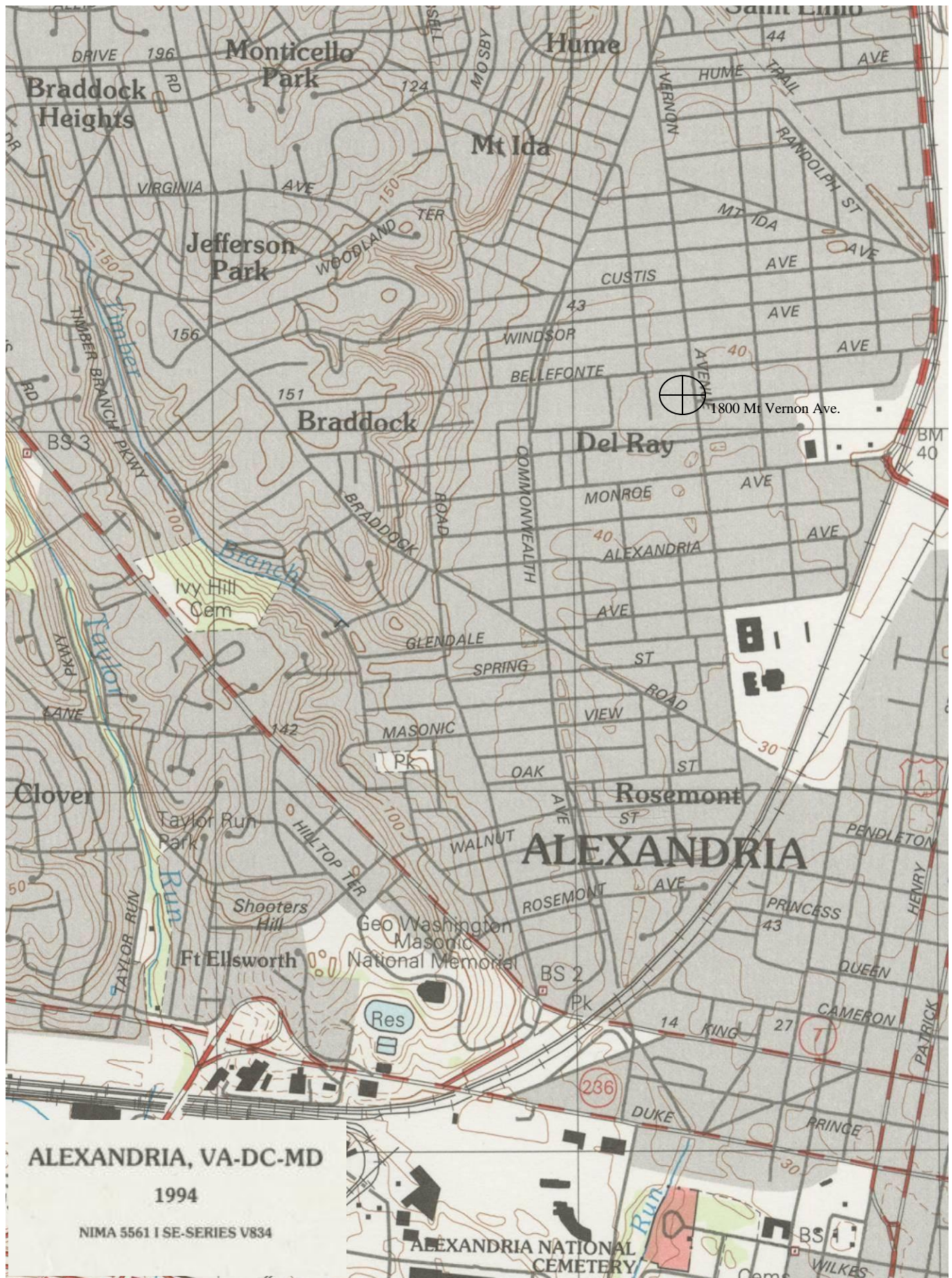
4. 1800 Mt. Vernon Avenue. Rear half of north elevation, oblique angle, facing 232° SW. Photograph by Gwen White, 4/6/14.



5. 1800 Mt. Vernon Avenue. Façade and front half of south elevation, oblique angle, facing 291° W. Photograph by Gwen White, 4/6/14.



Building outline not to scale.
2014.



ENDNOTES

- ⁱ New construction permit #3148 from 22 July 1941 for 1802 Mt Vernon Avenue, owner Walter Von Herbulis. City of Alexandria Archives and Records Center.
- ⁱⁱ Sanborn Fire Insurance Map of Alexandria, Virginia, 1958, Vol. 1, Sheet 42.
- ⁱⁱⁱ Alteration/repair permit #12512 from 20 January 1956 for 1800-1802 Mt. Vernon Avenue. City of Alexandria Archives and Records Center.
- ^{iv} Alteration/repair permits #15138 from 9 July 1959, and #15330 from 10 September 1959. City of Alexandria Archives and Records Center.
- ^v Alteration/repair permit #23188 from 6 July 1966. City of Alexandria Archives and Records Center.
- ^{vi} Alteration/repair permits #30357 from 23 October 1973, and #30461 from 18 December 1973. City of Alexandria Archives and Records Center.
- ^{vii} Alteration/repair permits #39126 from 26 September 1983, and #39184 from 13 October 1983. City of Alexandria Archives and Records Center.
- ^{viii} Installation permits #5994 from 21 May 1987, and #03407 from 20 June 1989. City of Alexandria Archives and Records Center.
- ^{ix} City of Alexandria Deed Book 115, page 500, 25 March 1931: M. L. and Anna Bates, Grantors, to Paul J. Bamberger, Grantee. Alexandria Clerk of the Court - Court of Records. For derivation of title and plat, see Arlington County Deed Book 211, page 92 and Deed Book 161, page 219.
- ^x City of Alexandria Deed Book 162, page 393, 21 May 1940: Paul J. and Helena Bamberger, Grantors to Bessie Turner, Grantee. City of Alexandria Deed Book 177, page 163, 24 July 1941: Bessie Turner, Grantor to Charlotte and J.R. Harmon, Grantees. Alexandria Clerk of the Court - Court of Records.
- ^{xi} New construction permit #3148 from August 1941 for 1802 Mt Vernon Avenue, owner Walter Von Herbulis. City of Alexandria Archives and Records Center.
- ^{xii} "A.O. Von Herbulis Dies on Falls Church, VA., Car: Prominent Architect is Victim of an Attack of Acute Heart Disease," obit., *The Washington Post* 15 April 1928: 7. Also cited on "Adalbert Olszewski Ritter "Albert" Von Herbulis" *Find a Grave*, website, accessed 11 June 2014 at: <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=20135870>
- ^{xiii} United States Federal Population Census 1940. Accessed via Ancestry.com, 11 June 2014.
- ^{xiv} "Walter Von Herbulis, Building Firm Head," obit. *The Washington Post* 26 September 1967: B5.
- ^{xv} Laura V. Trieschmann and Carrie Albee, "Glebe Center," National Register of Historic Places nomination, July 2003, Section 8: page 8.
- ^{xvi} *ibid.*
- ^{xvii} Armenian Museum of America, "The Architecture of Mihran Mesrobian," *Arlington Patch* 29 April 2014. Accessed 11 June 2014 at: <http://arlington.patch.com/groups/the-armenian-museum-of-america-presents-/p/the-architecture-of-mihran-mesrobian>
- ^{xviii} Anne H. Adams, "Wardman Park Annex and Arcade," National Register of Historic Places nomination, December 1983, Section 8: page 2.
- ^{xx} G. Martin Moeller, Jr. *AIA Guide to the Architecture of Washington, D.C.* (Johns Hopkins University Press, 2012) 131. See also "Wakefield Shopping Center," *Historic American Buildings Survey* Library of Congress, HABS No. VA-1279. Accessed 11 June 2014 at: <http://lcweb2.loc.gov/pnp/habshaer/va/va1500/va1546/data/va1546data.pdf>
- ^{xx} "Mihran Mesrobian. 86, a retired architect who designed a number of hotels in Washington, died Sunday at his home, 7410 Connecticut Ave., Chevy Chase." obit., *The Washington Post* 26 September 1975: C10.
- ^{xxi} City of Alexandria Deed Book 177, page 113, 30 July 1941: Charlotte and J.R. Harmon, Grantors to Fred Gosnell and Walter Von Herbulis, Grantees. City of Alexandria Deed Book 181, page 413, 12 November 1941: Fred Gosnell and Walter Von Herbulis, Grantors to Lillian Kotz, Grantee. Alexandria Clerk of the Court - Court of Records.
- ^{xxii} City of Alexandria Deed Book 1103, page 412, 22 July 1984: Estate of Tibe Kotz, Grantor to Jay Kay Realty LLC, Grantee. Alexandria Clerk of the Court - Court of Records.
- ^{xxiii} City of Alexandria Instrument No. 20005681, 31 January 2002: Jay Kay Realty LLC, (Nathan Kotz, Manager) Grantor to Arlandria Floors, Grantee. City of Alexandria Instrument No. 70024799, 2 November 2007: Arlandria Floors, J. Bresnahan, Tr. Grantor to John Bresnahan, Grantee. Alexandria Clerk of the Court - Court of Records.
- ^{xxiv} Occupancy derived from various certificates of occupancy and alteration/repair permits, as well as Alexandria City Directories from various years. See the City of Alexandria Archives and Records Center for the former, and the Special Collections/Local History of the Kate Waller Barrett Branch Library for the latter.

November 5, 2015

Ben Winograd & Lorinda Laryea
1719 Price Street
Alexandria, VA, 22301
lorindaandben@gmail.com

Alexandria Planning Commission
301 King St., Room 2400
Alexandria, VA 22314

Re: Development Special Use Permit #2014-0019 (1800 Mount Vernon Ave.)

We own the home located at 1719 Price Street, which is partially adjacent to the proposed project at 1800 Mount Vernon Avenue. We write to express a concern with the proposed project and to offer some modest recommendations that would eliminate or mitigate our concern.

Concern: Noise from open spaces at rear of property

As both working professionals and expecting parents, we are concerned about the potential noise from social gatherings in the open spaces at the rear of the property—particularly in the “amenity area” on the ground floor and the rear balcony on the third floor. According to the Final Site Plan, the ground floor amenity area will contain a built-in grill, a fire pit, lounge seating, bar seating, and a dining table and chairs. The third floor balcony will also contain a built-in grill, lounge seating, and a table and chairs. It is not clear from the Final Site Plan what the maximum occupancy will be for either area. Suffice it to say, however, that both locations will serve as a natural gathering place for the tenants of the building (and their guests) during the evening and nighttime hours.

The Del Ray Citizens Association Land Use Committee recommended the approval of the project subject to two conditions designed to minimize the noise impact on our home and the other properties to the west: (1) moving the planters on the rear third floor balcony to the west edge of the balcony, and (2) providing adequate screening/plantings on the ground level. While we appreciate these recommendations, we do not believe they will have a meaningful impact on the level of noise that could be produced from those areas.

Request #1: No amplified noise (speakers, etc.) in designated areas

Our first request is that no amplified noise be permitted in the ground floor amenity area at the rear of the property or on the rear third floor balcony. This request extends to both built-in speakers and portable speakers. Prohibiting amplified noise would greatly reduce the impact on the adjacent properties and would help ensure that these areas do not become “party patios.” Prohibiting amplified noise would also ensure that music that may be inappropriate for children is not audible from surrounding properties.

Request #2: No alcohol in designated areas

Our second request is that the consumption of alcohol be prohibited in the ground floor amenity area at the rear of the property and on the rear third floor balcony. Prohibiting alcohol in these areas would reduce the number of people using them during the evening and nighttime hours, while also encouraging tenants to patronize local restaurants and other establishments that serve alcohol. We recognize that alcohol can be responsibly consumed in a manner that would not create noise—*e.g.*, having a beer or glass of wine while watching the sun go down. However, we can think of no principled way to permit the consumption of only some alcohol. Only by prohibiting alcohol in these areas entirely can adjacent property owners have assurance that they will not be used to throw keg parties or play drinking games.

Request #3: Time limitations on use of designated areas

Our final request is that no persons be permitted in the ground floor amenity area at the rear of the property or on the rear third floor balcony after 9 p.m. on Sunday through Thursday, or after 10 p.m. on Friday and Saturday. We believe such limitations are reasonable given the residential character of the area adjacent to the rear of the property, as well as the practical impossibility of engaging in the type of conversation that the city of Alexandria ordinarily recommends when dealing with a noisy neighbor—*i.e.*, “talk[ing] to your neighbor face to face and kindly ask[ing] them to respect your need for quiet.” See <https://alexandriava.gov/Noise>. Imposing such time limitations would also reduce the number of noise complaints made to the city, and the corresponding consumption of public resources by police responding to such complaints.

We very much appreciate your consideration of our requests. In light of the noise we will endure during the construction of the project, we believe our requests would impose a comparatively modest burden on the owners and tenants of the property, while greatly enhancing our ability to enjoy our own home.

Please feel free to contact us if you have any questions.

Sincerely,

s/Ben Winograd & Lorinda Laryea
Owners, 1719 Price Street

11/3/2015

DSUP 2014-0019 for 1800 Mt. Vernon Ave - PlanComm

Additional Materials

DSUP2014-0019

1800 Mt Vernon Av

DSUP 2014-0019 for 1800 Mt. Vernon Ave

Sarah Haut <hautsl@yahoo.com>

Mon 11/2/2015 10:15 PM

To PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission Members,

I recently learned that there is a DSUP (DSUP 2014-0019) to construct a residential building at 1800 Mt. Vernon Avenue. In general I support the application. However, I have some concerns about the impact of the development Del Ray, my neighborhood of 19 years. First, the location of the exit from the parking garage presents a potential hazard to pedestrians on Mt. Vernon Avenue. It will be difficult for drivers to see pedestrians walking on Mt. Vernon Ave and for pedestrians to see cars exiting the property. I recommend a curved mirror or other device be installed to increase visibility.

Second, the applicant is requesting a parking reduction of six spaces. I believe that any application requesting a parking reduction should provide the same number of publicly-available bike parking spaces. This will encourage alternative modes of transportation. The applicant should provide public bike parking for at least 6 bikes. The application indicates that there will be bike parking for 15 bikes, but it looks like it is for residents.

Finally, I attended the October DRCA Land Use Committee Meeting where this application was discussed. The applicant was specifically asked if he intended to charge an additional fee for residents to park their cars in the garage. He provided a very vague response to this question. The trend seems to be for apartment developments to charge an extra monthly fee for residents who want to park onsite. The argument supporting this fee is that not all residents have cars. The argument against the fee is that residents who want to save money will park their cars on the street. Belle Del Ray on Monroe Ave charges residents an additional rental fee for parking. When I drive past that building around 9 PM on a weeknight when there is no activity at the ball fields across the street, all of the street parking is taken. There is no other business open in that area that would cause cars to park in those spaces. The owners of the vehicles are most likely residents of Belle Del Ray. The same thing will happen at 1800 Mt. Vernon Ave development if the applicant is allowed to charge residents for parking. Furthermore, item 31 on page 33 of the staff report is a condition that allows the applicant to lease out the 48 spaces for uses other than residential parking. This is very disappointing. When the other properties on that block redevelop, the parking situation will be similar to what residents face further north on Mount Vernon Ave. I recommend that the parking spaces be provided at no additional cost to the residents. If, one year after the building reaches full capacity, not all parking spaces are used then the applicant should be permitted to submit a request to lease spaces for other uses.

In summary, I support this application, but request that pedestrian and driver visibility be improved at the garage exit/entrance; that public bicycle parking be provided, and that the applicant be restricted from charging additional fees for residential parking.

Thank you for your consideration of my concerns.

Sarah Haut
228 E. Nelson Ave