



CDD Concept Plan #2014-0002, Special Use Permit #2015-0077, Vacation #2015-0002

Multiple Addresses: Jefferson Davis Hwy, Fannon St, Oakville St, Swann Ave, Calvert Ave: Oakville Triangle

Application	General Data	
Project Name: Oakville Triangle	PC Hearing:	January 7, 2016
	CC Hearing:	January 23, 2016
	If approved, DSP expiration:	January 1, 2031 (15 years)
	Site Area:	560, 410 square feet (12.87 acres) excl. ROW
Location: 2412, 2514 & 2610 Jeff Davis, 2500 Oakville St, 400 Fannon St, 300, 403, 405 & 420 Swann Ave, 400 Calvert Ave	Zone:	CDD #24 (Coordinated Development District)
	Proposed Use:	Mixed Use
	Gross Floor Area:	1,570,645 sf (excl. parking garages)
Applicant: BRE/DP (Stonebridge), represented by Duncan Blair, Attorney	Small Area Plan:	Potomac West
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application

Approval of CDD Concept Plan for a mixed-use development of the Oakville Triangle.

Special Use Permits, Modifications, and other Approvals Requested:

Request for:

(A) a Coordinated Development District Concept Plan Special Use Permit with Subdivision and Preliminary Infrastructure Plan;

(B) a Special Use Permit for a Transportation Management Plan; and

(C) a Vacation of portions of Swann Avenue, Oakville Street and Calvert Avenue; zoned CDD #24

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Oakville Triangle

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Robert Kerns, Division Chief (P&Z) robert.kerns@alexandriava.gov
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PLANNING COMMISSION ACTION, JANUARY 7, 2016:

On a motion by Commissioner Wasowski, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of CDD Concept Plan #2014-0002, SUP #2015-0077 and VAC #2015-0002. The motion carried on a vote of 7 to 0.

Reason:

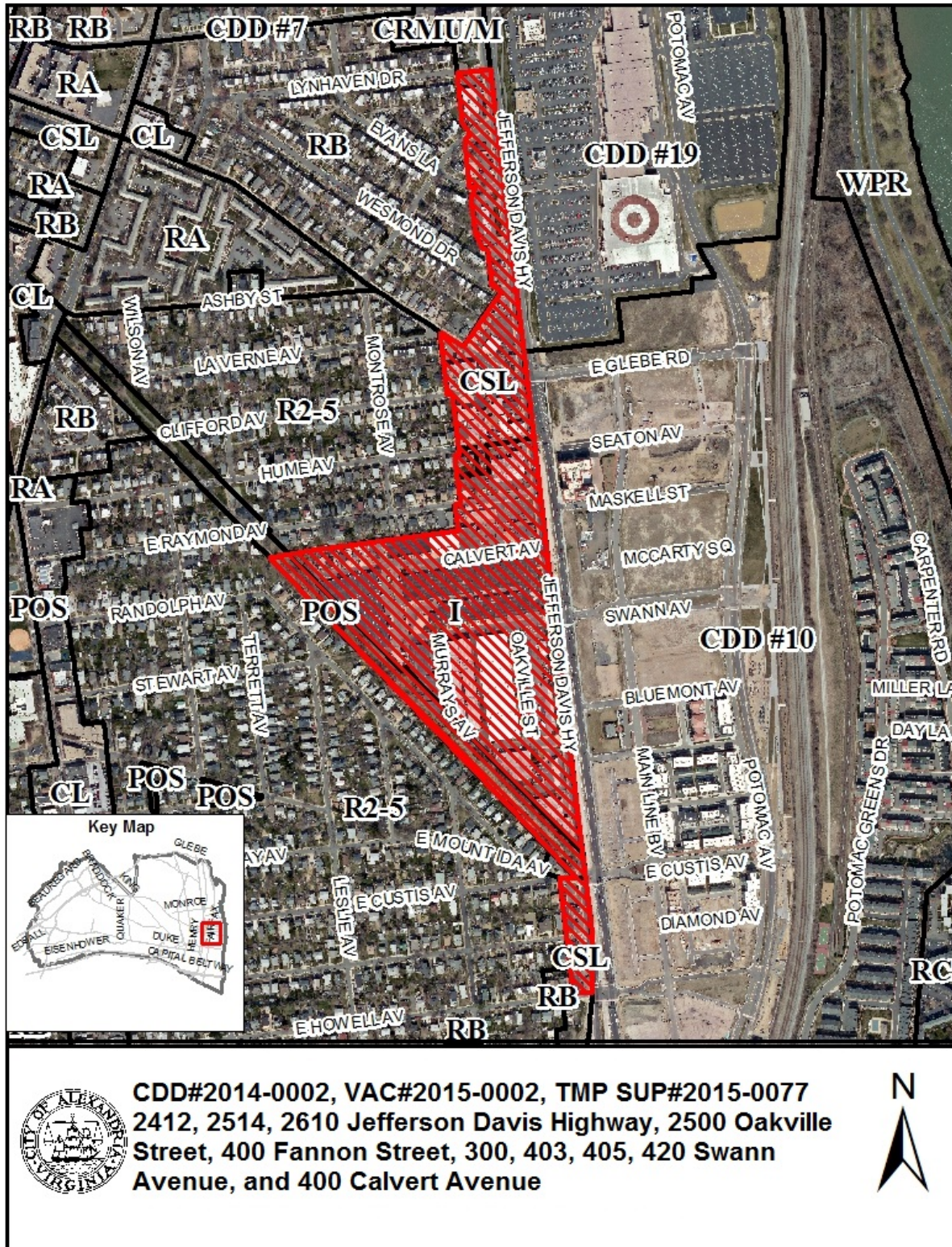
The Commission agreed with the staff analysis, and was supportive of the project as a key element which allows for the implementation of the Oakville Triangle and Route 1 Corridor Vision Plan, including the community benefits. The Commission was supportive of the process by which the CDD Concept Plan had been developed alongside the wider planning process for the Oakville and Route 1 plan area.

Speakers:

Duncan Blair and Doug Firstenberg, both representing the applicant, spoke in support of the project.

David Fromm of Randolph Avenue and member of the Oakville/Route 1 Advisory Group spoke in broad support of the project but voiced concern that the application of unbundled parking would encourage more residents to park on the streets, potentially creating parking problems. Staff responded that the issue was a City policy aimed at reducing car use.

Fig. 1



I. RECOMMENDATION

A. *Recommendation*

Staff recommends approval of the Oakville Triangle CDD Conceptual Design Plan (referred to as the CDP in this report) and associated applications subject to staff recommendations and compliance with the Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines. The CDD Concept Design Plan (CDP) is consistent with the Vision Plan adopted by Planning Commission and City Council in October, 2015.

The project envisages the development of the largest single site within the Plan area and represents a significant amount of the development proposed in the Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines. The urban, mixed-use project includes residential, office, hotel, ‘maker’ space and a retail area centered on Swann Avenue. This CDP submission together with the Infrastructure Plan are the early requests which form the basis of the development levels and layout for the site. Future Development Special Use Permits (DSUPs) will be required for the individual buildings associated with this development.

B. *Summary of Benefits*

As the framework for allowable development on the Triangle site, the major benefits have been identified at this early stage and are tied to this submission:

- Redevelopment of an under-utilized land area (approx. 13 acres);
- Mount Jefferson Park improvements (approx. \$2 million);
- Dedication of a parcel adjacent to Mount Jefferson Park;
- Affordable housing (approx. \$7.8 million);
- Glebe/Rt 1 and other transportation improvements (approx. \$1.6 million);
- Increased street grid and connections;
- Bike share;
- Available community meeting space;
- A framework for future buildings to be compliant with the Green Building policy;
- Extensive implementation of Green Infrastructure stormwater quality BMPs in street;
- Sewer capacity mitigation (approx. \$295,000)
- Undergrounding of utilities on Route 1; and,
- Improved streetscape on Route 1;

Staff finds that this substantial package of benefits is commensurate with the level of development under consideration. It will also transform this site into a new, mixed use, walkable neighborhood with stronger connectivity to surrounding areas and transportation choices.

C. Site and Location

The site occupies the large triangular area towards the center of the Plan area. **Figures 2 and 3** illustrate the site extents its location within the approved Plan area for the Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines.



Fig. 2: Full Plan Area

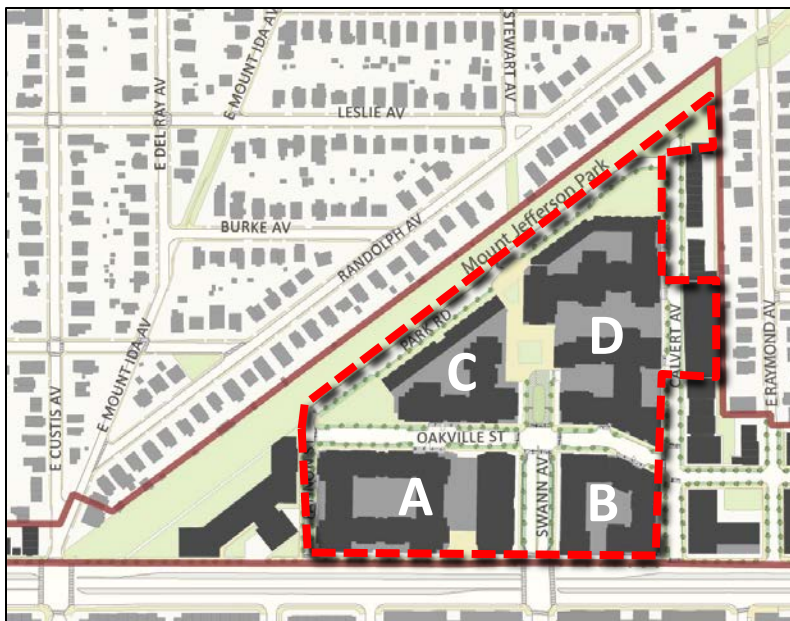


Fig. 3: Plan Area with Oakville Triangle CDP area highlighted (dashed line)

D. General Project Description

The requests contained in this application are designed to establish the larger redevelopment components of the Oakville Triangle site. They encompass the framework elements of the site: the land parcels, street layout, building footprints and a detailed design for the site infrastructure necessary to support the development.

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

- a Coordinated Development District Concept Plan Special Use Permit with Subdivision;
- a Special Use Permit for a Transportation Management Plan;
- a Vacation of portions of Swann Avenue, Oakville Street and Calvert Avenue; and
- preliminary approval of the infrastructure elements within the Oakville Triangle.

The application allows for the site-wide aspects of the Triangle site to be considered and addressed in advance of the individual building designs, which are intended to follow in individual DSUP submissions. The site in question covers the properties which are currently under control of the applicant, BRE/DP. This includes a contiguous tract of parcels surrounded by Jefferson Davis Highway, Calvert Avenue, Mount Jefferson Park and Fannon Street. It also includes one property on the north side of Calvert Avenue (400 Calvert Avenue).

E. Summary of Issues

This application presents a number of significant topics of discussion for the community, which include the following major issues that are discussed in detail in the staff report:

Development of the Triangle site as a mixed use, urban area

- The project as a catalyst for the plan area;
- Development next to the neighborhoods of Del Ray, Lynhaven and Potomac Yards; and
- The project as a major contributor to improvements in the Plan area.

Phasing & Process Implementation

- As the primary development area within the Oakville and Route 1 plan area, the Triangle site is envisaged to contribute significantly to the infrastructure, transportation and open space improvements necessary to allow development of the plan area;
- Development of the Oakville Triangle site is phased to ensure that adequate infrastructure, particularly transportation infrastructure, is in place to support proposed development as construction occurs, including off-site infrastructure improvements which would be triggered by development milestones; and
- An adequate amount of development based around Swann Avenue is necessary to support the retail focus area at this location;

Uses

As reflected on the zoning chart from the Plan area re-zoning to CDD #24 and the development levels table from the master plan, each use within a block has a limit of floor area and/or unit number.

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- All blocks must still adhere to the Oakville Triangle and Route 1 Corridor Vision Plan.
- For the Oakville Triangle site under this application, the proposal includes:
 - Approximately 1,000,000 sf of residential;
 - Approximately 200,000 sf of retail/restaurant;
 - Approximately 135,000 sf of office; and
 - Approximately 145,000 sf of hotel.

Transportation and Parking

- The proposal includes an interconnected series of streets and blocks, including adjustments to Oakville Street, Calvert Avenue and Swann Avenue, a new street running adjacent to and parallel to Mount Jefferson Park. The new street is referred to within this report as ‘Park Road’ although a final street name has yet to be approved;
- The realignment of Oakville Street forms the first stage of the eventual extension northwards (through future DSUPs in the Plan area) of Oakville Street envisaged in the Plan;
- Maximum parking ratios are proposed to reduce single-occupancy vehicle use and promote alternative modes of transportation; and
- The applicant is required to develop a TMP and a parking management plan which includes mechanisms for shared parking, valet parking, market-rate parking, on-street parking and unbundled residential parking.
- Improvements to circulation and environment for bikes and pedestrians.

Open Space & Amenities

- The applicant is required to provide a total of 40 percent of the land area as usable ground level open space or rooftop amenity space on site, with a minimum of 15 percent of the land area as ground level open space;
- The applicant is required to design and construct improvements to Mount Jefferson Park (DSP2015-0025) in conjunction with the earliest phase of site development;
- An area of approximately 20,000 sf is to be provided as interim open space during the first phase of the development; and
- Public Art: The Applicant is expected to comply with the City’s Public Art Policy.

Affordable Housing

- The developer of the Oakville Triangle shall provide 65 affordable set-aside rental units comprising 63 studios and 2 two-bedroom units for households with incomes at or below 60% of the Area Median Family Income for a period of 25 years.

Stormwater, Water, and Wastewater Management

The applicant is either proposing or is required to provide a wide range of strategies to manage stormwater and wastewater and to provide environmentally sensitive development, including:

- A Stormwater Management Master Plan (SWMMP);
- Meeting State and City stormwater quality and stormwater quantity requirements;
- Fee in lieu payment to the Alexandria Water Quality Improvement Fund to meet more stringent local water quality volume default requirements;

- Landscape Green Infrastructure BMPs in sidewalks to manage street runoff – implementation of which would be one of the first large-scale adoptions of this technology in the City;
- \$295,500 contribution for additional Potomac Yard Trunk Sewer capacity as a result of the proposed development to be paid prior to release of the site plan for the final building.

II. BACKGROUND

A. Site Description

The Oakville Triangle site is located in the northeastern part of the City of Alexandria, within the Potomac West Small Area Plan area. The site is bounded by Calvert Avenue to the north, Route 1 to the east, Fannon Street to the south, and Mount Jefferson Park to the west. The site comprises eleven tax parcels, totalling 13.34 acres. The entire area is zoned industrial (Zone I), and businesses currently operating in these buildings include self storage, fitness facilities, and auto repair shops. The current building stock consists of seven 1- or 2- two story brick and metal warehouse structures. Each building is surrounded by wide paved areas for vehicular circulation and parking.

The existing street network does not provide good connectivity throughout the site, without the use of Route 1. Tree cover is sparse in the area, with only a few trees present along Route 1 and Swann Avenue in small landscape strips. Additionally, small landscape beds are interspersed within a few parking areas.

Although the Oakville Triangle site itself is generally flat, land features bordering it to the west help to characterize the area. Mount Jefferson Park, to the west of the site, is heavily wooded and its main feature, an abandoned rail embankment, creates a partial visual barrier between the site and the existing Del Ray neighborhood.

B. Recent Site History

The property is located on acreage that was once a small plantation, established by the Swann family in the nineteenth century until the 1920s. The plantation was called Oakville, reputedly a reference to the mature oak trees that dotted the plantation. Mount Jefferson Park, which bounds the Oakville Triangle site to the west, is the former right-of-way of the W&OD railroad. The rail line was constructed in the early 1900s and was the eastern boundary of the historic Town of Potomac, which was originally platted beginning in 1894.

Over time, the area converted to warehouse buildings and was one of the only industrial areas in the eastern part of the City of Alexandria. Various types of businesses have operated in this area, however since the Potomac Yard development and the commitment of WMATA to open a new metrorail station near Glebe Road and Potomac Avenue, there has been greater interest in the redevelopment of Route 1 to a more vibrant, mixed-use neighborhood that could house new residents and businesses, while still maintaining the character of the area's past industrial uses.

C. Detailed Project Description

Street and block network

To fulfill the guiding principles of the Vision Plan, the applicant proposes to construct a network of streets, parks and plazas recommended in the Plan. In addition, the applicant proposes a mixture of uses totaling approximately 1.7 million square feet (excluding the below grade garages, but including the above grade garages and service/back of house sf), including office, residential, hotel, retail, and restaurant. For a breakdown of square footage on a block by block basis, see the development chart under *Conformance to Zoning* in the Staff Analysis section of the report.

The CDP and associated applications provide the foundation for the new development consisting of four new blocks supported by a network of new streets that replace the existing streets of the industrial site. Four existing streets (Swann Avenue, Oakville Street, Fannon Street and Calvert Avenue) will remain in name, but portions will be vacated and/or realigned to allow for the new development. A new fifth street will be added connecting Calvert Avenue to the north with Fannon Street to the south; serving also to separate the development and Mount Jefferson Park to the south. Three of the streets, Calvert, Swann and Fannon will provide direct access to and from Route 1, with Swann Avenue being the only street with a signal allowing left turns onto Route 1 from the development. A future continuation of Oakville Street, beyond the development to the north will allow for the eventual connection to Glebe Road. The design of Oakville Street has accommodated this connection where Oakville intersects with Calvert Avenue.

Swann Avenue will be designed as a special street using the City's new hybrid concrete and brick sidewalk design. Swann Avenue will terminate in a special plaza west of Oakville Street that will serve as a major open space for gathering and special events with retail and restaurants fronting on the open space. The design accommodates bike lanes from Route 1 to Del Ray through Mount Jefferson Park. Most of the other streets in the development will have concrete sidewalks, and many of the sidewalks will contain BMP tree wells, designed to meet the requirements of the new *City Green Sidewalks Guidelines* to collect and treat rainwater from the streets prior to going into the main storm sewer system. This may be one of the first development projects in the City to implement the new BMP tree wells.

Each block will provide parking that is wrapped by the development and will provide either one or two levels of underground parking. With the CDP submission, the applicant had wanted to propose some portions of the underground garages as extending into the ROW on Calvert Avenue and Oakville Street for blocks B and D. Through condition, staff recommends that these areas be removed from the CDP submission and evaluated further at the DSUP stage for those blocks when more detailed building and parking layouts are developed by the applicant. Staff is generally supportive of the intent to provide underground garages which extend into the ROW on block B, given that the block is constrained on all four sides by streets, including Oakville Street which has a non-traditional alignment as it abuts block B in order to meet the future Oakville Street alignment north of the Triangle site. Above grade parking (wrapped by buildings) is proposed on blocks A (approx. 67,000sf), B (approx.. 4,000sf), C (approx. 3,000sf) and D (approx.. 80,000sf).

Phasing

The site is anticipated to develop in two broad phases. Phase 1 will consist of Block A1 (office with ground floor retail), Block B (hotel/residential with ground floor retail and Block D (residential with ground floor retail). In Block D, there will be some smaller liner retail units at the ground level fronting on Calvert Avenue that are meant to be compatible with the existing industrial oriented uses on the north side of the street.

Phase 2 will consist of Blocks A2 (residential with ground floor retail) and Block C (residential with ground floor retail). The retail on Block C will complete the retail surrounding the Swann Ave plaza. All the future buildings will be required to meet the requirements of the Oakville Triangle Route 1 Vision Plan in terms of bulk, mass and height at the time of DSUP review.

Staff has included several conditions of approval which address the interim aspects of the site during a phased construction in order that the area is maintained as usable as possible, with construction activities and incomplete phases adequately screened.

Open Space

Open space for the project consists of both on-site provision and improvements to the adjacent park (Mount Jefferson Park) which will be improved by the applicant and has a separate DSP tracking with the CDP. Additionally, a total of 40 percent open space will be provided within the development as useable ground level open space or rooftop amenity space for the project. The development will provide several ground level open space areas that will contribute to the overall minimum requirement of 15 percent ground level open space. These ground level open space areas are in the form of two pedestrian plazas; one at the terminus of Swann Ave as discussed above and another between Block A1 office and A2 residential. Both of these open spaces will be constructed in Phase 1. Additional ground level open space areas that serve as small neighborhood parks are to be provided at the south end of Block C and the west side of Block D in conjunction with the development of their respective blocks.

Until Block C develops, a portion of an existing building that serves as a public storage facility will remain and continue to operate as a storage facility (see **exhibit 4**). The applicant has agreed to the remaining portion of the block to serve as an interim open space area. The applicant has also agreed to treat the end of the building facing the plaza with either a mural or some other treatment that will provide an attractive appearance.

III. ZONING

The zoning for the area encompassing the CDP site is subject to the re-zoning case REZ#2015-0004 running concurrent with this application, under which a new Coordinated Development District (CDD #24) is to be established. The whole CDD District covers both the Triangle properties plus many of the properties within the Oakville and Route 1 Plan area, as shown in the graphic below.

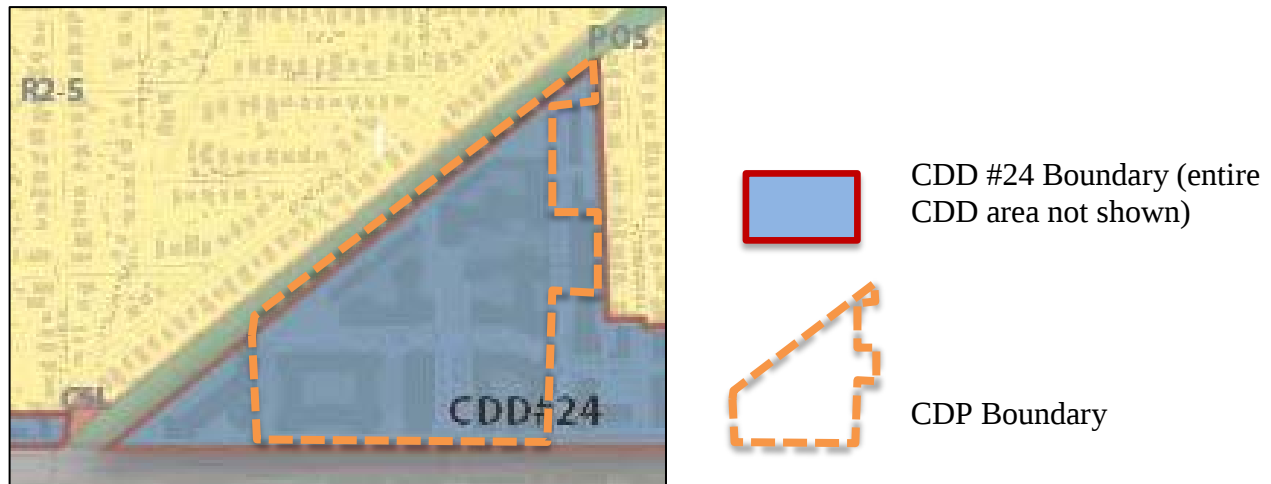


Fig. 4: Proposed zoning for the CDD #24 area and CDP area (dashed line)

Once approved, the CDD #24 regulations control the maximum development levels, height of buildings and the uses allowed within the CDD area.

In addition, many of the traditional zoning regulations which would apply to a development such as bulk and setback regulations are set out as form-based development regulations within the Oakville Triangle and Route 1 Corridor Vision Plan. The Triangle site is subject to these regulations too, as further described in the ‘Staff Analysis’ section of this report.

The CDD control table which is subject to approval under REZ#2015-0004 (Oakville Triangle and Route 1 Corridor Planning Area) is included as an **appendix 1** for reference.

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

The Oakville and Route 1 Corridor Vision Plan sets out the framework for the development plan area including the Oakville Triangle site, and encompasses the streets, block, building heights, open space locations and the land uses.

The proposed CDP is considered by staff to conform to the structure and requirements set out in the Vision Plan with regard to:

Street Network and Block Establishment

The creation of the network of streets envisaged in the Plan with Swann Avenue, Oakville Street, Fannon Street, the newly established Park Road and adjustments to Calvert Avenue is achieved through the proposed CDP. The street network in turn creates the development blocks within the Triangle area.

The buildings within the CDP front appropriately onto the street network, with curb cuts and garage entrances located appropriately on the B & C category streets (as defined in the Plan), for more service-type activities. Bike and pedestrian circulation has been adequately addressed and located, with bike access located on Swann Avenue to connect between Route 1 and Mount Jefferson Park.

In several locations the applicant is proposing minor differences in the street dimensions envisaged in the Plan. The purpose of this is to allow for flexibility in the building design and use of the space along these streets.

On Route 1, the submission identifies buildings which are a minimum of 24 feet from the curb line. This is less than the 25 feet required in the Plan. This condition is partially in response to the alignment of Route 1 as it meets cross streets, which are not at exact right angles. By aligning buildings to the cross streets (Swann / Calvert etc), the building plate becomes unaligned with Route 1. The variation is less than one foot across the whole Route 1 frontage and allows for standard building plates constructed to right angles.

The other examples of a different cross section occur on Swann, Oakville and Calvert, whereby the submission fully complies with the Plan-required street section from building face to building face. In these instances, only the Plan-required ROW dimension is varied, by up to one foot on either side of the street at the back of sidewalk which would include a perpetual public access easement to allow for access and maintenance. In essence, the sidewalk and street width is compliant with the Plan, but the flexibility makes it easier for a property owner or tenant to personalize their storefront and building face without having to seek an encroachment.

At other locations where the CDP shows street dimensions which are not in compliance with the Plan, conditions of approval are included which require the applicant to modify their layout.

Building Heights and Locations

Building heights and transition zones are identified in the Plan to ensure compatibility of new development with the surrounding neighborhoods. The proposed CDP identifies the maximum building heights per block in the Triangle and is in compliance with the maximum heights identified in the Plan. The building dimensions, including heights, will be further reviewed by Staff at the subsequent DSUP stages where individual building designs are further advanced and submitted for approval.

In terms of the transition of building heights, the majority of the review for compatibility with the Plan will take place at the DSUP stage for individual buildings as they are brought forth by the applicant. However, the CDP does propose the important building type/height transition along the street edge facing Mount Jefferson Park where the larger scale multi-family buildings are faced with liner townhouse units which serve to reduce the scale of development along this edge, in compliance with the plan.

Open Space

The proposed CDP satisfies the location and amount of open space required in the Plan for the Triangle site. A further discussion of the open space provided is included in the 'Open Space' section of this report.

Gateway Element and Signature Facades

The location for and design of gateway elements and signature facades identified in the Plan will be further reviewed by Staff for the individual building DSUPs subsequent to this submission, however the building footprints shown in the CDP would allow for these elements to be located appropriately.

Development levels and uses

As the largest land parcel and catalyst project, the Oakville Triangle site will account for over half of the development level identified in the Plan (approximately 1.7 million sq ft out of approximately 2.8 million sq ft). Staff considers that this level of development is both well located in terms of proximity to mass transit and also important in terms of providing a large residential base to support the retail and other uses.

B. Conformance to Zoning

The Zoning Ordinance (section 5-604) requires that CDD Concept Plan proposals satisfy the following standards:

1. The proposed development shall substantially conform to the city's master plan with respect to the general type, character, intensity and location of uses, as reflected in the CDD guidelines of the applicable area plan.
2. The proposed development shall preserve and protect to the extent possible all scenic assets and natural features of the land.
3. The proposed development shall be designed to mitigate substantial adverse impacts to the use and value of surrounding lands.

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4. The proposed development shall be designed in accordance with public facilities, services, transportation systems and utilities which are adequate for the development proposed, and which are available, or reasonably probable of achievement, prior to use and occupancy of the development.
5. The proposed development shall be designed to provide adequate recreational amenities and, if appropriate to the site, a comprehensive system of pedestrian, bicycle or other recreational paths which shall be carefully coordinated with the provision of open spaces, public facilities, vehicular access routes and mass transportation facilities.
6. The proposed development shall provide a substantial amount of residential units, including an affordable housing component.

Staff considers that the CDP proposal satisfactorily meets these standards. In particular, the CDP conforms to the City's master plan (described in the 'Conformance to the Small Area Plan') section of this report; by providing both physical improvements and contributions towards mitigation for the impacts of the development; is designed in accord with services and transportation systems and provides affordable housing. As highlighted in other parts of this report, the applicant's proposal was developed concurrently with the Oakville/Rt 1 Plan in terms of assessing the need for transportation and infrastructure improvements and provision of open space/recreational amenities.

In terms of the zone-specific elements of this proposal, the applicant intends to develop the site under the new CDD #24 zoning. Staff considers that the proposal meets the requirements of the zone, specifically:

CDD #24 Requirement	CDP Proposal
Block A: Height(s): A1 (Office) 100 ft A2 (Mixed Use Residential) 75 ft Max Development Level: Multifamily Residential 307,000 sf or 326 units Office 135,200 sf Retail 46,000 sf	100 ft 75 ft 306,957 sf (326 units) 135,166 sf 45,953 sf
Block B: Height(s): 90 ft / 75 ft Max Development Level: Multifamily Residential 117,100 sf or 125 units Hotel 145,300 sf Retail 35,200 sf	90 ft / 75 ft 117,047 sf (125 units) 145,296 sf 35,119 sf
Block C: Height: 75 ft	75 ft

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Max Development Level: Multifamily Residential 162,600 sf or 172 units Townhouse 35,100 sf Retail 31,000 sf	162,559 sf (172 units) 35,070 sf (14 units) 30,996 sf
Block D: Height: 75 ft Max Development Level: Multifamily Residential 377,400 sf or 400 units Townhouse 31,00 sf Retail 81,700 sf	75 ft 377,355 sf (400 units) 30,914 sf (14 units) 81,625 sf
Total units = 1,050. The total unit number may not exceed 1,050. Units may be transferred between blocks, subject to approval at the individual DSUPs for each building. The individual sub-totals for townhouse and multi-family units for the tract also may not be exceeded.	1,050
Uses permitted: Office, Residential, Primary Retail, Secondary Retail, Personal Service, Maker uses, Hotel, Parks and Open Spaces, Home for the Elderly, Nursing Home and Community Facilities.	Office, Residential, Retail, Hotel, Community Facilities

C. Conformance to City Policies

As the proposal for the Oakville Triangle site was developed and coordinated simultaneously with the development for the Oakville Triangle and Route 1 Corridor Vision Plan, many of the overarching City policies were reviewed and incorporated in the Plan area of which this submission forms a key part. The analysis below relates specifically to how the Oakville Triangle CDP submission relates to City policies.

City Council's Strategic Plan (2015)

The Plan builds upon existing City plans and policies including the Alexandria Strategic Plan that emphasize transit-oriented development that maximizes the use of public transportation and focuses growth around transportation infrastructure, leveraging investment in these areas with the highest and best use.

Housing Master Plan (2014)

Consistent with the Housing Master Plan, in recognition of the rezoning/CDD, the developer is providing a significant housing contribution. Here the value of the 65 onsite committed

affordable units is estimated at \$7.8 million, approximately \$3 million more than would be achieved based on the standard contribution rate.

Green Building Policy (2009)

The buildings within the CDP area will incorporate the development standards set forth in the 2009 Green Building Policy for public and private development which states that new development should achieve the following green building standard:

- Non-Residential: LEED Silver or equivalent
- Residential: LEED Certified, LEED for Homes, or ANSUICC-700 2008 National Green or equivalent
- Mixed use: Each component should follow the applicable rating standard

In each case, applicable ENERGY STAR systems should be incorporated. Although the CDP does not include building designs beyond their footprint, the Green Building Policy requirements will apply to each building in the CDP area and will be more fully evaluated through the subsequent DSUP submission reviews.

Pedestrian and Bicycle Master Plan (2008, and current update in process)

This Plan complies with the Pedestrian and Bicycle chapters within the City's Transportation Master Plan (currently in the process of being updated) ensuring for the provision of safe and attractive spaces and connections for pedestrians, as well as the addition of bike facilities to provide better connectivity in neighborhoods and to public transit. In addition to the network of pedestrian-friendly streets designed in the CDP with wide sidewalk widths and connections to pedestrian plazas, the submission also includes for cycle lanes on Swann Avenue and a link to Mount Jefferson Park. The Oakville Triangle CDP ultimately better links Del Ray, Oakville Triangle and Potomac Yard together.

Open Space Master Plan (2002)

The Oakville Triangle CDP helps the City to continue to meet many of the goals set forth in the Open Space Master Plan, namely:

- Goal 1 Protect and enrich existing parks – one of the principal developer contributions is the improvement of Mount Jefferson Park.
- Goal 5 Create an open space network in new development areas - the CDP lays out ground level open spaces together with rooftop amenity space.
- Goal 10 Link and expand pedestrian, bicycle and trail system – the CDP helps to activate connections which were formerly not possible through the Oakville Triangle industrial area, creating active pedestrian and bicycle links through the site and to Mount Jefferson Park.
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- Goal 11 Enhance streetscapes and gateways – The CDP includes major improvements to streetscapes in terms of both pedestrian-friendly environments and dimension, and gateway elements identified in the Vision Plan are accommodated.

A fuller analysis of the proposed open space is included in the ‘Open Space’ section of this report.

Green Sidewalks Guidelines (2014)

The City’s *Green Sidewalks Guidelines*, first issued in 2014 and to be incorporated into the forthcoming Complete Streets guidelines, set out requirements and implementation strategies to help reduce rainwater runoff and to treat pollution from that runoff. The guidelines specify that landscape areas of the street (tree wells and planting strips) be designed and engineered to accept and treat the runoff which would typically go directly into the City’s storm system.

The Oakville Triangle CDP proposes extensive use of the tree well Best Management Practices (BMPs) which accomplish the City’s goals to reduce and treat runoff. In fact, the proposal is one of the first to systematically adopt the technology with multiple streets in the CDP area designed to accommodate the tree well BMPs.

Public Art Policy

The submission complies with the policy. Further information is included in the ‘Public Art’ section of this report.

D. Phasing, Process and Implementation

The phasing, process and implementation elements of the Oakville Triangle CDP and infrastructure plan are crucial elements to the development of the plan area as a whole. As the major development tract in the plan area, Oakville Triangle’s proposed build-out both drives much of the anticipated development of the area and must be implemented in a way which allows for appropriate support structures to be put in place to mitigate the development’s effects.

On-site Phasing

Broadly speaking, the applicant intends to construct Oakville Triangle in two phases. The first phase would include the construction of the full on-site street grid and infrastructure for the Triangle, excluding some areas of the later blocks which would involve some temporary sidewalk construction rather than the final streetscape. Alongside the construction of the street grid and infrastructure, the applicant intends to construct blocks A1 (the office building), B (the hotel building) and D (the mixed use residential / retail building with townhouses fronting onto Park Road). This would allow for a majority of the blocks which define the primary retail street (Swann Avenue) and Calvert Avenue to be constructed.

The second phase of the proposed development would involve the completion of any of the elements of the phase 1 streetscape and infrastructure, together with the construction of blocks A2 (mixed use residential building) and block C (the other mixed use residential / retail building fronting Swann Avenue, and townhouses fronting onto Park Road).

In total, phase 1 of the Oakville Triangle encompasses approximately 990,000 gross square feet of development excluding above and below grade parking. Phase 2 includes approximately 580,000 gross square feet of development excluding above and below grade parking.

Staff considers that the development of Swann Avenue in the primary phase of construction is an important element of providing a central retail and mixed use focus. Additionally, the applicant's commitment to construction of the street grid and infrastructure for the whole site within the first phase of development is also a positive benefit in providing additional circulation for the area and offers a level of assurance that the street grid envisaged in the master plan will be fulfilled.

In addition to the street and building phasing, the applicant is conditioned to provide the ground level pedestrian plazas adjacent to block D (on Swann Avenue) and within block A simultaneous with the construction of block D and A1 respectively, assuring that appropriate and usable, ground-level open space is provided concurrent with the adjacent buildings. Similarly, the ground-level open space on blocks C and D which face Mount Jefferson Park are also required to be in place concurrent with their respective blocks.

Off-site phasing

In tandem with the on-site development, off-site improvements are also proposed to be completed with the Oakville Triangle in order to enhance the local area and to mitigate effects of the Triangle development.

The improvements to Mount Jefferson Park under DSP2015-0025 are to be completed prior to the first Certificate of Occupancy for a building within the Triangle, as are the final streetscape and utility undergrounding along the applicant's Route 1 frontage. These are considered by staff to be key elements of enhancement which have been identified by both the community and staff as important for the local area.

The first phase of improvements to the intersection at E. Glebe and Route 1 (further described in the transportation section) are required to be operational prior to the completion of the second phase of the Oakville Triangle development, with the applicant providing a significant contribution towards the improvements.

Mitigation to increase sewer capacity in order to allow for the increased flow from the Oakville Triangle is also required.

Process and future approvals

In order to facilitate the implementation of the CDP, various actions and approvals are required of the City both at this stage and in future.

The current CDP and infrastructure plan sets out the basic development levels, street grid, infrastructure design and building footprints within the Oakville Triangle area. Beyond that, the applicant is then required to produce a final infrastructure plan (to be administratively reviewed by City staff) which would allow for the street grid and infrastructure to be approved and

constructed. This process is similar to that in Potomac Yard, which separated the street and infrastructure elements to allow those to be developed and constructed ahead of the individual buildings.

The design and approval process for the individual buildings, in terms of their mass, elevations and architecture would then follow in subsequent Development Special Use Permits (DSUPs) which would be required to be in conformance with the approved CDP, CDD #24 requirements and the Master Plan. This approach is considered beneficial by staff in allowing expedient progress of the development overall, while also allowing for more detailed design and review process of the buildings, streetscape and open spaces to progress on a second, and more detailed track.

E. Proposed Uses

The applicant proposes to develop the site with a mixture of residential, retail, office and a hotel. Staff considers that the uses and locations of the uses proposed are in conformance with the Oakville and Route 1 Corridor Vision Plan. In broad terms, the Plan envisaged residential use for the Triangle site aside from the blocks on Route 1 which face Swann Avenue, which are proposed to be office/hotel and flexible space which may be either residential or office. The Plan also called for ground floor primarily retail along Route 1 and Swann Avenue, and at Swann Avenue and Oakville Street. Secondary retail is envisaged along Calvert Avenue and on the Route 1 frontage of block A2, some of which may be maker spaces.

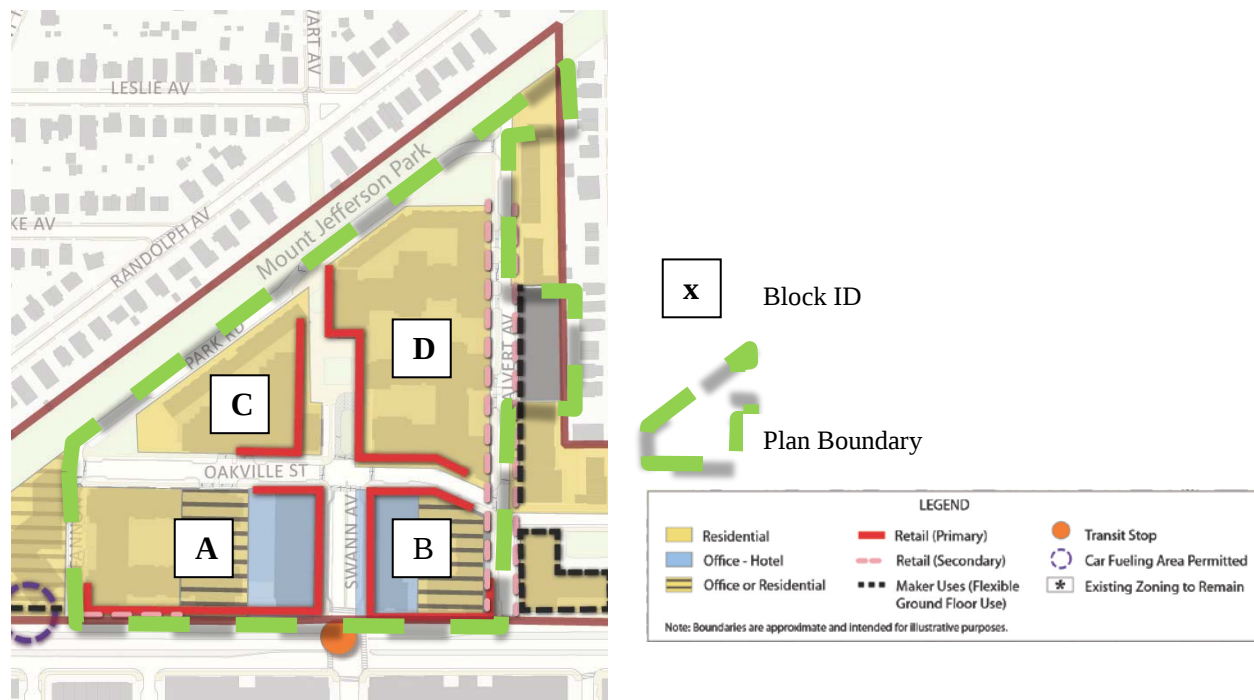


Fig 5 – Land uses

The applicant locates uses which are consistent with the Oakville Triangle/Route 1 Corridor Vision Plan at the broad scale of the CDP. The location of uses, and how they are integrated into the building footprints will be further developed at the individual DSUP stage. Where the Plan offers flexibility of use, the applicant has selected to provide:

- An office building on Block A (office or hotel is allowable)
- A hotel building on Block B (office or hotel is allowable)
- Residential uses in the remainder of blocks A and B where either residential or office is allowed.

The retail focus on Swann Avenue is intended by the applicant to be anchored by a large retail tenant at the end of Swann Avenue (in block D), serving to visually draw both local and passing customers from Route 1.

Staff considers that the mixture of uses selected is reasonable and provides for the use diversity sought under the Plan. By locating the hotel and office buildings at the corner of Route 1 and Swann Avenue, the applicant intends to mark the gateway entrance to the development and staff consider the uses beneficial to supporting the retail focus area on Swann Avenue.

F. Scale and Density of Development

CDD#24 and the Oakville Triangle/Route 1 Corridor Vision Plan establish the development controls, such as bulk and setback requirements as well as density and height for all new development in the CDD area. Although no buildings are proposed with this submission, the future development of individual blocks must comply with these regulations at the time of development special use permit review. Subsequent to the final review and approval of the CDP, it is the applicant's intention to file development special use permits for individual blocks, starting with the blocks in Phase 1. The following table provides that maximum floor areas and dwelling units for the development:

Residential					Office	Hotel	Retail and Maker	
Block #	Multifamily Residential (max. GFA)	Multifamily Residential (max. units)	Townhouse (max. GFA) Includes garages. See Note 1	Townhouse (max. units)	Office (max. GFA)	Max. GFA	Retail (Primary / Secondary) (max. GFA)	Maximum Total (sq. ft.)
4	307,000	326	0	0	135,200	0	46,000	488,200
5	162,600	172	35,100	14	0	0	31,000	228,700
6	377,400	399	31,000	14	0	0	81,700	490,100

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7	117,100	125	0	0	0	145,300	35,200	297,600
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1. Gross Floor Area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the centerline of party walls. Elevator and stair bulkheads, multi-story atriums and similar volumetric construction, not involving floor space are excluded. Below grade parking structure is excluded.

As approved by the Oakville Triangle Vision Plan, building heights are generally taller at the intersection of Route 1 and Swann Avenue, as a gateway element and will transition down to more residentially-scaled heights toward Mount Jefferson Park and the adjacent Del Ray neighborhoods.

As the applicant progresses the design for the buildings on each block, the requirements for height and transitions (where the building's step down for compatibility with existing neighborhoods) will be further evaluated by staff and subject to approval through individual DSUPs. At an outline level in the CDP, the buildings on blocks C and D are required to step down to townhouse scale (35 to 45 feet) as they face the park. Additionally, the buildings along Calvert shall step down to 55 feet in height as a transition to the existing buildings on the north side of Calvert.

G. Transportation and Parking

Circulation and Access

The proposed CDP includes a street grid and other means of improving vehicular and non-motorized circulation and access. All streets and sidewalks, and the proposed plaza west of Swann Avenue, will include adequate width for pedestrian circulation and access. A separate, dedicated path is proposed along both sides of Swann Avenue to provide bicycle access into the site. The plaza to the west of Swann Avenue will be open to bicyclists to access Park Road, Mt. Jefferson Park and Stewart Avenue, improving east-west bicycle connectivity and access between Del Ray and Oakville Triangle, and Potomac Yard. Bike share stations are required at Route 1 at Swann Avenue, and at Park Road at the pedestrian plaza. These stations will improve the City's bikeshare program by providing additional options for users within Oakville Triangle and users coming from or going to Del Ray, Potomac Yard, the future Potomac Yard Metrorail station, and other areas in the region.

The street network provides for adequate vehicular circulation within the site, and access to Route 1. The intersection of Route 1 at Swann Avenue will be improved by modifying the eastbound lanes from shared thru-left lanes and exclusive right turn lanes to exclusive left turn lanes and shared thru/right lanes. This improvement was based on the traffic analysis conducted as part of the Oakville and Route 1 Corridor Vision Plan.

Oakville Street is planned to eventually continue to the north of Calvert Avenue, to connect to E. Glebe Road. This connection would provide improved north-south access, and better options to access both Route 1 and Mt. Vernon Avenue. It is important that this future connection and extension of Oakville Street is adequately addressed in future DSUP applications. As discussed at other sections of this report, the applicant is also required to provide a contribution to the improvements at Glebe Road and Route 1.

Transportation Management Plan

One of the individual applications contained in this submission is a request for a Special Use Permit for a Transportation Management Plan. The applicant is required to participate in a District-wide Transportation Management Plan. A District wide Transportation Management Plan is beneficial insofar as it allows property owners within a given area to pool resources and reduce costs via economies of scale. A District-wide TMP also captures the critical mass necessary for various transportation management services. As a Transportation Management Plan Coordinator must be identified and designated before issuance of the first building permit within the CDD, the first applicant to receive a building permit will assume the roles and responsibilities of the Transportation Management Plan Coordinator. Subsequent applicants will be required to enter the District Transportation Management Plan through partnership with the Transportation Management Plan Coordinator. At this time, coordinator responsibilities may be transferred to the new partner if desired by both parties. This model assumes that an expanding tree of partnerships best facilitates coordination while providing flexibility to transfer coordination responsibilities when necessary (e.g. should property ownership change).

Parking – ratios / phasing

The City recently approved new parking standards for multifamily buildings which take into account proximity to metro and other transit, as well as neighborhood amenities and affordable housing. Using these standards, a minimum and maximum parking requirement can be calculated based on the number of bedrooms in the building. The City will be starting a similar review of the commercial parking standards next fall with the goal of providing updated standards in 2017.

The CDP application notes a minimum 2,189 parking spaces required, and the applicant proposes to provide a maximum of 2,225 spaces. Although parking figures are provided in the CDP, final parking counts will be determined with each individual DSUP application. For the residential portion of the development, the final parking numbers will be based on the new parking requirements in the Zoning Ordinance. Specific maximum parking ratios are provided in the conditions for the retail, restaurant, office, and hotel uses, which are comparable to ratios that have been used for other developments recently approved. If revised commercial parking standards have been adopted at the time of the DSUP applications for these uses, the applicant has the option to apply these standards instead.

The ratios for the CDP area are as follows:

- Multifamily residential (market rate and affordable) - the current parking requirements in the Zoning Ordinance in effect at the time of the DSUP application.
- Townhouses – maximum of 2 spaces per unit.
- Retail/Restaurant – maximum of 4.0 spaces per 1,000 sf.
- Office – maximum of 2.0 spaces per 1,000 sf
- Hotel – maximum of 0.7 spaces per room

- Parking for other uses will be evaluated at the time of the DSUP application using the current parking requirements in the Zoning Ordinance in effect at the time of the DSUP application.
- If any parking ratios for commercial uses (e.g. retail, restaurant, office, and hotel) are approved by the City Council after this approval and are in effect at the time of a DSUP application, the applicant may choose to apply those ratios to the development.

The mix of uses proposed for the overall development presents a great opportunity for shared parking. In particular, office and residential uses typically have different peak parking hours. Through careful coordination, the applicant can maximize parking efficiency for the entire development by sharing parking across uses. As each building is reviewed for their DSUP approval, staff will review any proposed shared parking to ensure parking adequate to meet the demand. Interim parking on undeveloped blocks may be required to accommodate parking until those blocks are developed with the anticipated parking (similar to Potomac Yard).

Similar to other residential developments recently approved, and consistent with the City's Transportation Master Plan and several Small Area Plans, the cost of parking for the multi-family units is required to be unbundled from the cost to rent or purchase a unit. This is intended to maximize efficiencies in the garage by ensuring parking spaces are used by the people requiring them and not simply assigned to all households regardless of their vehicle ownership. This also passes the cost of the parking on to the actual users of the spaces rather than all residents, which improves affordability for residents without a vehicle and creates an incentive for lower vehicle ownership.

The provision of above grade parking (wrapped by buildings) is considered beneficial at this location in order to serve the retail uses in the project. The bulk of the parking is to be accommodated in below grade garages, with block B's garage potentially requiring encroachments in the ROW.

Streetscape Design

Much of the design for the street and infrastructure associated with the streets has been provided in the CDP and accompanying infrastructure plan. The final site plan review of the infrastructure plan will look in more detail at each street in terms of materials, lighting, utilities, street trees and other streetscape items.

H. Open Space

The open space associated with the CDP has two components. Firstly, the applicant is responsible for the construction of improvements to Mount Jefferson Park. Secondly, the project includes on-site open space which will be constructed and made available concurrent with the development blocks. The on-site open space is located and designed in outline as part of the CDP to ensure that a network of location-appropriate open space is provided to meet the various needs of residents, workers and visitors to the Triangle. The design for the open space will continue to develop with the forthcoming DSUP's for each block, and will be in compliance with that proposed in the CDP.

Mount Jefferson Park

The design and construction of the Mount Jefferson Park Improvements project (DSP2015-00025) will be paid for by the Oakville Triangle site developer, as part of the developer contributions package. Mount Jefferson Park is directly adjacent to the Oakville Triangle site and one of the existing warehouse buildings is located within the city-owned, POS-zoned land. Additionally, development of the Oakville Triangle will significantly change the park's current secluded character. The Development Site Plan improvements span the portion of Mount Jefferson Park from E. Raymond Avenue on the north to Route 1 on the south – the section of the park which is contained within the Plan's study area, and which is the closest to the Oakville Triangle development. The park design includes improvements to stormwater management and drainage, improvements to the north-south multi-use trails, enhancements to the dog exercise area various landscape and planting improvements, and interpretive elements that recall the site's former use as a rail line. Once improved, all of the land will remain in public ownership, as public, ground-level open space. These improvements will provide a large and enhanced amenity space for the residents of this new development area, in addition to the park's current users, the residents of the Del Ray neighborhood.

As part of the CDP, a small parcel (identified as ‘NW Parcel’ in the CDP submission – see **Fig. 6**) at the end of Calvert Avenue is to be dedicated by the applicant to the City. The parcel is directly adjacent to Mount Jefferson Park and affords the benefit of extending a green open space from the Park onto the end of Calvert Avenue. Currently, part of the parcel is used for access and unloading by the operator of the garden nursery abutting the property (Nature by Design). In order that operations to the nursery are not negatively impacted, it is envisaged that a solution is developed at final site plan whereby the area may allow for some access by the current operator of the nursery while also serving as publicly accessible open space.

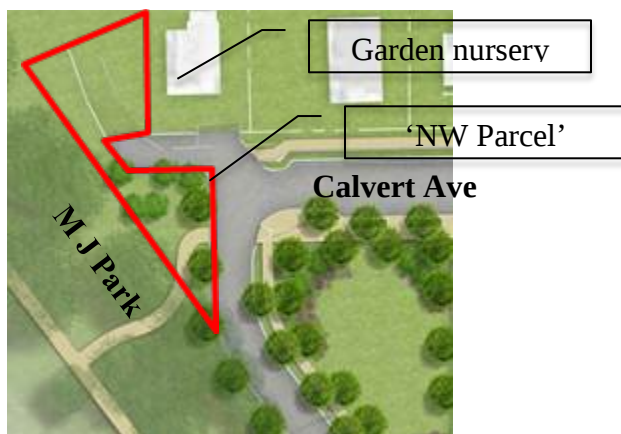


Fig. 6: NW Parcel

On-site Open Space

In addition to providing ground level open space improvements to Mount Jefferson Park, a minimum total of 187,924 square feet of open space will be provided within The Oakville Triangle CDP area (40 percent of the site, excluding public right-of-way). The applicant will provide a minimum of 15 percent ground-level open space and 25 percent roof top open space will be provided as an amenity in-lieu of open space, distributed across Blocks A, B, C, and D. The CDP includes a range for open space per block, with the total quantity of open space for Blocks A-D to match the minimum of 40% open space (15% ground-level).

Open Space Type	Square Feet (% of Site, excluding ROW)
Ground-Level Open Space	70,471 square feet (15.0%)
Roof Top Open Space (amenity in-lieu of open space)	117,453 square feet (25.0%)
Total	187,924 square feet (40.0%)
Public Open Space	64,511 square feet (13.7%)
Private Open Space	123,413 square feet (26.3%)
Total	187,924 square feet (40.0%)
<i>Total Site Area</i>	<i>469,809 square feet</i>

Public Art

The applicant is expected to comply with the City's approved Public Art Policy. The Applicant will either provide public art on site, payment in lieu, or public art on other public property. If public art on site is the selected option for contribution, then the applicant will provide a Public Art Plan upon final site plan submission for the infrastructure plan.

The Public Art Plan will follow the guidelines of the Public Art Policy and will outline the goals and approach to public art, identify locations and specific opportunities for art, and indicate what types or forms the art shall take. Public art may be proposed at gateway locations or historically significant sites; along special or visually prominent corridors; or within open spaces or plazas. The plan will address if the art elements will be stand-alone pieces or integrated into the architecture, landscape, open space and/or public streetscape. Architecturally significant or iconic building features, such as signature facades or gateway element (as established in the Vision Plan) may be a component of the Public Art Plan. Public art will also be reviewed and further addressed in the future DSUP cases.

I. Affordable Housing

The Plan is consistent with the City's Housing Master Plan, which recommends focusing affordable housing efforts in areas with the greatest potential for increased density and mixed-use development, and encourages housing options affordable to a range of incomes and household types, including workers critical to the future economic competitiveness and sustainability of the area. Oakville Triangle, North and South Potomac Yard, and the Route 1

Corridor host (and will continue to attract) a wide variety of employers, including retail, hospitality, office, maker and other businesses. The success of these businesses, in part, relies on the availability of a diverse workforce. Providing affordable housing in close proximity to jobs and transit will help improve workers' and residents' quality of life, reduce congestion, lessen economic leakage, and strengthen the City's tax base.

Specifically, the developer of the Oakville Triangle shall provide a total of 65 affordable set-aside rental units comprising 63 studios and 2 two-bedroom units for households with incomes at or below 60% of the Area Median Income (AMI) for a period of 25 years. The City will monitor these set aside units throughout the committed affordability period.

J. Stormwater, Water and Wastewater Management / Environmental Sustainability

With the intent of fully complying with the City's Eco-City Charter and the *Oakville Triangle Small Area Plan*, staff has included a recommendation requiring the applicant to prepare a full Water Management Master Plan (WMMP) that coordinates water supply, stormwater, and wastewater systems. The WMMP integrates the management of stormwater, use of potable water, and generation of municipal wastewater to reduce the use of potable water by capturing and reusing rainwater and reducing wastewater generation through water conservation. The implementation of WWMP minimizes the negative impacts of the development on the sewer infrastructure and improves the instream habitat for Four Mile Run, the Potomac River and the Chesapeake Bay. The WMMP will be required with the first preliminary DSUP submission.

Stormwater Management Master Plan

The applicant must develop a Stormwater Management Master Plan (SWMMP) per the requirements of the Virginia Stormwater Management Program (VSMP) Regulations and the Chesapeake Bay Act in accordance with Article XIII of the Zoning Ordinance for control of stormwater quality and quantity. The project lies within the Four Mile Run watershed. The SWMMP must address the following:

- a. The applicant is required to prepare a stormwater management master plan that demonstrates overall compliance with stormwater quality and quantity requirements, as well as demonstrating compliance during each phase of development.
- b. Each phase of development must demonstrate compliance with water quality and quantity requirements. Stormwater quality facility best management practices (BMPs) implemented to meet the state phosphorus reduction and the Alexandria water quality volume default (WQVD) requirements must be installed as designed and functioning properly for each phase of development prior to the completion of each phase being constructed, independent of future improvements in subsequent phases.

The goal of the SWMMP is to reduce the generation of stormwater pollutants by 20% from the pre-development load for areas of redevelopment and meet a total phosphorus load of 0.41

lbs/ac/yr for new development. Incorporation of stormwater and water elements in the public realm through the use of permeable paving and Tree Well BMPs in the streetscape design to promote environmental sustainability is one of the key tenants of the Oakville Small Area Plan (SAP). Implementing innovative green infrastructure techniques into the public realm streetscape provides stormwater quality treatment as well as ancillary benefits such as reduction of the heat island effect, reducing long-term operations and maintenance of more traditional “grey” infrastructure, and reducing impacts to climate change; while providing a green amenity to the community. Per City requirements, new and redeveloped streets must provide stormwater treatment by accommodating stormwater management. The project is installing Green Infrastructure stormwater treatment facilities as Tree Well BMPs per the Green Sidewalk Guidelines to treat runoff from the streets and sidewalks. However, Park Road will be treated by a sand filter, which is an ultra-urban BMP that will be located in the right-of-way towards the back of curb. Buildings will be treated by hydrodynamic devices – another ultra-urban BMP – placed on private property. The project must use the Virginia Runoff Reduction Method (VRRM) spreadsheet to demonstrate compliance with the state phosphorus reduction. Additionally, the project must demonstrate compliance with the WQVD by treating the first ½” of runoff for all impervious areas.

Wastewater Management

Staff has worked with the applicant to assess the impact of the proposed development in Oakville Triangle on the City-owned collector sewers and the Potomac Yard Trunk Sewer (PYTS). The PYTS was designed and constructed to meet the municipal wastewater conveyance needs of Potomac Yard, along with meeting future needs of the City, including the diversion of wet weather flows from the Four Mile Run Pumping Station, separation of combined sewer flows in the King/West portion of the CSS area as redevelopment occurs, and limited development along the Route 1 Corridor. As part of the original design on the PYTS, staff used available growth forecasts for Oakville Triangle. In the Oakville Triangle CDD, the amount of wastewater generation is significantly greater than the estimates used in the design of the PYTS. Therefore, a sanitary sewer adequate outfall analysis was performed by the applicant on both on the City’s collector sanitary sewers and the PYTS to determine where flow capacity was exceeded and where infrastructure upgrades would be required. The sanitary sewer adequate outfall analysis was performed in accordance with the City’s Memo to Industry 06-14. As part of the analysis, staff allowed for a 35% flow reduction below the wastewater flow factors stated in the Memo to Industry for the PYTS. This is consistent with the analysis that was approved for the North Potomac Yard CDD. However, for the analysis of the City-owned collector sewers, no flow reduction was allowed.

As part of the sanitary sewer adequate outfall analysis, the applicant has identified multiple areas where improvements in sanitary sewer conveyance are required. A summary of these areas, related improvements, and required contributions to these improvements are provided below:

- a. Between Oakville Triangle and the Potomac Yard Pumping Station. There are multiple City-owned collector sewers that do not have capacity to serve the proposed development. The sanitary sewer adequate outfall analysis indicates that approximately 640 feet of the existing 12-inch sanitary sewer between manholes 7512 and S4, as shown on Sheet C500 of the Preliminary Infrastructure Plan, will

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require upsizing. In addition, approximately 430 feet of the existing 24-inch sanitary sewer between manholes S4 and S2 will require upsizing to serve the proposed development.

- b. Potomac Yard Trunk Sewer from Duke Street to Franklin Street. The as-built data for the PYTS indicates that this portion of the PYTS was constructed at a lower slope than the design such that there is insufficient capacity in the pipe. The North Potomac Yard CDD requires that a 24-inch diameter relief sewer be constructed under Duke Street and Franklin Streets to alleviate surcharge conditions in the PYTS and requires a contribution towards the construction of the relief sewer based on the share of the total flow in the system. In 2015 dollars, the estimated cost of construction of these relief sewers (total of 800 feet) is \$1.3 million. Based on the current total build-out flow estimates in the system, Oakville Triangle has an estimated flow contribution of 3.5 % of the total flow of 18.36 million gallons per day. Therefore, the applicant is required to contribute a total of \$45,500 to the construction of this relief sewer as noted in the Staff Recommendations.
- c. Potomac Yard Trunk Sewer from Franklin Street to the Alexandria Renew Enterprises wastewater treatment facility. The proposed Oakville Triangle development project will require the installation of additional 327-foot long 24-inch relief sewer between Manholes 2 to 1 as shown on the Preliminary Infrastructure Plan. It is estimated this improvement will cost \$550,000 to construct (2015 dollars). The applicant shall be responsible for contributing \$250,000 for the construction of this relief sewer and shall provide this amount as a contribution as noted in the Staff Recommendations.

With respect to the City-owned collector sewers, the applicant will be responsible for submitting a CDD Phasing Plan with the first preliminary DSUP and be required to provide for the infrastructure improvements in a) above to the satisfaction of the Director of T&ES. Prior to the release of the site plan for the final building, the applicant shall submit a contribution of \$295,500 to be adjusted annually by the CPI-U for each year beyond 2015. This will satisfy the infrastructure improvement requirements related to 2) and 3) above.

Though the conveyance capacity issue is resolved by providing relief sewers, the City is currently evaluating the long-term capacity needs at the AlexRenew wastewater treatment facility. Based on the most current development projections, the City may need additional capacity at the AlexRenew plant. Staff is currently evaluating the options for obtaining this additional capacity. Due to environmental regulatory requirements and State-mandated caps on the discharge of nutrients (nitrogen and phosphorous) from wastewater treatment facilities, there are several costly challenges to providing this additional capacity.

As the volume flow projected from this development, along with other projected development could exceed the City's remaining existing capacity at the AlexRenew treatment plant, the project may need to participate in the creation of the necessary additional capacity, as well as buying additional nutrient capacity through the State's new cap and trade program to support this

project. The City, in consultation with AlexRenew, is evaluating the necessary technologies and strategies to address this need.

However, no preliminary development site plan for Oakville Triangle, which proposes the construction of a building or buildings pursuant to the conceptual design plan is recommended to be approved by City Council until the requirements of Article XI of the Alexandria Zoning Ordinance and Commonwealth of Virginia, Sewage Collection and Treatment (SCAT) regulations, as described in the Memorandum to Industry 06-14 dated June 20, 2014 on New Sanitary Sewer Connection and Adequate Outfall Analysis – Updated, with the exception of 30% reduction in the flow generation, are fulfilled.

K. Vacation Request

The application for vacation involves portions of three existing streets within the existing Oakville Triangle industrial site; Swann Avenue, Oakville Street and Calvert Avenue. The existing streets, designed to service the industrial buildings and uses are no longer functional for the new grid street system needed for the new mixed use development. Portions of the existing streets will remain in their current alignment, such as portions of Swann Avenue and Calvert Avenue, and will be widened to accommodate the prescribed dimensions outlined in the Oakville Triangle and Route 1 Corridor Vision Plan. Oakville Street will be vacated in its entirety; however the street will remain in name and be shifted to the west to accommodate the new lot configuration. All totaled, the amount of street area to be vacated equals 41,575 sf. The amount of new street to be dedicated in the development equals 130,867 sf. The following streets will either be vacated entirely, or only portions of the streets will be vacated:

Street Name	Area to be vacated
Swann Avenue	17,193 sf
Oakville Street	24,090 sf
Calvert Avenue	292 sf
Total	41,575 sf

It should be noted that these areas may change slightly at Final Site Plan review when more detailed information will be provided with the final record plats.

V. COMMUNITY

Guided by the What's Next Alexandria initiative, the planning process for the Oakville Triangle/Route 1 Corridor Vision Plan, which included Oakville Triangle, involved 17 public Advisory Group meetings between April 2014 and August 2015, neighborhood walking tours, park planning workshops, and presentations to neighborhood civic associations and City Boards and Commissions, as well as work sessions with the Planning Commission and City Council.

The Advisory Group and community provided input to establish core Plan principles related to Character and Design, Land Uses, Building Heights, Open Space, Connectivity, and Community Benefits. Over the course of the planning process, the principles were refined and standards were developed to reinforce the concepts. In particular, refinements were made to Connectivity, Maker Space and Neighborhood Serving Uses, Mount Jefferson Park, and Appropriate Height and Scale Transitions.

On October 17, 2015 City Council approved the Planning Commission recommendation to adopt the Oakville Triangle/Route 1 Corridor Vision Plan noting that when the plan area's zoning request is brought forward for consideration, staff should provide an analysis of whether to include the Oakville Triangle Area in the special tax districts created for Potomac Yard. Council also directed staff to ensure high quality architecture and design within Oakville Triangle and the plan area, a concern shared by the Advisory Group, Planning Commission and community.

The CDP was discussed at the November 2015 meeting of the Del Ray Land Use Committee and at the Oakville Advisory Group meeting, December 2015. At the latter of these, the AG and community asked for further information on the proposed phasing for the project, and about the access for the existing garden nursery site on Calvert Avenue.

VI. CONCLUSION

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

VII. GRAPHICS



Fig 7: Landscape Plan from the CDD submission. Note this plan identifies the areas of phases 1 and 2, and shows a build-out of phase 1 with an interim parking lot in block A which will become part of the building on block A in phase 2.

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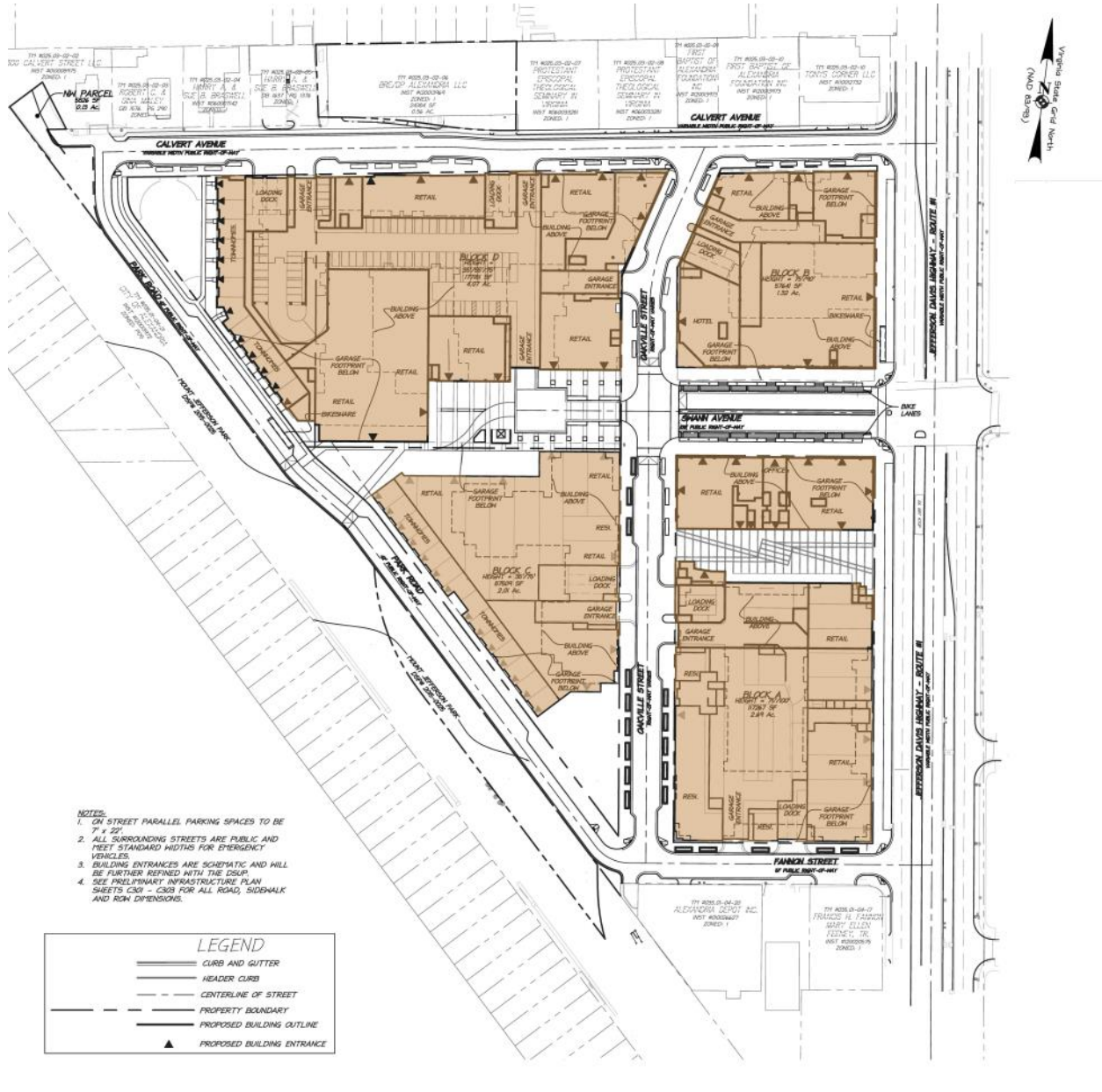


Fig 8: Conceptual Design Plan from the CDP submission. Note this plan identifies the buildings (shaded), street and open space layout in the ultimate condition upon completion of Phase 2.

VIII. APPENDICES

Appendix 1: Proposed Oakville Triangle/Route 1 Corridor Planning Area CDD#24

CDD Number	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum Development	Maximum Height	Uses
24	Oakville Triangle and Route 1 Corridor	The CSL, I and R2-5 zone regulations shall apply to the properties as generally depicted within Figure 23 of the approved <u>Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines</u> .	The development controls for each block including gross Floor area (GFA), the size of public open spaces, ground level open spaces, the land uses, and the ground floor uses shall comply with the <u>Oakville Triangle and Route 1 Vision Plan and Urban Design Standards and Guidelines</u>. All streets, blocks, sidewalks, building forms, building volumes, building heights, land uses, screening of parking, retail design, signage, open space and associated elements shall comply with the <u>Oakville-Route 1 Route 1 Vision Plan and Urban Design Standards</u>. Any variation from the standards shall require approval by the City Council as part of the DSUP or associated approval application(s).	Heights and height transitions shall be as depicted in the approved <u>Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines</u>.	1) Mixed-use development to include hotel, office, residential, home for the elderly, nursing home, parks and open spaces. 2) Primary retail, secondary retail, and maker uses as defined in the approved Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines. 3) Community Facilities as defined in the approved Oakville Triangle and Route 1 Corridor Vision Plan and Urban Design Standards and Guidelines.

IX. STAFF RECOMMENDATIONS

A. GENERAL

1. The Applicant shall comply with the following Coordinated Development District (CDD) Approvals: 1) the CDD Conceptual Design Plan, hereafter referred to as CDD Concept Plan, prepared by Christopher Consultants, Inc. and dated 8/17/15 as updated 10/7 and 10/29, 2015; 2) the conditions contained herein; 3) approved Oakville Triangle & Route 1 Corridor Vision Plan and Urban Design Guidelines & Standards (herein referred to as ‘the Plan’), dated 10/1/2015 and any further amendments; and, 4) the requirements of CDD #24. (P&Z)
2. Stonebridge Carras, herein referred to as “the Applicant”, has submitted various documents relating to its application for approval of a CDD Concept Design Plan, Preliminary infrastructure plan, Transportation Management Plan (TMP) and associated approvals for the Oakville Triangle Coordinated Development District (CDD #24). The documents submitted by the Applicant, as updated 10/7 and 10/29, 2015, are collectively referred to as the ‘CDD Concept Design Plan (CDP)’ submitted for approval and subject to the following conditions. (P&Z)
3. Each block(s) and/or building(s) shall obtain approval of a Development Special Use Permit (DSUP) and any other applicable approvals. A DSUP may be submitted for a portion of a block when an applicant can provide sufficient information regarding the location, approximate size, type, uses, open space, parking, loading access and additional information as needed for the remainder of the block and adjoining blocks, streets and open space to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)
4. The conditions of this approval are binding upon the Applicant, its successors and/or assigns. (P&Z)
5. For the purposes of these conditions, the following items shall be considered accordingly:
 - a. The subject site of the CDP application, hereafter referred to as the “CDP area” is subject to the conditions herein.
 - b. The applicant’s preliminary submission defined construction within two broad timeframes, Phases 1 and 2 (referred to as “Phase 1” and “Phase 2” herein). The extents of the respective development and any associated conditions phases shall be as shown in the Preliminary submission sheet A4.00 ‘Phasing Plan’ (exhibit 1). (P&Z)
6. At least 120 days prior to submitting a preliminary DSUP application, unless otherwise waived by the Director of P&Z, the Applicant shall submit a conceptual DSUP for review by the City for each block(s), building(s) and/or open spaces(s) within the CDP area. (P&Z)

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7. Notwithstanding any contrary provisions in the Zoning Ordinance, the Oakville Triangle CDD Concept Design Plan (CDD#2014-0002 or any revisions thereof), shall remain valid for 15 years from 1st January, 2016. (P&Z)
8. The Directors of T&ES, RP&CA and P&Z may require that infrastructure, open space, land uses and other matters adjacent to the subject site deemed necessary to review a preliminary DSUP application also be shown in the application. (P&Z) (T&ES) (RP&CA)
9. The Applicant(s) shall coordinate, to the extent necessary, with other property owners and Applicant(s) within CDD #24 on the design of streets, parks-open spaces, sewer systems and other related infrastructure and construction. (P&Z) (RP&CA) (T&ES)
10. If a dedication required herein results in a use, lot, or structure being no longer in conformity with applicable zoning requirements, such lot or structure shall be treated as noncomplying. (T&ES)(P&Z)

B. CDD CONCEPT DESIGN PLAN

11. The Applicant shall submit a revised CDD Concept Design Plan and accompanying Plat within 120 days from approval of the CDP by the City Council for administrative review and approval by the City. The CDD Concept Design Plan shall be revised to meet all applicable conditions. (P&Z) (T&ES)
12. The maximum number of residential units shall be limited to 1,050 units including both multifamily and townhouse units.(P&Z) (T&ES)
13. All new streets planned within the CDD Concept Plan Area shall be designed and built to be consistent with the street cross-sections provided in the Oakville Triangle & Route 1 Vision Plan and Urban Design Standards & Guidelines, approved by City Council on October 17, 2015.
 - a. Sidewalk, vehicular lane, parking lane, and landscape strip dimensions for all new and reconfigured streets within the Oakville Triangle, shall be consistent with the approved street cross-sections standards.
 - b. Right-of-way (R.O.W.) dimensions for all new and reconfigured streets within the Oakville Triangle shall be consistent with the approved street cross-sections standards. Flexibility in R.O.W. dimensions will be granted for the following streets, as long as the overall road width dimensions remain consistent with the approved cross-section standards (by measuring overall road width from building line to building line):
 - i. Oakville Street
 - ii. Calvert Avenue (by up to 1 foot)
 - c. The following roads shall be amended within the first final site plan submission, to meet the approved cross-section standards:

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- i. Fannon Street R.O.W. shall measure 53 feet in width (from property-line on the north to the property-line on the south). The sidewalk and planting strip area on the north side shall measure 15 feet in width.
 - ii. Oakville Street, between Swann Avenue and Calvert Street north of the west garage entrance, shall provide a minimum sidewalk width of 16 feet with a minimum of three (3) tree wells, and no parallel parking.
 - iii. Swann Avenue ROW between blocks A and B shall measure per the Oakville Triangle & Route 1 Vision Plan and Urban Design Standards & Guidelines (P&Z, T&ES)
14. Provide public access easements and maintenance easements which allow the City to maintain sidewalks as necessary for all sidewalk areas between the ROW line and the face of buildings. (P&Z) (T&ES)
15. Remove the proposed encroachments for below grade parking garages in the ROW from the CDP and all applicable documents. Future proposed encroachments for a below grade garage which extends into the ROW shall be evaluated at the DSUP stage for the associated building or structure and shall require a full justification and parking analysis by the applicant demonstrating the necessity of the encroachment. (P&Z) (T&ES)
16. On the CDD Concept Design Plan Preliminary Plat, Amend the discrepancy between the 'Before subdivision' total of 560,410 sf and 'After subdivision' total of 560,342 sf. (P&Z)

C. INFRASTRUCTURE & PHASING

17. Within 120 days of approval of the CDP by the City Council, the Applicant shall submit the necessary plans and documentation and shall, prior to the release of the final infrastructure plan for Phase 1, or by written request from the City, dedicate or grant to the City or as otherwise directed by the City, in fee simple or by easement the following:
 - a. Dedication of right-of ways;
 - b. Dedication of the area identified as the 'NW Parcel' on the Preliminary; Subdivision Plat dated 10/01/15. This area remains allowable to count towards the requirements for open space and crown coverage; and All easements. (T&ES)(P&Z)(RP&CA)
18. The Applicant(s) shall be responsible for dedicating all necessary rights-of-way and/or public access easement(s) as required herein and as required by the Oakville Triangle & Route 1 Corridor Vision Plan. Where a public access easement is provided for open space, plazas, streets, and/or sidewalks, the easement(s) shall be a perpetual public access easement for vehicles and/or pedestrians. (T&ES)(P&Z)(RP&CA)

19. All streets within the CDP area shall be public dedicated streets or public access easements as depicted on Sheet 4 of the CDP submission (exhibit 3), and as required herein. (T&ES)
20. Phase 1 Infrastructure Plan: Within 120 days of approval of the CDP by the City Council, the Applicant shall submit for review and approval of the Directors of P&Z, RP&CA and T&ES the necessary plans and documentation for the following:
 - a. The Final Infrastructure Site Plan commensurate with area identified as the Phase 1 Preliminary Infrastructure Plan (Minimum Submission Review to ESI will constitute compliance with this requirement). The plan must meet all final site plan requirements as applicable, including, but not limited to the following: Horizontal and vertical profiles for the streets, sanitary sewers, and storm sewers; and shall include all horizontal locations and cross sections for the water lines. The plan shall also include cross sections, construction details, and any other concept design elements identified as necessary by the Director of T&ES;
 - b. Provide a Stormwater Management Master Plan (SWMMP) approach demonstrating compliance with water quality and quantity requirements for each phase.
 - c. Provide conceptual undergrounding plan for power and communication lines;
 - d. Conceptual design analysis of the alignment of the North-South Street connection (Oakville Street) between Calvert Avenue and Raymond Avenue to verify the ultimate alignment. (P&Z) (T&ES) (RP&CA)
21. Phase 2 Infrastructure, Use and Open Space Plan – The Applicant shall submit a Preliminary Infrastructure, Use & Open Space Plan for review and approval of the Directors of P&Z, RP&CA and T&ES at least 120 days prior to submitting a preliminary DSUP (Completeness stage) for the development of any block in Phase 2 of the CDP Area. The Infrastructure, Use & Open Space Plan shall provide the following:
 - a. Depict the general locations and development and parking levels within Phase 2 the CDP area of the uses identified in the CDD Concept Design Plan.
 - b. Horizontal and vertical profiles for the streets, sanitary sewers, and storm sewers; and shall include all horizontal locations and cross sections for the water lines. The plan shall also include cross sections, construction details, and any other concept design elements identified as necessary by the Director of T&ES;
 - c. Depict the rough grading of the blocks and parks/open space;
 - d. Demonstrate compliance with contaminated lands conditions noted herein;
 - e. Depict the final streetscape and all improvements to be provided within Phase 2.
 - f. Depict all open spaces within the CDP, whether public or private, that are described in the CDD Concept Design Plan including programming, active and passive recreation components, utilities and park infrastructure; and
 - g. Provide a Stormwater Management Master Plan (SWMMP) approach demonstrating compliance with water quality and quantity requirements for each phase.

- h. All updated and coordinated information from the Phase 1 Infrastructure Plan (P&Z) (T&ES) (RP&CA)
- 22. Transitions: For roadways, sidewalks, or trails to be provided by the Applicant(s), pursuant to the conditions herein, the Applicant(s) shall coordinate with the adjacent property owner(s) to build any necessary transition(s) from the street cross section pursuant to the Oakville Triangle & Route 1 Corridor Vision Plan to the existing street on the adjacent property owner(s)'s land. In the event the adjacent property owner does not cooperate through granting easements or otherwise, the Applicant(s) shall build the transition on the Applicant(s)'s land. If this occurs and the transition was built on the original Applicant(s)'s property, at the time the adjacent property redevelops, the final street cross-section as depicted in the Oakville Triangle & Route 1 Corridor Vision Plan shall be completed by the new Applicant(s). (T&ES).

D. CDP PHASING PLAN

- 23. CDP Phasing Plan - The Applicant shall submit a CDP Phasing Plan with the first Final Infrastructure Site Plan submission, and shall update the Phasing Plan concurrently with each subsequent DSUP submission. The Phasing Plan shall be subject to the following to the satisfaction of the Directors of P&Z, T&ES and RP&CA:
 - a. Provide, for the entire CDP, a general outline of the site and the Applicant's most up-to-date projection of the dates when construction of the different land uses (i.e., office, retail, hotel, residential, open space and community facilities) for each block shall commence;
 - b. Provide, for infrastructure identified below in this subparagraph: (1) the general location and layout of the major components of the infrastructure (such components to be determined by the Director of T&ES), and (2) the dates when construction of the infrastructure shall commence (provided, that the projected dates for the commencement of construction of these components shall be consistent with the triggers noted herein). The infrastructure to be provided shall include:
 - i. The street layout;
 - ii. The sanitary sewer system;
 - iii. The stormwater management system;
 - iv. The utility systems to be constructed within the CDP (e.g., electricity, water, gas, phone/communications and cable); and
 - v. The off-site improvements.
 - c. Demonstrate compliance with water quality and quantity requirements. Stormwater quality facility best management practices (BMPs) implemented to meet the state phosphorus reduction and the Alexandria water quality volume default (WQVD) requirements must be installed as designed and functioning properly for each phase of development prior to the completion of each phase being constructed, independent of future improvements in subsequent phases.

- d. Seek and secure coverage under the General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities prior to commencing land disturbing activities.
 - e. Parks/Open Space - Depict and label for each park/open space area required by the conditions herein: (a) the proposed size and location of the park/open space, and (b) the time frame when construction of the improvements to the park/open space is required and/or projected to commence;
 - f. Circulation – Provide a circulation plan depicting the temporary pedestrian, bicycle and vehicular circulation during the different construction phases. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction and during the phasing of the development, including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project;
 - g. Minimum Performance Standards - The Phasing Plan shall comply with the following criteria:
 - i. Must include a SWMMP which demonstrates water quality and quantity is met with the overall condition, with each phase presenting the overall SWMMP and demonstrate compliance during each phase.
 - ii. Stormwater runoff from public roads must be considered for treatment.
 - h. A DSUP shall not be docketed for Planning Commission until the Directors of P&Z, T&ES and RP&CA have approved the CDP Phasing Plan which accompanies the DSUP application(s); and
 - i. Notwithstanding the above, the Applicant, at its discretion, may submit an updated CDP Phasing Plan from time to time for administrative review and approval by the Directors of P&Z and T&ES; provided, that no such submission shall relieve the Applicant of the requirement that it submit an updated CDP Phasing Plan with each DSUP application that seeks approval of one or more buildings or structures within the CDD.
 - j. Updated tabulations for:
 - i. Development sf (gross and net) per use and per block/building
 - ii. Open space sf
 - iii. Parking spaces
 - iv. Unit numbers
- The updated tabulation shall indicate both what is proposed and cumulatively what has been approved to date. (P&Z) (T&ES) (RP&CA)

E. DEVELOPMENT PHASING

- 24. The applicant shall construct the development in the following phases:
 - a. Block A2 shall not precede construction of any of three Blocks comprising of A1, B, C or D without the approval of the Planning Commission and City Council.
 - b. The Swann Avenue shared-use plaza, to the extents as shown on the applicant's Phasing Plan A4.00 dated 09/15/15 (exhibit 1) between blocks C and D shall be

- constructed and operational prior to the issuance of the first Certificate of Occupancy for either adjacent block.
 - c. The pedestrian plaza, to the extents as shown on the applicant's Phasing Plan A4.00 dated 09/15/15 (exhibit 1), between the buildings on blocks A1 and A2 shall be constructed and operational prior to the issuance of the first Certificate of Occupancy for either adjacent building.
 - d. The at-grade open spaces on blocks C and D adjacent to Park Road shall be constructed and fully operational concurrent with the issuance of the first certificate of occupancy for each block respectively.
(P&Z)(T&ES)
25. The development of contiguous (exclusive of public street right-of-ways) building(s) shall be done in a manner that facilitates the development and improvements for each side of the public street(s) and adjacent open spaces and/or park(s). (P&Z) (T&ES) (RP&CA)

F. DEVELOPMENT PHASING TRIGGERS

26. Development Phasing Triggers - During the development of the CDP area, the following infrastructure shall be provided and/or constructed by the Applicant in accordance with the following:
- a. All infrastructure within the CDP area identified in the Preliminary Infrastructure Plan sheet A4.00 to be constructed with Phase 1, prior to the issuance of the first Certificate of Occupancy of the development shall be installed to include a minimum of:
 - i. Sidewalks with ADA compliant access and minimum of 6-feet width clear of obstructions
 - ii. Raised bicycle side path (Swann Ave)
 - iii. Curbs and gutters
 - iv. Temporary road surface (at a minimum)
 - v. Any necessary stormwater, sanitary and utility connections
 - b. Final infrastructure improvements and all pedestrian improvements per building and block shall be installed prior to the issuance of a certificate of occupancy permit associated with the associated building or block.
 - c. First phase of transportation improvements –
 - i. The applicant is responsible for the construction of lane modifications at eastbound Swann Avenue at Route 1, including from shared thru-left lanes and exclusive right turn lanes to exclusive left turn lanes and shared-thru/right lanes as shown in the exhibit 2 within the Plan. The improvements shall be operational prior to issuance of first Certificate of Occupancy for development within the CDP area (not including above or below grade parking).
 - ii. Provide \$200,000 for improvements at Route 1/Glebe (eastbound right turn modified to allow overlap right turns) prior to release of the final site plan for the first block within the CDP area.

- d. Second phase of transportation improvements – The applicant is responsible for providing a financial contribution of \$1,400,000.00 to be paid upon earlier of: one year after the issuance of the final certificate of occupancy for the completion of Phase I (Blocks A1, B & D) or the initial submission of the final site plan for Phase II The contribution shall be adjusted on the basis set forth in the Developer Contributions conditions (#116 – 118).
 - e. The permanent streetscape improvements on Route 1 frontage adjacent to the CDP area shall be completed prior to the issuance of the first Certificate of Occupancy for any building in the CDP area.
 - f. The utility undergrounding on Route 1 frontage adjacent to the CDP area shall be completed prior to the issuance of the first Certificate of Occupancy for any building in the CDP area
 - g. Permanent streetscape improvements: (including street-side bio-retention) shall be installed on all frontages within the CDP area of a given block prior to the Certificate of Occupancy permit for each block/building in the CDP area. Additional improvements may be required throughout the DSUP process.
(P&Z) (T&ES) (RP&CA)
27. The Notice of Termination under the VPDES Construction General Permit must be submitted and approved prior to certificate of occupancy. *****(T&ES)
28. The Directors of T&ES, RP&CA and P&Z may require that infrastructure, open spaces, land uses and other matters outside the CDP area and/or block deemed necessary to review a preliminary DSUP application also be shown and addressed in the application. (P&Z) (T&ES) (RP&CA)

G. MOUNT JEFFERSON PARK

29. The applicant is responsible for all improvements associated with the site plan for Mount Jefferson Park Improvements (DSP2015-0025), subject to the site plan being a logical extension (and not an expansion) of the preliminary plan dated 9/9/15 (with revisions dated 9/29/15). The applicant is responsible for the development of the final site plan, limited remediation, and fulfillment of all associated conditions of approval, except for Section L: Contaminated Land.
- a. The first Final Site Plan for DSP2015-0025 shall be submitted concurrently with the first final infrastructure plan for the CDP area. The Final Site shall be in substantial conformance with the preliminary plan dated 9/9/15 (with revisions dated 9/29/15). *****
 - b. The improvements shall be:
 - i. underway within a maximum of 18 months of the issuance of a permit to demolish any building or structure in or adjacent to the Park; and
 - ii. fully constructed by the applicant and accepted by the City prior to the issuance of the first Certificate of Occupancy for any building in the CDP area, or within a maximum 24 months of the issuance of a permit to

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demolish any building or structure in or adjacent to the Park (whichever is earlier).

- c. The applicant will fund the cost of soil remediation work required within the proposed disturbed areas in Mount Jefferson Park limited to the excavation of non-hazardous contaminated soil and hauling it to a regulated landfill that accepts non-hazardous soils. If environmental investigations, performed by another party, find that onsite soils within the proposed disturbed areas contain levels of contamination to be determined hazardous, the developer will not be responsible for disposal of hazardous soil and shall not be obligated to complete the construction of the proposed park improvement's within the area contaminated by hazardous soil until all hazardous soils have been removed from the site.

Any delays to the completion of the Mt Jefferson park improvements due to third party environmental investigations and third party remediation of hazardous materials shall not prevent issuance of Certificates of Occupancy for any building in the CDP area; provided that the applicant has completed all other park improvements not impacted by the third party delays. The time for completion of all work impacted by the delays shall be extended for the same number of days which that the applicant was prevented from working on the project.

30. The applicant will fund the cost of all assessment and related remediation work or systems required for any contaminated soils associated with the existing building currently located within the Mount Jefferson Park site, on tax parcels #025-03-0215 and #035.01-0421. (P&Z)(T&ES)(RP&CA)
31. The applicant shall be responsible for maintenance of the project area during construction including plantings and slope/site stabilization during final build-out/completion of work. Maintenance shall be performed consistent with City of Alexandria Landscape Guidelines and the City of Alexandria Zoning Ordinance. (RP&CA)(P&Z)(T&ES)
32. The applicant shall post a performance bond commensurate with City requirements for improvements to public land, specific to DSP2015-0025. The bond shall be posted and approved by the City prior to commencement of ground disturbing activity and remain in place for the full duration of planting warranty period. (RP&CA)
33. The City will accept the Mount Jefferson Park Improvements site (DSP2015-0025) and its maintenance upon approval of the final As-Built (including but not limited to demonstration of compliance with associated conditions of approval, as-built plan, required documentation, and any necessary site corrections) and completion of the maintenance bond period. Final as-built drawings shall be provided as AutoCad Version 2015 files on 5 CD's and six paper copies at a scale commensurate with the approved Final Site Plan. ****(P&Z)(T&ES)(RP&CA)
34. If there are outstanding performance, completion or other bonds relevant to DSP2015-0025 for the benefit of the City and 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)

35. The stormwater Best Management Practices (BMPs) required for the Mount Jefferson Park Improvements project (DSP2015-0025) shall be maintained by the applicant through the one-year maintenance bond period after the performance bond for public improvements (excluding landscaping) is released. Prior to release of the performance bond, and again prior to release of the maintenance bond for public improvements (excluding landscaping), the design professional shall submit a written sealed 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)
36. Submit a copy of the Operation and Maintenance Manual to the Stormwater Management Section on digital media for DSP2015-0025 prior to release of the performance bond. ****(T&ES)
37. Prior to release of the performance bond for DSP2015-0025, 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)

H. LANDSCAPE/PEDESTRIAN/STREETSCAPE

38. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions, and is updated with each subsequent DSUP submission for approval of blocks/buildings to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Meet the requirements in the City's *Landscape Guidelines*
 - b. Meet the requirements in the City's *Green Sidewalks Guidelines* for the sidewalk BMP elements. (P&Z) (T&ES) (RP&CA)
39. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Install ADA accessible pedestrian crossings serving the site.
 - b. Provide ADA accessible crossing wherever the trail can be access from Park Road:
 - i. The width of curb ramps (excluding the flares) for shared use paths shall be the same width as the width of the shared use path and include

- detectable warning surfaces on the entire width of the path in conformance with VDOT standards.
- ii. All flush crossings shall include detectable warning surfaces on the entire width of the path in conformance with VDOT standards.
- iii. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines.
- c. Construct the following street sidewalks using the City's standard hybrid concrete and brick design:
 - i. Swann Avenue
 - ii. Streets which intersect Swann Avenue to the extent of the curb radii extending from Swann Avenue onto the intersecting street.
- d. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas, unless otherwise noted in the Oakville Triangle Design Guidelines.
- e. Sidewalks shall be flush across all driveway crossings.
- f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
- g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
- h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) shall be required at Final Site Plan on sidewalks fronting Route 1. All other crosswalk treatments must be approved by the Director of T&ES.
- j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards on Swann Avenue. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- k. 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.
- l. All raised table crosswalks and intersections shall be designed and constructed to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services.
- m. All street light fixtures and mounting pole shall be selected to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services.*** (P&Z)(RP&CA)(T&ES)

I. OPEN SPACE

40. A total of 40% of the land area (approximately 188,000 sf) in the overall CPD area on a cumulative project basis shall be provided as useable open space or rooftop amenity space. A minimum of 15% of the total land area (approximately 70,500 sf) shall be as ground-level open space and shall be generally consistent with the CDD Concept Plan submission. The remainder of the required open space may be ground-level and/or roof-top open space as required through the preliminary DSUP process. Public right-of-ways shall not be counted as open space.
41. Roof top open space/amenity space shall be designed as high-quality open space with active and passive uses for residents and building tenants. Roof top open space on office buildings may be accessible to the public if compatible with the building use as determined by the Directors of RP&CA and P&Z in consultation with the Applicant as part of the DSUP process. Roof top open space shall be physically and/or visually accessible. (P&Z) (RP&CA)
42. All additional ground-level open space, including courtyards, plazas, and private internal courtyards shall be designed as high-quality open space for residents, building tenants and the public where appropriate. (P&Z) (RP&CA)

J. INTERIM USES AND INTERIM CONDITIONS

43. Care should be taken to provide an attractive and welcoming environment during interim phases when a portion of the project has been constructed but adjacent areas have been left unbuilt. Temporary screening should be provided to conceal exposed construction and incomplete areas of the project. This screening should be appropriately scaled, whether it is adjacent to heavily used pedestrian areas or visible only from a distance. Interim conditions associated with phased development may include, but are not limited to, treatment of undeveloped parcels or portions of parcels; and treatment of visible portions of structures intended to be covered by future constructed features. Final interim conditions shall be approved to the satisfaction of the Directors of P&Z and T&ES, along the following guidelines:
 - a. Treatment of visible portions of structures intended to be covered by future constructed features shall include one or both of the following:
 - i. Installing building or structure-mounted fabric scrims and/or vinyl banners to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction.
 - ii. Installing plantings that are coordinated with and are compatible with the overall design character of adjacent areas in future development zones.
 - b. Plantings can be used to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction. Plant materials shall be fast growing species, primarily evergreen, and appropriate for short-term use. Planting / landscape interim conditions shall be to the approval of the Directors of P&Z, RP&CA and T&ES, along the following guidelines:

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- i. Plantings shall be consistent with the Alexandria Landscape Design Guidelines.
 - ii. Undeveloped parcels shall be enhanced with temporary landscape treatments including:
 - a. Temporary walkways: If pedestrian circulation through undeveloped parcels is needed to link neighborhood pedestrian circulation or link developed parcels with neighborhood circulation, temporary walkways shall be constructed. Walkways shall be constructed of asphalt and be minimum 5' in width.
 - b. Site shall be graded with gentle slopes and even transitions to offer a safe finished condition.
 - c. Site shall be seeded with turf type grasses and maintained in a neat, mowed condition.
 - d. Except for screen planting defined above in 'Treatment of visible portions of structures', and tree planting associated with streetscapes, the site shall remain as an open lawn area for public use (where possible).
 - e. Undeveloped parcels shall not be lighted except for streetscape walkways. (P&Z)(T&ES)
44. All interim uses and temporary conditions which are considered by the Directors of P&Z and/or T&ES to require screening shall apply the screening and interim conditions above and may require a higher quality of screening material. These shall include, but are not limited to:
- a. Interim parking/loading areas, entrances, ramps and garages. Surface parking at highly visible locations may require screening material and installation to an equivalent standard of adjacent buildings and/or extensive landscape screening. No interim surface parking shall be located within 25 feet of a property line facing Route 1 or the streets intersecting Route 1 for the first block west of Route 1, except for the surface parking associated with block A1;
 - b. Building walls and edge conditions which are not the ultimate finished condition; and,
 - c. Cleared lots.
 - d. Interim use or existing buildings which remain through some period of site construction. (P&Z)(T&ES)
45. The interim shared use path connecting the plaza at Swann Avenue to Park Road shall be no less than 12' wide to accommodate bicyclists and pedestrians. (T&ES)
46. The Applicant shall to provide approximately 20,000 sq. ft. of usable area and associated improvements for the use of an interim open space adjacent to the Swann plaza (and generally consistent with exhibit 4) as part of the next and all subsequent submissions of the CDD Concept Design Plan. The interim open space area shall be fully constructed and operational within 6 months the first Certificate of Occupancy permit issued for Block D (P&Z) (RP&CA).

47. Interim parking on blocks not included with the DSUP may be provided to satisfy the parking requirements for the DSUP. Details about the design and management of any interim parking shall be included as part of the DSUP review. (P&Z)(T&ES)
48. Install a minimum of 3 temporary informational signs on the site prior to the approval of the final site plan for the project. The signs shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the signs 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)
49. Retention of the existing storage building as shown in exhibit 4 may be permitted with the following provisions, and to the satisfaction of the Director of Planning and Zoning:
 - a. The building location or use shall in no way impair the construction of the street and infrastructure as shown in the Preliminary Plan;
 - b. No building access shall be located fronting onto the Swann Plaza other than community-serving or retail uses;
 - c. Blank walls and walls with minimal fenestration shall be treated with an appropriately scaled finish (e.g. painted, additional architectural material, architectural lighting) to provide for a vibrant streetscape.
 - d. Primary building access shall be located at a location appropriate for the use and no to the detriment of any vehicular access /pedestrian requirements or other infrastructure improvements shown in the Preliminary Plan.
 - e. Temporary uses of a community-serving or retail nature facing Swann Avenue may be permitted.

K. USES

50. Any proposed land uses shall be subject to the development levels, requirements and locations set in the Plan. (P&Z)
51. No interim uses shall be approved which preclude the layout or function of the approved CDP. (P&Z)
52. For Block 9 (400 Calvert Avenue): the development level afforded to this block represents the floor area of the exiting building which is assumed to be adaptively re-used. The floor area does not represent additional square footage afforded to this block. (P&Z)
53. Townhouses shall be liner units as shown on the preliminary CDP submission.

L. RETAIL OWNERSHIP & MANAGEMENT

54. To ensure a comprehensive and coordinated approach for the retail leasing, the primary retail, secondary retail and maker spaces for the site as depicted in The Oakville- Route 1

Plan shall be operated through a coordinated marketing/merchant's association, which shall be funded by the retail tenants and the property owner(s). The required primary retail, secondary retail and maker space shall be separate ownership and management of the offices, hotel and residential uses within each block(s). The Applicant shall be responsible for the initial lease up of the primary retail, secondary retail and maker spaces for a period of thirty-six (36) months after the initial certificate of occupancy permit for the CDP. The Applicant shall be responsible for selecting and controlling the location and mix of retail, personal service uses and makers spaces.

M. PARKING

55. Parking for the development shall be provided using the ratios outlined below. A separate special use permit may be approved to use alternate parking ratios.
- a. Multifamily residential (market rate and affordable) - the current parking requirements in the Zoning Ordinance in effect at the time of the DSUP application.
 - b. Townhouses – maximum of 2 spaces per unit.
 - c. Retail/Restaurant – maximum of 4.0 spaces per 1,000 sf.
 - d. Office – maximum of 2.0 spaces per 1,000 sf
 - e. Hotel – maximum of 0.7 spaces per room
 - f. Parking for other uses will be evaluated at the time of the DSUP application using the current parking requirements in the Zoning Ordinance in effect at the time of the DSUP application.
 - g. If any parking ratios for commercial uses (e.g. retail, restaurant, office, and hotel) are approved by the City Council after this approval and are in effect at the time of a DSUP application, the applicant may choose to apply those ratios to the development. (P&Z)(T&ES)
56. If parking will be shared among uses to satisfy the parking requirements, provide a Shared Parking Plan with the DSUP that summarizes all proposed uses and parking requirements within the CDD and indicates locations of parking to satisfy these requirements. This Plan shall be updated with subsequent DSUPs that will also use shared parking. (P&Z)(T&ES)
57. The Applicant shall submit a Parking Management Plan (“the Plan”) for approval by the Director of P&Z and T&ES as part of the first preliminary DSUP. The parking management plan shall be updated and approved with each subsequent block(s), building(s) and/or DSUP submittal. At a minimum, the parking management plan shall include:
- a. Shared Parking: If used, outline mechanisms to ensure the parking is efficiently used and shared between each of the uses and within multiple garages.
 - b. The Plan shall address parking for community facilities, movie theaters and performance theaters. Parking for these uses may be provided by adjacent uses through a shared parking program, unless the facility has considerable parking

- needs above and beyond what can be accommodated exclusively through shared parking.
- c. Valet Parking: The Plan shall outline provisions and strategies for valet parking, if the applicant determines to its discretion that valet parking is desired, to ensure efficient use of parking resources. These shall include: loading and unloading locations and management, pricing, marketing strategies and wayfinding.
 - d. Unbundled Parking: All multifamily residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to lease the residential unit). Unbundled parking for all other uses is encouraged and shall be explored as part of the Plan.
 - e. On-Street Parking: The Plan shall include all proposed on-street parking spaces within the CDD.
 - f. Priority Parking: Priority spaces for carpool/vanpool use shall be provided within all structured parking for the commercial uses.
 - g. Parking wayfinding, performance parking and advanced parking management systems. The Plan shall include a parking wayfinding plan which shall include illuminated wayfinding.
 - h. The Applicant shall be responsible for the implementation of the Parking Management Plan. The Applicant shall be responsible for the installation of all infrastructure required to support the implementation of the Plan including, but not limited to, parking wayfinding signs, advanced parking management technologies and performance parking metering systems. (P&Z)(T&ES)
58. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)
59. The applicant will be required to dedicate space for two bikeshare stations.
- a. A 15-space bikeshare station to be located at the intersection of Route 1 & Swann Ave. adjacent to Block B. This station is approximately 6'x42'.
 - b. A 15-space bikeshare station at the intersection of Swann Ave & Park Road adjacent to Block D. This station is approximately 6'x42'.
- (P&Z)(T&ES)
60. The applicant will be required to provide contributions for the City's bikeshare initiative. The amount shall be determined and conditioned per block for each of the CDP's subsequent DSUP applications. These contributions shall not be funded through the required TMP contributions. (P&Z)(T&ES)

N. TRANSPORTATION MANAGEMENT PLAN

61. TMP District: The Applicant shall comply with all applicable TMP conditions, including a CDD-wide TMP District. This district shall be designed to meet the trip reduction goals outlined in the transportation analysis associated with CDD#24.
62. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [SUP#2015-00077] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
63. 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)
64. All of the required existing activities within the Oakville Triangle CDD 2014-0002 shall be coordinated by a TMP District Coordinator (TMPC). A TMPC must be identified and designated before issuance of the Oakville Triangle CDD 2014-0002 first building permit. As such, the first applicant to obtain a building permit will thereby be responsible for management of the District TMP. (T&ES)
65. Development projects that follow the establishment of the District TMP that meet the tier two and tier three TMP thresholds as identified in Article XI Section 11-704A of the zoning ordinance shall be required to integrate into the District TMP. This shall occur through partnership with the District TMPC as detailed by Article XI Section 11-704B of the City's Zoning Ordinance. The objective of this District is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
66. As partnership in the District TMP shall be required, partnership proposals for developments following the establishment of the District TMP must be submitted and approved by Office of Transit Services prior to the issuance of any building permits. (T&ES)
67. TMP Coordinator responsibilities may be transferred to a new partner if so desired, but transfer of responsibilities must be approved by Office of Transit Services through the partnership approval review. (T&ES)
68. Prior to the issuance of the first Oakville Triangle applicant's building permit, name, address, telephone, and email address of the TMPC shall be provided to the Department of Transportation and Environmental Services Division of Transit Services. If TMPC

responsibilities are transferred to a new partner, the name, address, telephone, and email address of the new TMPC shall be provided to the Department of Transportation and Environmental Services Division upon approval of the parties' TMP partnership proposal. (T&ES)

69. The TMPC shall maintain an on-site office within Oakville Triangle. (T&ES)
70. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$82.42 per residential unit, \$0.21 per square foot of retail space, \$0.26 per square foot of commercial space, \$41.21 per hotel room and \$0.10 per square foot of industrial/warehouse. 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)
71. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
72. The TMP Coordinator or Association will submit annual reports, fund reports and mode of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
73. 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. (T&ES)

O. UTILITIES

74. Transformers/Utilities: All electrical transformers and associated utilities shall be located within the central portion of the blocks, alley(s) and screened to the satisfaction of the Director of P&Z or provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets - public right-of-way, or shall be provided with inlaid paving materials equivalent to those in the surrounding field paving

according to Dominion Virginia Power standards and to the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the preliminary DSUP review for each building/block. (RP&CA) (P&Z) (T&ES)

75. Sewer Metering: Each preliminary DSUP within this CDD shall provide and install sanitary sewer meters in the individual sanitary sewer laterals to measure the municipal wastewater flow from each building. The cumulative totals of the flows from all occupied buildings in the CDD shall not exceed an average of 70% of the flows from the flows as stated in the City's Memorandum to Industry 06-14 dated June 20, 2014. If the cumulative flows are found to exceed this value, modifications to existing or future buildings shall be required to reduce the cumulative average. (T&ES)
76. Utilities: All new utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground at the cost of Applicant. All utilities with the exception of those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)

P. ENVIRONMENTAL SUSTAINABILITY

77. Green Building: Achieve LEED for New Construction, Silver Certification for all office uses, or be consistent with the City's Green Building Policy in effect at the time of DSUP approval, whichever is more restrictive. Achieve a minimum of LEED Certification for all residential uses, with a goal of working toward LEED Silver Certification if feasible, or be consistent with the City's Green Building Policy in effect at the time of DSUP approval, whichever is more restrictive. All other uses shall comply with the City's Green Building Policy in effect at the time of approval. In all cases Applicant may meet this condition by using an equivalent standard to LEED as approved by the Director of P&Z. (P&Z)(T&ES)
78. With each final site plan in the CDP, provide information on the following: how 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)

Q. STORMWATER

79. Stormwater Management Master Plan (SWMMP): Each submission of the SWMMP shall include the following:
 - a. The applicant shall complete Virginia Runoff Reduction Worksheets latest edition to provide treatment to remove phosphorous. The phosphorus loading in lbs/ac/yr for the preliminary DSUP to be submitted and for each parcel previously planned and/or redeveloped.

- b. The average phosphorus loading in lbs/ac/yr, including the preliminary DSUP to be submitted, for all planned and/or redeveloped parcels.
 - c. In compliance with the preliminary analysis presented in the Preliminary Plan, the applicant shall comply with peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year 24 hour storm and a ten-year 24 hour storm, considered individually, shall not exceed their respective predevelopment rates for all outfalls considered individually.
 - d. Stormwater management and low impact design development (LID) facilities to be included as part of the preliminary DSUP. *(T&ES)
80. 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. Water quality requirements are twofold and compliance is demonstrated independently as follows:
- a. the state phosphorus reduction is calculated using the Virginia Runoff Reduction Method (VRRM) and the requirement for existing impervious area is 10% for land-disturbing activities less than one acre and 20% for land-disturbing activities equal to or greater than one acre; while new impervious surfaces must achieve "no net increase" by meeting a 0.41 lbs/ac/yr loading rate; and
 - b. the Alexandria water quality volume default (WQVD) is calculated as the first ½" of runoff from all of the site's impervious surfaces, and may be met by treating the first ½" of runoff for all of the site's impervious surfaces or paying a fee in lieu to the Water Quality Improvement Fund (WQIF) if approved.
- Each phase of development must demonstrate compliance with water quality requirements in a. and b. above. (T&ES)
81. Maintenance of all private BMPs and water quality practices treating private properties throughout CDD#14 shall be maintained by the Applicant or the Business Improvement District (BID) or comparable entity when established. (T&ES)
82. Should there be BMPs in private spaces a BMP Maintenance Agreement shall be approved prior to release of each final site plan. Should the private party become a member of the BID or other similar entity, proof of commitment shall be required.(T&ES)
83. Tree Well BMPs shall be designed and installed per the City's Green Sidewalk Design Guidelines and compliance demonstrated through the VRRM approach. Since the Tree Well design is predicated on the ½" stormwater runoff capture, and the VRRM is based

on the 1" capture, only ½ of the total acreage for each tree well can be input to the VRRM to demonstrate pollution reduction. (T&ES)

84. 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 (VRRM) 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)
85. 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)
86. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
87. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
88. 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; or until bond release for public BMPs installed to treat the ROW. 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)
89. 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.
90. Otherwise the following condition applies:
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)
91. 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)
92. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Section on digital media prior to release of the performance bond. ****(T&ES)
93. 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)

R. WASTEWATER

94. Low flow fixtures, water conservation measures or other facilities or infrastructure to be constructed as part of the DSUP to reduce or manage generation of municipal wastewater. (T&ES)
95. Since the development is conditioned to use low flow fixtures, the applicant is required to prepare a water management master plan as part of the first DSUP submission to reduce potable water use and use of low-flow fixtures. (T&ES)
96. The applicant is required to provide a monetary contribution of \$295,500 for the construction of relief sewers to the Potomac Yard Trunk Sewer in order to ensure adequate conveyance capacity to the Alexandria Renew Enterprises wastewater treatment plant. The contribution shall be paid prior to the release of the final site plan for the last building in the CDP area. This contribution (or any portion remaining) shall be adjusted annually by the CPI-U for each year beyond 2015 (pursuant to the CPI-U adjustments set forth in condition #117) (T&ES)
97. The applicant must complete a sanitary sewer adequate outfall analysis up to the Alexandria Renew Enterprises wastewater treatment plant in accordance with the requirements of City's Memorandum to Industry 06-14 dated June 20, 2014. (The additional information required is for Manholes 5322, 7506, and 7509.) The adequate outfall analysis must include the municipal wastewater flow generated from the proposed development as well as under the build-out conditions. The applicant shall rehabilitate, replace and/or upsize, or construct collector sewers to provide conveyance capacity to serve the proposed development and the ultimate build-out conditions to the satisfaction of the Director of T&ES. If the City requests to provide additional conveyance capacity above and beyond the requirements to serve their development then the City shall provide credits from the sanitary sewer connection fee equal to the incremental cost incurred by the applicant. (T&ES)

S. WATERSHED, WETLANDS, & RPAs

98. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events, and must meet the channel protection and flood protection requirements in Section 13-109(F). (T&ES)
99. The stormwater collection system is located within the Four Mile 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)

100. 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)

T. CONTAMINATED LAND

101. 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 with each Preliminary DSUP. (T&ES)
102. 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.
 - 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)

103. 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)
104. 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. If warranted to be installed, the vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

U. DISCLOSURE REQUIREMENTS

105. 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)
106. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of any associated DSUPs prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. No more than two (2) parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.

- c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - e. 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.
 - f. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
 - 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)
107. 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 Oakville Triangle 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)
108. Notify prospective buyers, in its marketing materials and homeowner documents, that a portion of Swann Avenue is a privately-owned shared space and that storm sewers located within the site are privately owned and maintained. (T&ES)
109. Notify prospective buyers, in its marketing materials and homeowner documents, that the street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)

V. CODE REQUIREMENTS

110. Provide all calculations and computations related to demonstration of meeting the state phosphorus requirements and the Alexandria WQVD. (T&ES)
111. Provide typical details of all stormwater BMP facilities, to include the Tree Well BMPs. (T&ES)
112. A complete Stormwater Pollution Prevention Plan (SWPPP) Book must be provided with the Final #1 submittal. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP must be provided with the Mylar submission and the coverage letter must be copied onto the plans with the stormwater management calculations. An electronic copy and a hardcopy of the

SWPPP Binder Book must be included with the released site plans, and the approved hardcopy SWPPP Binder must accompany the construction drawings onsite. (T&ES)

113. All land-disturbing activities commencing under each plan must seek and secure coverage under the VPDES Construction General Permit. (T&ES)
114. A Notice of Termination to discontinue discharges under the VPDES Construction General Permit must be submitted and approved for the applicable portion of the CDD. (T&ES)
115. Include a solid waste management plan incorporating reduction, reuse, recycling, recovery (composting, etc.) and proper disposal as priorities per the requirements of Article H to Title 5 (Ordinance No 4438) of the Alexandria City Code. (T&ES)

Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the water quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. (T&ES)

W. CONTRIBUTION(S)

116. The Applicant(s) shall make a monetary contribution to a dedicated Oakville – Route 1 Implementation Fund to be established by the City to account for the developer contributions as required herein and as may be necessary for other properties within CDD# 24 (hereinafter “Developer Contributions”). Developer contributions shall be provided for all New Development within the CDD Concept Plan area as delineated on the Plan dated 8/17/15 (as updated 10/7 and 10/29, 2015); prepared by Christopher Consultants, consistent with the intent of the Oakville - Route 1 Small Area Plan and as required herein. The Developer Contributions shall be paid prior to the release of the first Certificate of Occupancy for each building, unless otherwise specified herein. (P&Z)
117. The Developer Contribution as required herein are as of January 1, 2016, and shall escalate annually hereafter on January 1 of each year hereafter starting on January 1, 2017 in accordance with increases in prior years in the CPI-U, which shall be the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, Bureau of Labor Statistics. The resulting adjusted Developer Contribution per square foot of New Development shall be in effect for that calendar year. Interest earned on any funds deposited by any Applicant(s) will be invested by the City as per Code of Virginia investment laws for short-term investments. Interest accrued shall remain in the fund to be utilized to implement the Oakville – Route 1 Small Area Plan improvements depicted on Tables 3 and 4 of the REZ#2015-0004 and MPA#2015-0007 case and for ultimate inclusion in the Oakville-Route 1 Small Area Plan.

The developer contributions shall be used to implementation the Public Benefits as generally depicted within Tables 3 and 4 of the REZ#2015-0004 and MPA#2015-0007 case and for ultimate inclusion in the Oakville-Route 1 Small Area Plan.

All other improvements, as required by the CDD zoning, CDD Concept Plan, these Conditions, the Oakville – Route 1 Small Area Plan, and as required as part of the DSUP process, shall be the sole responsibility of the Applicant(s). (P&Z)

118. The Applicant(s) will provide an inception-to-date update on the amount of Developer Contributions received and status of improvements as required herein, as part of the preliminary DSUP process. (P&Z)

X. PUBLIC ART

119. The Applicant is expected to comply with the City's approved Public Art Policy. The Applicant shall work with staff to determine if the Applicant will provide public art on site, payment in lieu, or public art on public property. If public art will be the selected option the Applicant shall provide the following information with their first site plan submittal:
- a. Outline goals and approach to public art within the site;
 - b. Identify locations, such as gateways, corridors, historically significant sites, highly visible sites, open space, and others, for opportunities for public art;
 - c. Describe forms of public art desired, such as stand-alone pieces or integration into the architecture, landscape, open space and/or public streetscape;
 - d. The process for the selection of the artist or artwork;
 - e. Maintenance considerations.

Y. COMMUNITY FACILITIES

120. No less than 1,400 sq ft square feet within a building in the CDP area shall be designated 'community facility' for meeting rooms. The space shall be made available at no cost to local community and non-profit organizations in addition to Alexandria City government agencies at least 12 times per year for a minimum of 48 hours to the satisfaction of the Director of P&Z. The space shall be made available during the hours of 8:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays on a space-available basis, upon request. As part of this requirement, this space may also be made available to uses complying with section 5-502(H) (i.e. uses which foster art, history and cultural awareness), or a library kiosk, and open for the enjoyment of the larger community. The condominium association or building management has the authority to require refundable security deposits or institute alternative requirements for non-City government agencies, with the exception of charging user fees, to protect against damage and/or to cover clean-up costs. (P&Z)

Z. AFFORDABLE HOUSING

121. The developer shall provide a total of 65 affordable set-aside rental units comprising 63 studios and 2 two-bedroom units. (Housing)
122. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60% of the Washington D.C. Metropolitan Area Median Family Income for a period of 25 years from the date of initial occupancy of each affordable unit. The developer shall re-certify the incomes of resident households annually. (Housing)
123. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over-income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist, the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household. (Housing)
124. Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent. (Housing)
125. The developer agrees that residents of set-aside units shall have access to all amenities offered on the entire Development. (Housing)
126. The set-aside units shall be of the same size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units within each building will be avoided. (Housing)
127. The set-aside units shall be distributed across the residential rental buildings in the project. (Housing)
128. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times. (Housing)
129. Residents of the set-aside units shall have access to leased parking at the same rates and terms as offered to other residents. (Housing)

130. The developer shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 25-year affordability period. (Housing)
131. Amendments to the approved Affordable Housing Plan impacting the phasing and/or number, type, size (number of bedrooms), and level and length of affordability of the affordable units must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration, and require final approval from the City Manager. (Housing)

AA. ARCHAEOLOGY

132. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)
133. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
134. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological fieldwork has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
135. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)
136. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above

shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

137. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Archaeology Findings

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

Code

139. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. (Archaeology)

BB. FIRE DEPARTMENT

140. The applicant shall provide a separate Fire Service Plan which illustrates **where applicable:** a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each required FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.

- a) Access routes are shown on plans.
- b) Due to height of buildings, two fire department connections are required on each building.
- c) Hydrants that are shown on plans are within required distance but additional hydrants will be necessary once second FDC location is determined.
- d) Additional hydrants will be required to meet this specification. Location of second FDC should be considered when placing the additional hydrants.
- e) All roads appear to be public streets and there do not appear to be fire lanes.
- f) No fire service lines have been shown on plans. (AFD)

CC. GIS

Findings

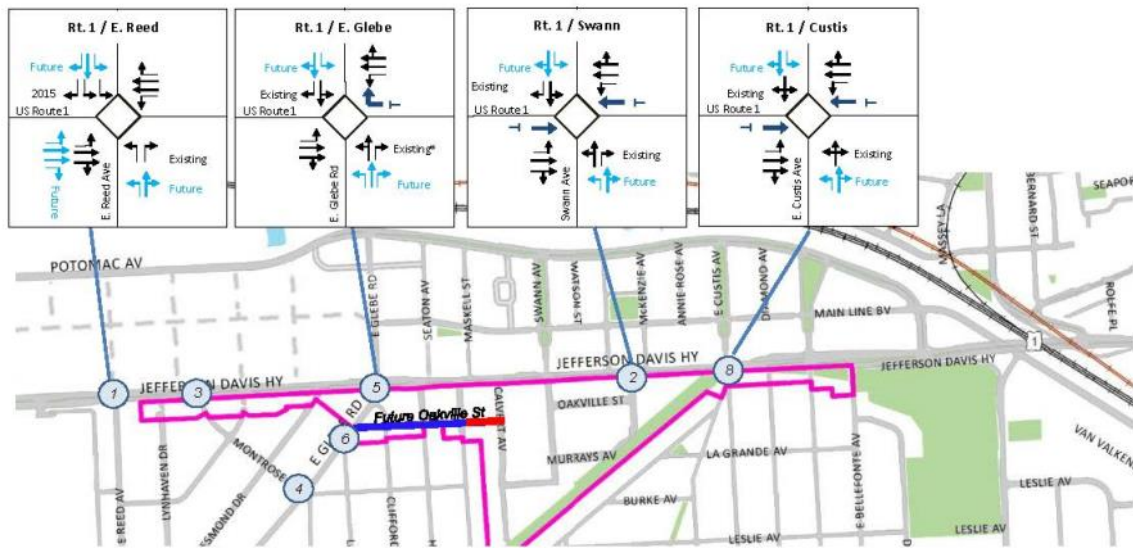
141. Street level addressing and Road Naming: Currently a new road is identified as “Park Road”. This name is an existing road within the City of Alexandria. All road names need to be approved before assignment. Refer to Planning and Zoning, GIS Division for all road names and street level addressing. Moe Abu-Rabi, 703-746-3823. (GIS)
142. Unit Numbering Plan: The applicant is proposing a mixed use, with residential project, where a Unit Numbering Plan for the multifamily residential portion is needed. The units within should apply the principal of: first floor unit doors receiving "100" series numbering, second floor units receiving "200" series numbering, etc., and not to include alphas or fractions. Units such as stacked multistory townhomes, where the above unit is accessed on the 3rd story, and with no second level doorway, shall receive “300” series numbering. This will help GIS in determining the appropriate unit numbering scheme for the project, as well as satisfy police and fire concerns. (GIS)

EXHIBITS



Exhibit 1. Preliminary Phasing Plan (from A4.00 dated 9/15/15)

Oakville-Route 1 - Transportation Improvement Phasing



Phase 1 – Operational prior to 500,000 Sq. Ft. (Net without parking)

- 1 – Signal and lane modifications at Route 1 and E. Reed Ave.
- 2 – Lane modifications at Route 1 and Swann Ave.
- 3 – New signal at Route 1 and Montrose
- 4 – Improvements on Montrose and at Montrose/Ashby/E. Glebe

Phase 2 – Operational prior to 800,000 Sq. Ft. (Net without parking)

- 5 – Intersection improvements at Route 1 / E. Glebe (Phase 1)

Phase 3 – Operational prior to 2 million Sq. Ft. (Net without parking)

- 6 – Improvements at Route 1 / E. Glebe (Phase 2)
- 7 – Pedestrian crossing across Route 1
- 8 – Lane modifications at Route / Custis

Exhibit 2. Draft Transportation Improvement Phasing Diagram

**CDD Concept Plan #2014-0002, SUP #2015-0077, VAC #2015-0002
Oakville Triangle**

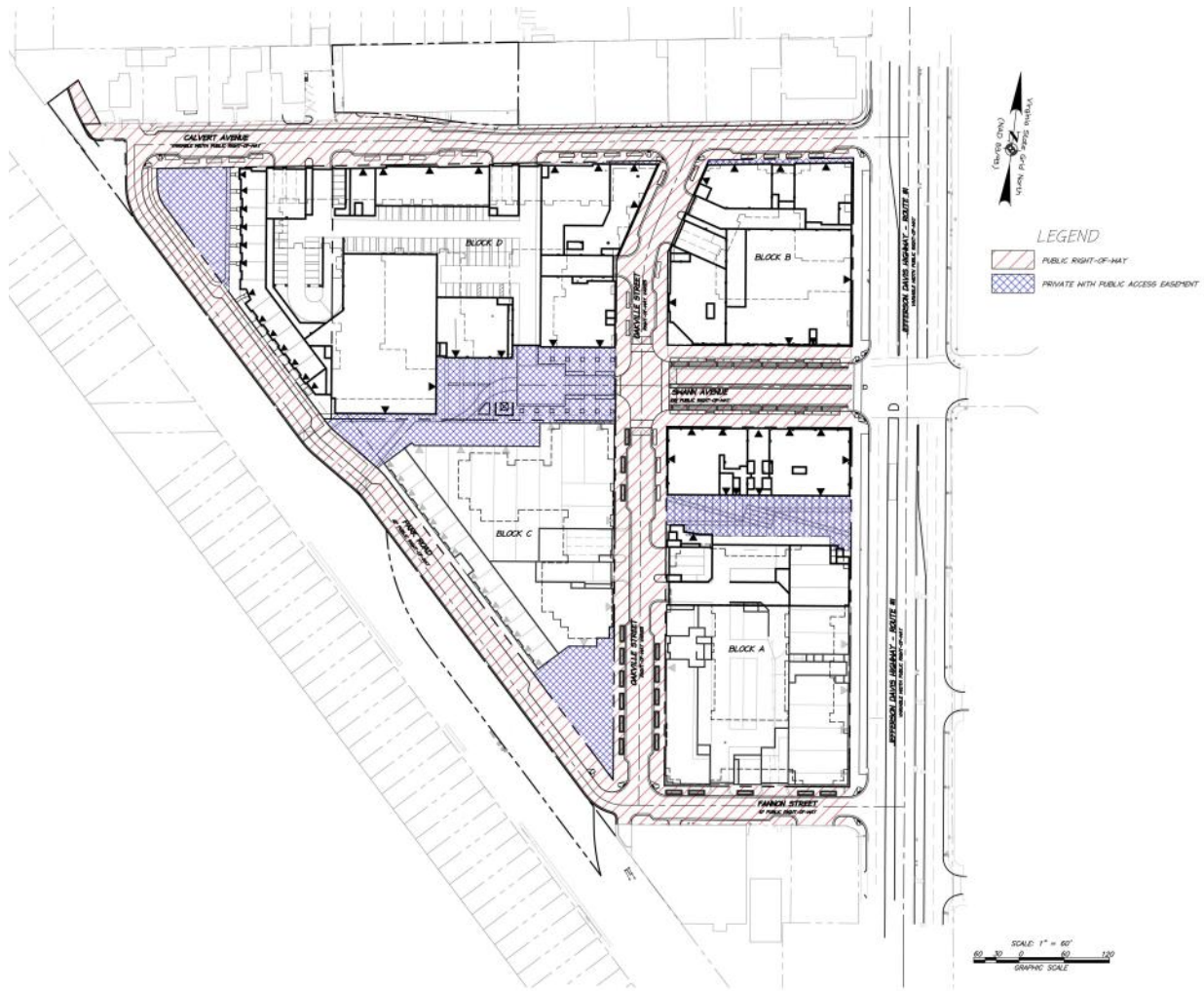


Exhibit 3. Public ROW and Public Access Easements Plan

CDD Concept Plan #2014-0002, SUP #2015-0077, VAC #2015-0002
Oakville Triangle

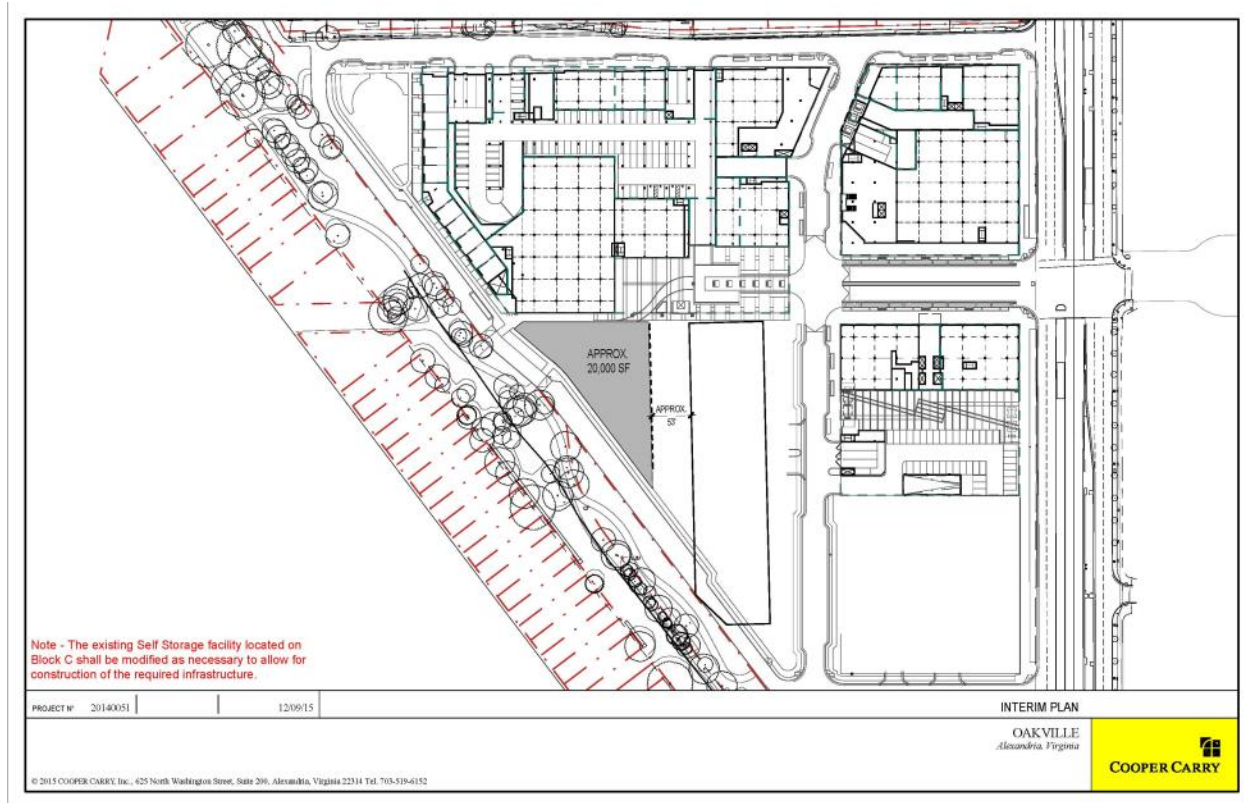


Exhibit 4: Interim Plan



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2014-0002

[must use black ink or type]

PROPERTY LOCATION: 400 Fannon St.; 300, 403, 405 Swann Ave.; 400 Calvert Ave.; 2412, 2514, 2610 Jefferson Davis Hwy.; 2000 Oakville St., Alexandria VA

TAX MAP REFERENCE: See Attached **ZONE:** J; Proposed CDD

APPLICANT'S NAME: BRE/DP Alexandria, LLC and Stonebridge Carras, LLC

ADDRESS: 7200 Wisconsin Avenue, Suite 700, Bethesda, MD 20814

PROPERTY OWNER NAME: BRE/DP Alexandria, LLC

ADDRESS: P.O. Box 460169, C/O Ryan, Houston, TX 77056

REQUEST: Request for approval of a CDD Concept Plan for the Oakville Triangle Property portion of the Route 1 Corridor CDD pursuant to Section 5-604 of Alexandria Zoning Ordinance.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Duncan W. Blair, Esq.

Print Name of Applicant or Agent

Signature

524 King Street

Mailing/Street Address

703-836-1000

Telephone #

703-549-3335

Fax #

Alexandria, VA

City and State

22314

Zip Code

July 13, 2015

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Date and Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL _____

July 13, 2015

Oakville Triangle

TAX MAP REFERENCES

025.03-02-06

025.03-02-12

025.03-02-13

025.03-02-14

025.03-02-15

025.03-02-16

025.03-02-17

025.03-02-18

025.03-02-19

025.03-02-20

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. Stonebridge Associates, LLC	7200 Wisconsin Ave, #700 Bethesda, MD 20814	50% of StonebridgeCarras, LLC
2. Grange Partners, LLC	7200 Wisconsin Ave, #700 Bethesda, MD 20814	50% of StonebridgeCarras, LLC
3. See attached		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at See Property Location, Page 3 (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. Blackstone Real Estate Partners VII L.P.	345 Park Avenue, New York, NY 10154	28%
2. Blackstone Real Estate Partners VII.F (AV) L.P.	345 Park Avenue, New York, NY 10154	41%
3. Blackstone Real Estate Partners VII.TE.3 L.P.	345 Park Avenue, New York, NY 10154	13%

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.

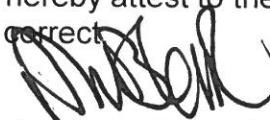
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Stonebridge Associates, LLC	None	CC and PC
2. Grange Partners, LLC	None	CC and PC
3. see attached		

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.

7/13/15
Date

Donovan W. Blair
Printed Name


Signature

July 13, 2015

Oakville Triangle

DEVELOPMENT SPECIAL USE PERMIT w/ SITE PLAN Application

OWNERSHIP AND DISCLOSURE STATEMENT

ADDITIONAL INFORMATION APPLICANT AND BUSINESS FINANCIAL RELATIONSHIP
RESPONSES 1 AND 3.

QUESTION 1 APPLICANTS:

BLACKSTONE REAL ESTATE PARTNERS VII L.P.	28%
BLACKSTONE REAL ESTATE PARTNERS VII.F AV) L.P.	41%
BLACKSTONE REAL ESTATE PARTNERS VII TE. 3.P.	13%

QUESTION 3. BUSINESS OR FINANCIAL RELATIONSHIP.

BLACKSTONE REAL ESTATE PARTNERS VII L.P.	NONE
BLACKSTONE REAL ESTATE PARTNERS VII.F AV) L.P.	NONE
BLACKSTONE REAL ESTATE PARTNERS VII TE. 3.P.	NONE



APPLICATION SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2015-00077

PROPERTY LOCATION: 400 Fannon St.; 300, 403, 405 Swann Ave.; 400 Calvert Ave.; 2412, 2514, 2610 Jefferson Davis Hwy.; 2000 Oakville St., Alexandria, Virginia

TAX MAP REFERENCE: See Attached. **ZONE:** I; Proposed CDD

APPLICANT:

Name: BRE/DP Alexandria, LLC and Stonebridge Carras, LLC

Address: 7200 Wisconsin Avenue, Suite 700, Bethesda, MD 20814

PROPOSED USE: Tier Three Transportation Management Special Use Permit

☒ **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. [Signature] July 13, 2015
Print Name of Applicant or Agent Signature Date
524 King Street 703-836-1000 703-549-3335
Mailing/Street Address Telephone # Fax #
Alexandria, VA 22314 dblair@landcarroll.com
City and State Zip Code Email address

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

July 13, 2015

Oakville Triangle

TAX MAP REFERENCES

025.03-02-06

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025.03-02-16

025.03-02-17

025.03-02-18

025.03-02-19

025.03-02-20

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of See Attached., I hereby
(Property Address) CDD Concept Plan, Development Special Use
grant the applicant authorization to apply for the Permit and TMP SUP 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: Representative of the Owner 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.

BRE/DP Alexandria, LLC is a Delaware Limited Liability Company. The entities with more than 10% ownership stake include Blackstone Real Estate Partners VII L.P. (28%), Blackstone Real Estate Partners VII.F (AV) L.P. (41%), and (13%). The address for all entities is 345 Park Avenue, New York, NY 10154.

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

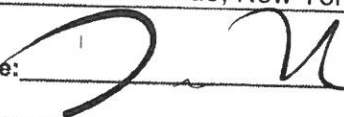
As the property owner of 400 Fannon St.; 300, 403, 405 Swann Ave.; 400 Calvert Ave.; 2412, 2514, 2610 Jefferson Davis Hwy.; 2000 Oakville St., Alexandria, VA, I hereby
(Property Address) CDD Concept Plan, Development Special Use
grant the applicant authorization to apply for the Permit and TMP SUP use as
(use)
described in this application.

Name: David Hirsh

Phone 212-583-5000

Please Print
Address: 345 Park Avenue, New York, NY 10154

Email: hirshd@blackstone.com

Signature: 

Date: July 13, 2015

Oakville Triangle

TAX MAP REFERENCES:

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025.03-02-19

025.03-02-20

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.

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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. Stonebridge Associates, LLC	None	CC and PC
2. Grange Partners, LLC	None	CC and PC
3. see attached		

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.

7/13/15 DONALD W. BLAIR [Signature]
 Date Printed Name Signature

July 13, 2015

Oakville Triangle

DEVELOPMENT SPECIAL USE PERMIT w/ SITE PLAN Application

OWNERSHIP AND DISCLOSURE STATEMENT

ADDITIONAL INFORMATION APPLICANT AND BUSINESS FINANCIAL RELATIONSHIP
RESPONSES 1 AND 3.

QUESTION 1 APPLICANTS:

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BLACKSTONE REAL ESTATE PARTNERS VII.F AV) L.P.	41%
BLACKSTONE REAL ESTATE PARTNERS VII TE. 3.P.	13%

QUESTION 3. BUSINESS OR FINANCIAL RELATIONSHIP.

BLACKSTONE REAL ESTATE PARTNERS VII L.P.	NONE
BLACKSTONE REAL ESTATE PARTNERS VII.F AV) L.P.	NONE
BLACKSTONE REAL ESTATE PARTNERS VII TE. 3.P.	NONE

SUP # _____

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

☒ **Yes.** Provide proof of current City business license

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

NARRATIVE DESCRIPTION

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

Tier Three Transportation Management Plan Special Use Permit.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.

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 Three 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.

[x] 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 Not Applicable.

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.

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

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

☐ on-site

☐ off-site

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

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

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

☐ Parking reduction requested; see attached supplemental form

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

- A. How many loading spaces are available for the use? Not Applicable.

Planning and Zoning Staff Only

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

Does the application meet the requirement?

☐ Yes ☐ No

APPLICATION for VACATION # 2015-0002

[must use black ink or type]

PROPERTY LOCATION: 400 Fannon St.; 300, 403, 405 Swann Ave.; 400 Calvert Ave.; 2412, 2514, 2610 Jefferson Davis Hwy.; 2000 Oakville St., Alexandria, VA

TAX MAP REFERENCE: See Attached. ZONE: I; Proposed CDD

APPLICANT'S NAME: BRE/DP Alexandria, LLC and Stonebridge Carras, LLC

ADDRESS: 7200 Wisconsin Avenue, Suite 700, Bethesda, MD 20814

PROPERTY OWNER NAME: BRE/DP Alexandria, LLC

(Owner of abutting area to be vacated)

ADDRESS: P.O. Box 460169, C/O Ryan, Houston, TX 77056

VACATION DESCRIPTION: Vacation of a portion of the Oakville Street, Swann Avenue, Fannon

Street and Calvert Street public right of ways as shown in the Development Site Plan.

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

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

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

Duncan W. Blair, Esq.

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code



Signature

703-836-1000 703-549-3335

Telephone # Fax #

August 17, 2015, Revised December 17, 2015

Date

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Stonebridge Associates, LLC	7200 Wisconsin Ave, #700 Bethesda, MD 20814	50% of StonebridgeCarras, LLC
2. Grange Partners, LLC	7200 Wisconsin Ave, #700 Bethesda, MD 20814	50% of StonebridgeCarras, LLC
3. See attached		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at See Property Location, Page 3 (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. Blackstone Real Estate Partners VII L.P.	345 Park Avenue, New York, NY 10154	28%
2. Blackstone Real Estate Partners VII.F (AV) L.P.	345 Park Avenue, New York, NY 10154	41%
3. Blackstone Real Estate Partners VII.TE.3 L.P.	345 Park Avenue, New York, NY 10154	13%

3. BusinessorFinancialRelationships. 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. Stonebridge Associates, LLC	None	CC and PC
2. Grange Partners, LLC	None	CC and PC
3. see attached		

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.

8/13/15 ANTHONY W BLAIR
Date Printed Name

[Signature]
Signature

August 17, 2015

August 17, 2015

Oakville Triangle

DEVELOPMENT SPECIAL USE PERMIT w/ SITE PLAN Application

OWNERSHIP AND DISCLOSURE STATEMENT

ADDITIONAL INFORMATION APPLICANT AND BUSINESS FINANCIAL RELATIONSHIP
RESPONSES 1 AND 3.

QUESTION 1 APPLICANTS:

BLACKSTONE REAL ESTATE PARTNERS VII L.P.	28%
BLACKSTONE REAL ESTATE PARTNERS VII.F AV) L.P.	41%
BLACKSTONE REAL ESTATE PARTNERS VII TE. 3.P.	13%

QUESTION 3. BUSINESS OR FINANCIAL RELATIONSHIP.

BLACKSTONE REAL ESTATE PARTNERS VII L.P.	NONE
BLACKSTONE REAL ESTATE PARTNERS VII.F AV) L.P.	NONE
BLACKSTONE REAL ESTATE PARTNERS VII TE. 3.P.	NONE



Land, Carroll & Blair PC
ATTORNEYS AT LAW, EST. 1978

CDD2014-0002
Additional Materials

H. CARTER LAND, III
F. ANDREW CARROLL, III
RICHARD S. MENDELSON
DUNCAN WARDMAN BLAIR
MARTIN J.A. YEAGER (VA, DC, & MD)

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ALEXANDRIA, VA 22314-3104
703-836-1000
FAX 703-549-3335
WWW.LANDCARROLL.COM

January 7, 2016

DELIVERED BY HAND & EMAIL

Mary S. Lyman, Chairwoman
Members of the Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Re: Alexandria Planning Commission Public Hearing, Thursday, January 7, 2016, Docket Items 2 & 3

Dear Chairwoman Lyman and Members of the Commission:

I am writing on behalf of our clients, BRE/DP Alexandria, LLC and Stonebridge Carras, LLC, the owner and developer of the Oakville Triangle property, in connection with Docket Items #2 and #3 as they pertain to the redevelopment of the Oakville Triangle property.

At the outset, our clients are in agreement with all of the Conditions set forth in the Staff Reports for the two cases. I'm writing this letter to offer the following comments as clarifications to the conditions impacting the Oakville Triangle property. The clarifications have been discussed with the Planning Staff at the City of Alexandria and the Staff agrees that it is appropriate for these clarifications be made part of the legislative history.

1. The first clarification is to confirm that, provided the Developer of the Oakville Triangle site has met all of its obligations with regard to funding the Transportation Improvements set forth on Transportation Improvements phasing graphic on page 14 of the Docket Item #2 Staff Report and the Staff Report for Docket Item #3, Condition 26, Certificates of Occupancy will not be withheld in the event the Phase II Transportation Improvements to be funded by other Developer contributions and/or incremental tax financing have not been completed at such time as the Oakville Triangle site is requesting such Certificates of Occupancy even if there is construction in excess of 1.6 million square feet within the CDD. This clarification addresses the potential situation where the Oakville Triangle developer may have satisfied all of its obligations concerning Transportation Improvements, but as the result of a third party developer having constructing a project in the CDD area, that the 1.6 million square foot threshold could have been exceeded in advance of the completion of the Oakville Triangle property.
2. With regard to the discussion of Retail Uses and Locations on pages 18 and 43 et. seq. of the Staff Report for Docket Item #2, it is our clients' understanding that the intent of the limitations on uses contained in the Staff Report is not intended to limit the discretion of the Director of Planning and Zoning to absolutely limit allowable uses, rather to allow discretion to encourage and permit additional uses that are deemed appropriate to ensure a vibrant pedestrian streetscape

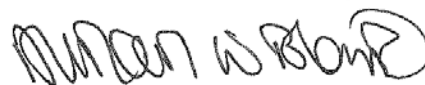
and a successful mixed-use, walkable, and transit oriented development. As such, certain uses that may fall in to zoning categories other than restaurants and retail shopping establishments, that may in fact be approved by the Director of Planning and Zoning on a case by case basis. The criteria in the decision making process being does the use aide in the creation in a project having a vibrant and active pedestrian streetscape level and supportive of a successful mixed use transit oriented, walkable community. Specifically, it has been agreed and acknowledged that certain uses such as a theatre, health and athletic club, salon or a bakery would be appropriate uses.

3. Condition 15 on page 36 of the Staff Report for Docket Item 3 requires that the CDD Concept Plan be revised "to remove the proposed encroachments for the below grade parking garages in ROW from the CDP and all applicable documents" and states that all proposed encroachments will be reviewed as part of subsequent DSUP approvals. Over the past year, there have been extensive discussions between the City Staff and our clients regarding the City desire of having the land used as sidewalks between the limits of the existing rights of way and the face of the proposed buildings dedicated in Fee to the City rather than subjected to public access easements. Ultimately it was agreed that the land would be dedicated in fee. This agreement together with physical constraints due to planned right of way alignments impacted the design of certain below grade parking garages by limiting the footprint to the future building lots and not below the dedicated right of way. In order to build under the dedicate right of way the City must grant an encroachment. There would have been no limitation had the additional land been subjected to public access easement. In order to accommodate the dedication and the need for encroachments, the City has agreed to support encroachment applications as part of the DSUP approvals for the below grade garages to be constructed on Block B into the Calvert Street and Oakville Street rights of way. Additionally, the City has agreed to support a minimum setback of 24 feet along the entire US Route #1 frontage, including Block B, for the building improvements as part of DSUP applications for Blocks A-1 and A-2. The City agreements to support the encroachments and minimum Route #1 setback are based on extensive discussion and review of plans and a determination that such approvals are fully justified and appropriate.

On behalf of our Clients, we submit these clarifications for the record to constitute and be part of the legislative history Planning Commissions actions on Docket items 2 and 3.

If you have any questions or require any additional information, please do not hesitate to call.

Very Truly Yours,



Duncan. W. Blair, Esq.

cc: Client

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 23rd, 2015

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: OAKVILLE TRIANGLE AND ROUTE 1 PROJECTS: STAFF REPORT
UPDATES

Upon review of the January Planning Commission docket, it appears that three issues require to be updated in the staff report and supporting documents which relate to the following cases:

- 1) **Docket Item number #3:** CDD Concept Plan #2014-0002, Vacation #2015-0002, Transportation Management Plan SUP #2015-0077. Oakville Triangle case.

The CDD Concept Plan submission set which accompanies the staff report for this item is outdated. The current submission set (dated 10/29/15) are attached for your review with this memorandum.

The Preliminary Infrastructure Plan and Plat also require to be uploaded to the docket webpage and to be distributed to members of the Planning Commission. Staff will endeavor to provide this information promptly.

- 2) **Docket Item number #2:** Master Plan Amendment #2015-0007, Rezoning #2015-0004, Text Amendment #2015-0006. Oakville Triangle and Route 1 case.

- a) On page 8 of the staff report which discusses the potential inclusion of the properties at 413/415 Hume Avenue into the Plan, the report incorrectly states for option 1:

“Option 1: Option 1 demonstrates a scenario in which one of the existing structures would be retained as shown in Figure 5. As shown below, this option retains 415 Hume Avenue and allows for townhouse redevelopment of the rest of block 12. This allows for 10 housing units total on block 12 (9 new townhouses and the retention of 415 Hume Avenue).”

The tally of units possible under this option, and corresponding to the Figure 5

graphic should actually read:

This allows for 11 housing units total on block 12 (10 new townhouses and the retention of 415 Hume Avenue).” (Amendment shown in **bold underline**)

The table on page 9 with a comparison of options 1 and 2 would require to be updated accordingly.

- b) On page 30 of the staff report which discusses the Special Tax District, there is a typo in the table reference within the first paragraph of this section. The text currently states:

“If the tax district were to be expanded, it would likely need to be extended to include the entire Plan area, not just a portion. As depicted in Table 6, the projected tax district revenue ...”

The text at this location should correctly refer to **Table 7** rather than Table 6.

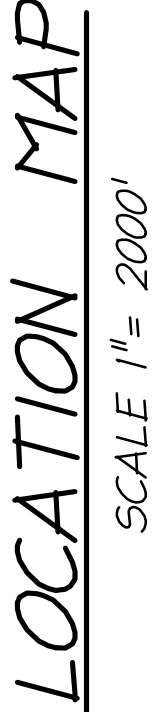
THIS SITE IS BORDERED TO THE NORTH BY CALVERT AVENUE; TO THE SOUTH BY FANNON STREET; TO THE EAST BY JEFFERSON DAVIS HIGHWAY; AND TO THE WEST BY MT. JEFFERSON PARK TRAIL. THE SITE IS CURRENTLY ZONED INDUSTRIAL AND IT WILL BE PROPOSED TO BE REZONED TO A CDD.

ACCESS TO THE SITE WILL BE FROM JEFFERSON DAVIS HIGHWAY.

NOTES:

OWNER
BRE/DP
ALEXANDRIA, LLC
PO BOX 460169 C/O RYAN
HOUSTON, TX 77056
(267) 895-1722

christopher consultants
engineering · surveying · land planning
christopher consultants, ltd.
9900 main street (fourth floor) fairfax, va 22031-3907
703.273.6820 · fax 703.273.7636



CONCEPTUAL DESIGN PLAN
OAKVILLE

THE CITY OF ALEXANDRIA, VIRGINIA

PREPARED BY:
christopher consultants
engineering · surveying · land planning
christopher consultants, ltd.
9900 main street (fourth floor) · fairfax, va 22031 · 3907
703.273.6820 · fax 703.273.6366

SHEET INDEX

- 1 COVER SHEET
- 2 CONCEPTUAL DESIGN PLAN
- 3 OPEN SPACE EXHIBIT
- 4 RIGHT-OF-WAY AND SHARED SPACE EXHIBIT
- 5 SMALL AREA PLAN EXHIBIT

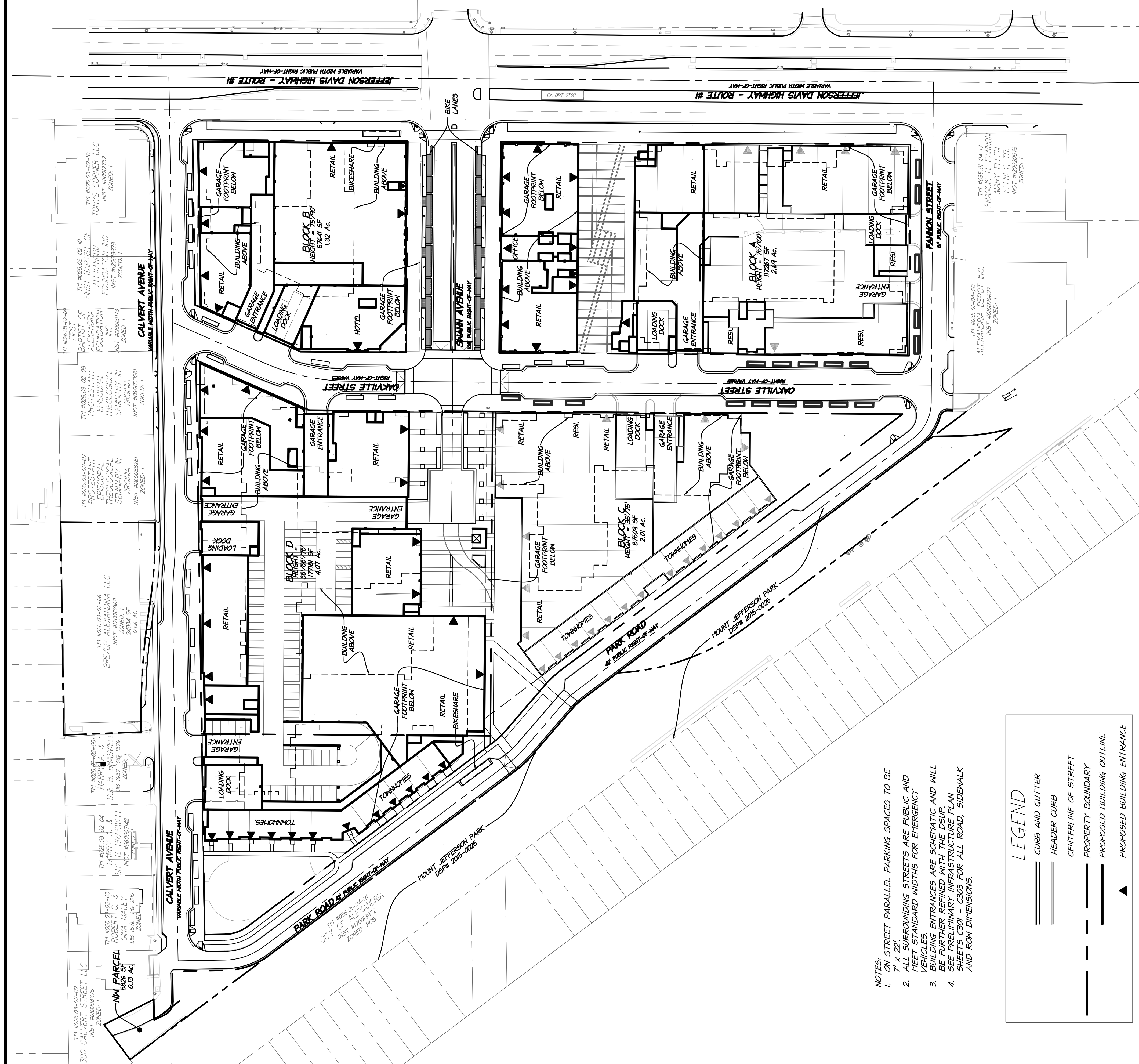
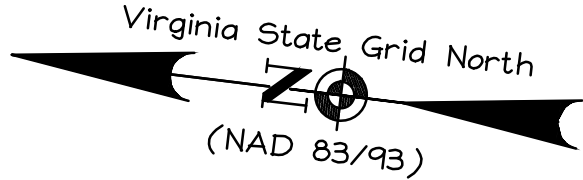
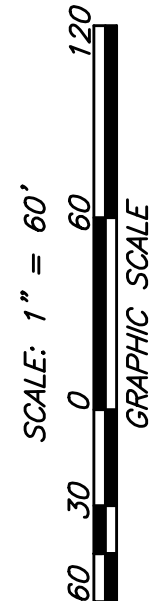
LANDSCAPE ARCHITECT
LANDDESIGN
 200 SOUTH PEYTON STREET
 ALEXANDRIA, VA 22314
 (703) 549-7784

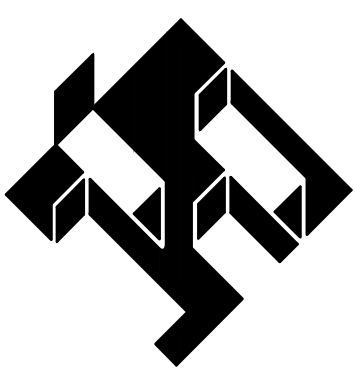
TRAFFIC ENGINEER
KIMLEY HORN &
ASSOCIATES, INC.
11400 COMMERCE PARK DRIVE
RESTON, VA 20191
(703) 674-1300

CIVIL ENGINEER
christopher consultants, ltd.
9900 MAIN STREET
FOURTH FLOOR
FAIRFAX, VIRGINIA 22031
(703) 273-6820

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(301) 913-9610

ATTORNEY
LAND, CARROLL,
& BLAIR, PC.
524 KING STREET
ALEXANDRIA, VA 22314
(703) 836-1000





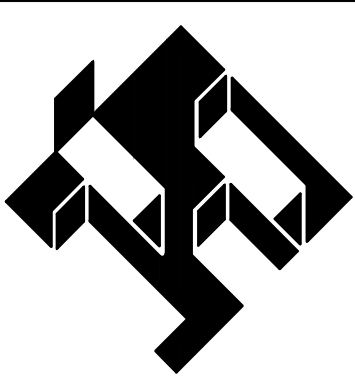
OPEN SPACE PLAN

OAKVILLE
CDD PLAN
THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO:14007.001.00
SCALE: N.T.S.
DATE: 07-13-2015
DESIGN: EG
DRAWN: EG
CHECKED: KTM
SHEET No.



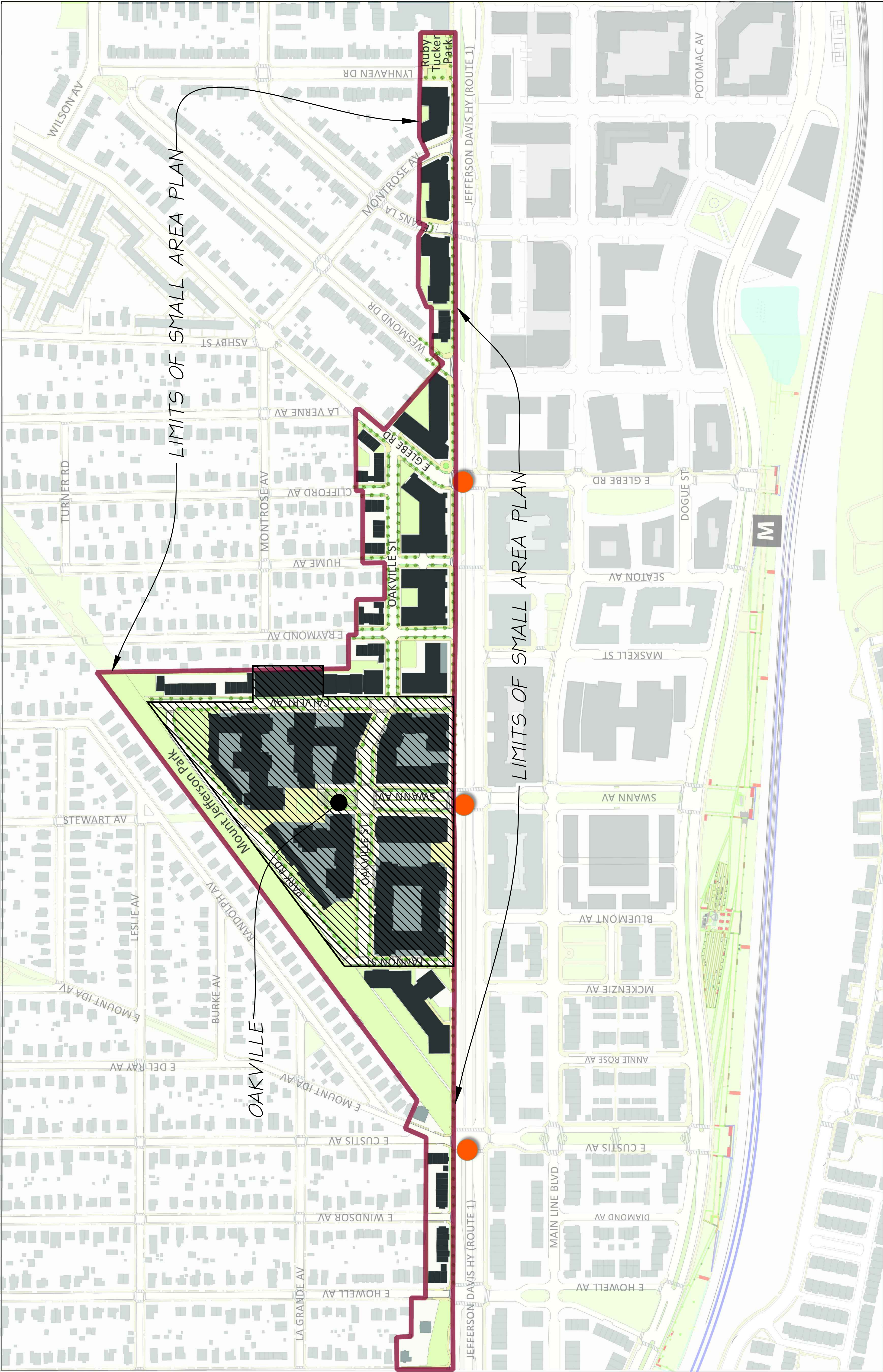
NOTE: OPEN SPACE PLAN PROVIDED BY LANDESDSIGN



SMALL AREA PLAN
EXHIBIT

OAKVILLE
CDD PLAN
THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO: 14007.001.00
SCALE: N.T.S.
DATE: 07-13-2015
DESIGN: EG
DRAWN: EG
CHECKED: KTM
SHEET No.



FOR INFORMATIONAL PURPOSES ONLY