



***Development Special Use Permit #2016-0007
5000 and 5001 Echols Avenue
Fillmore / St. James Phasing Amendment***

Application	General Data	
Project Name: Fillmore/St. James (Phasing Amendment)	PC Hearing:	June 9, 2016
	CC Hearing:	June 18, 2016
	If approved, DSUP Expiration:	June 18, 2019
	Plan Acreage:	3.12 acres (135,850 SF)
Location: 5000 & 5001 Echols Ave.	Zone:	CRMU-M / Commercial Residential Mixed-Use - Medium
	Proposed Use:	Residential
	Dwelling Units:	93 (Phase 1) and 132 (Phase 2) – <i>225 units in total</i>
	Gross Floor Area:	149,560 SF (Phase 1) and 226,493 SF (Phase 2) - <i>376,053 SF in total</i>
Applicant: AHC, Inc. Represented by Duncan Blair, Attorney	Small Area Plan:	Alexandria West
	Historic District:	N/A
	Green Building:	LEED Certified (or equivalent)

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Robert Kerns, AICP, Development Division Chief;
robert.kerns@alexandriava.gov; Maya Contreras, Principal Planner;
maya.contreras@alexandriava.gov; Nathan Randall, Urban Planner;
nathan.randall@alexandriava.gov

Purpose of Application

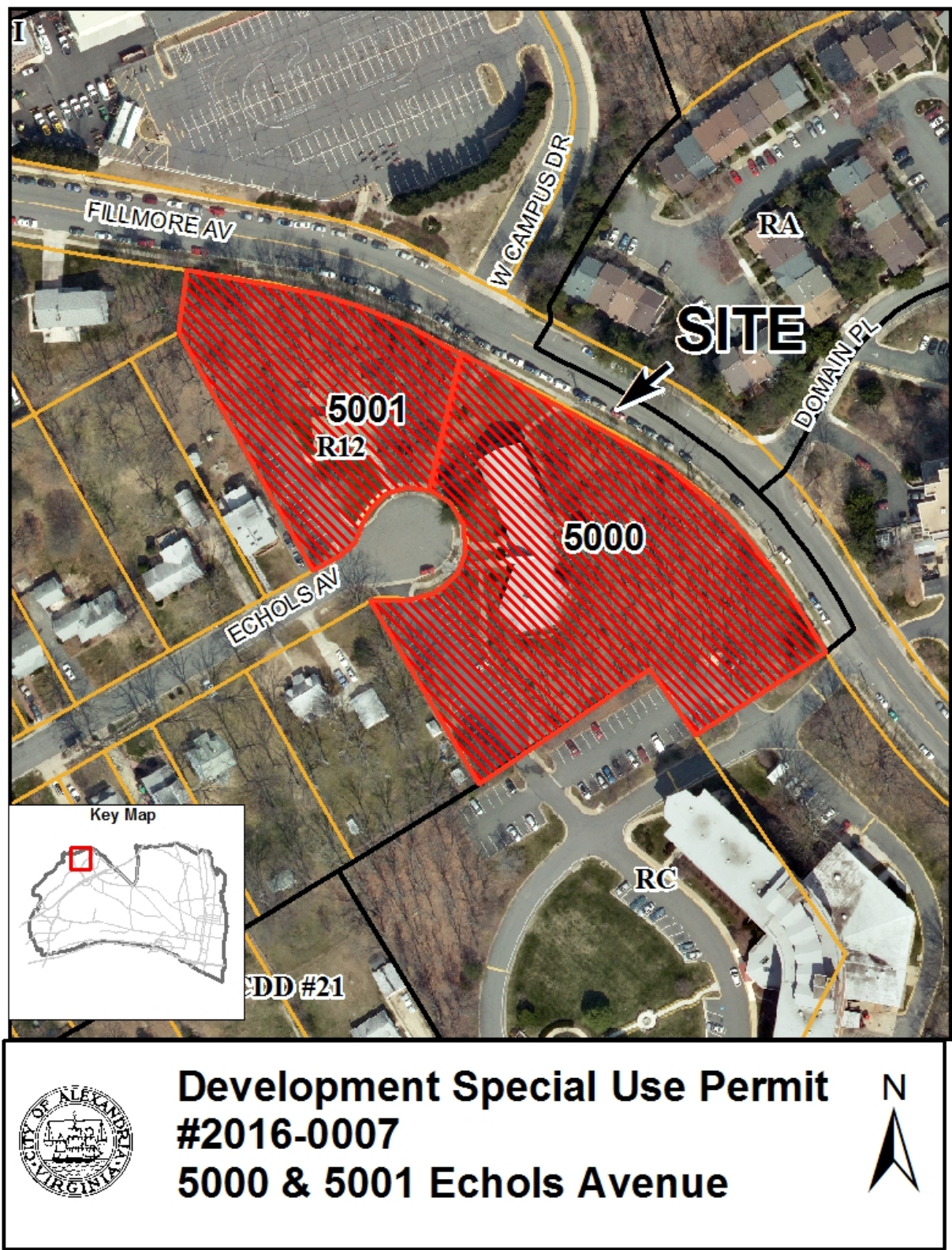
The applicant requests approval of an amendment and update to standard conditions of previously-approved Development Special Use Permit #2014-0003 to allow the construction of two multifamily residential buildings (a 93-unit affordable housing building and 132-unit market rate building) and associated improvements to proceed in separate construction phases.

Special Use Permits and Modifications Requested:

Development Special Use Permit to construct two multi-family residential buildings, including a Special Use Permit for an increase in Floor Area Ratio from 1.0 to 2.0.

PLANNING COMMISSION ACTION, JUNE 9, 2016: By unanimous consent, the Planning Commission recommended approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations.

Reason: The Planning Commission agreed with the staff analysis.



I. RECOMMENDATION & SUMMARY OF ISSUES

Staff recommends **approval** of the Development Special Use Permit amendment request for the Fillmore/St. James project, subject to compliance with staff recommendations. The applicant's proposal to divide the multifamily residential project into two different construction phases, while not included in the original proposal that City Council approved approximately 18 months ago, provides construction flexibility for the overall project. Although additional changes to the eastern lot may be requested in the future under a separate amendment, at the present time, no other changes are included in this request aside from a few technical refinements such as the application of the new multi-family parking regulations. The project would continue to conform to the City's adopted plans and policies and to provide several benefits, including the construction of 93 affordable housing units in the City.

II. BACKGROUND

A. Site Context

The project site is located to the north of the intersection of Seminary Road and Beauregard Street in the City's West End. It measures a total of 3.12 acres (135,850 square feet) and comprises two existing lots and recently-vacated public right-of-way. The project site is located within the boundaries of the Alexandria West Small Area Plan and immediately adjacent to the Beauregard Small Area Plan area. It is bounded by Fillmore Avenue to the north and east, the Hermitage assisted living facility to the south, and single family homes to the west on Echols Avenue. The site was previously occupied by the St. James Methodist Church, which had two structures on the property: a sanctuary and an administration building.

A variety of uses surround the area including an elder care facility, low-density residential, high-density residential, institutional (Northern Virginia Community College), office, and hotel. A variety of building types are located near the site, ranging from single-family homes and single-story churches, to high-rise apartments and office towers. The West End Transitway, a bus rapid transit line, is planned to operate along North Beauregard Street a short distance to the southeast.

The site features considerable topography, sloping down toward the east, with a grade change of approximately 38 feet between its Echols Avenue and Fillmore Avenue frontages. These slopes also contain a significant number of mature trees.

B. Approval Background

City Council approved several land-use applications in January 2015 to allow for the construction of two multifamily residential buildings at this site, one of which would include all market-rate units (eastern building) and the other all affordable units (western building). The affordable building would also include a ground-level day care center. The land-use approvals, which anticipated the simultaneous construction of both buildings, included the following:

- Master Plan Amendment (MPA#2014-0008) to the Alexandria West Small Area Plan for a height increase at the property;
- Rezoning (REZ#2014-0008) of the site from R-12 / Single-Family zone to CRMU-M / Commercial Residential Mixed-Use – Medium;
- Development Special Use Permit (DSUP#2014-0003) with site plan and subdivision and including SUPs for a parking reduction and for an increase in maximum allowable FAR from 1.0 to 2.0;
- Transportation Management Plan (TMP) Special Use Permit #2014-0096; and
- Vacation of public right-of-way (VAC#2014-0003) representing the entirety of the cul-de-sac at the end of Echols Avenue.

The DSUP amendment request to allow phasing does not change the above-referenced Master Plan Amendment, rezoning, and vacation requests already approved for the site. (City Council approved the final ordinance for the vacation of public right-of-way on April 16, 2016.) Technically speaking, this DSUP amendment also does not change the previously-approved TMP SUP. However, staff has carried forward those conditions of approval into this report for administrative reasons since they were combined with DSUP conditions in the original approval.

C. Affordable Housing

As discussed in the staff report for DSUP 2014-0003, the City, through its Office of Housing, is providing substantial financial support toward the construction and related infrastructure improvements for the project's affordable building. The City approved a loan of up to \$5.7 million to AHC from the City's Housing Opportunities Fund in January 2015 to help fund the purchase of the land and the construction of the affordable project. In November 2015 the City disbursed \$2.6 million of the loan amount for the land acquisition. AHC has secured all of the remaining funding needed for the project, including conventional financing and \$19 million in low-income housing tax credit equity.

The affordable housing contribution for the original site, as defined in DSUP#2014-0003, is being met with the construction of the western building. The affordable housing contribution has remained unchanged for the eastern building.

D. Phasing & Potential Future Development Changes

The applicant, AHC Inc., informed staff in August 2015 that its search for a development partner to construct the market-rate (eastern) multifamily building was unsuccessful. To develop the affordable (western) multifamily building as anticipated, it needed to sell the eastern lot at the site to a different entity for future and separately-phased residential development. AHC also explained its need to proceed expeditiously with final site plan approval of the affordable (western) building in order to utilize the tax credits that have been awarded and are critical to its financing for the project. Staff informed the applicant of the need to apply for this phasing amendment and agreed to review, but not approve, the final site plan for the affordable multifamily building in advance of the public hearings for the amendment. Preliminary site work

regarding matters such as sewer improvements, building demolition, and tree removal has begun, or will begin shortly, for the affordable (western) building.

The contract purchaser of the eastern lot, Craftmark Homes Inc., intends to redevelop that property with residential townhouses instead of a multifamily residential building. Craftmark is aware that a change from multifamily to townhouse units would require a second DSUP amendment and, as of this writing, anticipates submitting such a request for consideration at public hearings later this year. The currently-requested DSUP amendment for construction phasing could not wait for any future DSUP amendment requesting townhouses on the eastern lot because the affordable housing portion of the project needs to begin construction this summer.

III. PROJECT DESCRIPTION

A. Phasing Amendment

The applicant, AHC, Inc., requests approval of a DSUP amendment to allow the previously-approved construction of two multifamily residential buildings to occur in two separate construction phases. In the phasing plan, construction of the affordable, or western, multifamily building would occur in Phase 1 and construction of the market-rate, or eastern, multifamily building would occur in Phase 2. The new phasing line would not follow the property line, relocated as part of DSUP#2014-0003, that divides the eastern and western properties at the site and which splits the pedestrian mews in half. Instead, the new phasing line would be located on the southeastern (far) side of the pedestrian mews such that the entirety of the mews would be located in Phase 1 and constructed with the affordable building.

Although changes to the eastern lot, or Phase 2 of the project, are very likely to be proposed in the near future, no separate DSUP amendments have been approved or formally submitted at this time. Therefore, as a technical matter, the current request depicts the originally-approved market-rate multi-family building as continuing to be a part of the project (and now in Phase 2).

The DSUP amendment is necessary given that the original project represented to and approved by Planning Commission and City Council did not include a phasing element. Several conditions of approval in the original approval also contemplated both buildings and shared site improvements as being constructed simultaneously and require minor revisions given the introduction of phasing.

B. Previously-Approved Project Elements

The two buildings proposed for the site would remain virtually the same in this request compared to the original approval in January 2015. As noted in the previous staff report (see attached), the existing St. James Church and administration building would be demolished and a total of 225 new residential units would be constructed in two buildings. The 226,493 square-foot eastern building would measure six stories and up to 65 feet in height. It would contain 132 market-rate units, 85 of which would be one-bedroom units and 47 of which would be two-bedroom units.

The 149,560 square-foot western building would measure five stories and up to 60 feet in height. It would contain 93 units dedicated as affordable for individuals at 50% and 60% of average median income (AMI) for 60 years. Of the 93 units, the applicant continues to propose that 12 would be one-bedroom units, 68 would be two-bedroom, and 13 would be three-bedroom. A four-classroom day care center would be located in a portion of the building as well.

The two buildings would feature separate underground parking garages and several open space areas, the most prominent of which is the area of walkways, benches, landscaping and other amenities known as the “pedestrian mews” that would be located between the two buildings. The applicant would also hold in reservation a 15-foot strip of land along the southwestern property boundary (near the western building) from Echols Avenue to Fillmore Avenue to allow for the future study of a potential vehicular connection from Echols Avenue to Fillmore Avenue as part of a larger grid network.

C. Project Refinements

Although the proposed multifamily buildings would remain substantially the same, a few technical changes and refinements have been included in this submission. First, the new multifamily residential parking regulations in the Zoning Ordinance, which were approved shortly after the original DSUP request was heard last year, have been applied to this request. The parking requirement for the affordable building and day care center would be reduced to 70, which is the number of parking spaces that were approved for this building through a parking reduction in the original DSUP proposal. The 70-space requirement includes eight spaces for day care center, which has been newly clarified as having up to four classrooms. The parking requirement for the market-rate building is now a minimum of 171 spaces and a maximum of 179. In the previous approval, the requirement was 224 spaces and was reduced through a parking reduction SUP to 199. Neither of the parking reductions included in the original DSUP is necessary in the current request due to the new multifamily residential parking regulations.

Second, the measurement of the average finished grade at this sloped site has been revised slightly downward for the western building by about 1.5 feet. The change results in an increase in the overall building height measurement by 1.5 feet (to 60 feet) for the western building. The applicant has not requested any changes that make the building physically taller as a practical matter. Rather, only the amount of the previously-approved western building that staff must count toward the building height definition under Zoning Ordinance requirements has changed.

Third, a reduction in the amount of open space on the western property by approximately 674 square feet is included in the proposal to accommodate minor building changes and the installation of an exterior electric generator. The proposal would continue to exceed its open space requirement of 40%. Finally, the applicant now proposes an FAR at the western building of 1.85 instead of the original 1.81. The reason for the change is that the applicant has reduced (by approximately 2,100 square feet) the amount of allowable FAR deductions. No increase in the gross square footage of the building is proposed.

IV. ZONING

The subject site is zoned CRMU-M / Commercial Residential Mixed-Use - Medium. Pursuant to Section 5-202(B) of the Zoning Ordinance, multi-family residential uses are allowed in the CRMU-M zone without the need of a Special Use Permit. However, Section 5-205(C) requires Special Use Permit approval to increase the FAR for mixed-use or residential buildings to a maximum of 2.0. Sections 11-403 and 11-404 also require Development Site Plan (DSP) approval for the construction of two multifamily dwellings. The DSP and SUP requests were combined in the previous approval and processed as a Development Special Use Permit (DSUP). The current request has therefore been processed as a DSUP amendment. A summary of the zoning parameters for the project are identified in the table below.

Property Address:		5000 & 5001 Echols Avenue				
Total Site Area:		135,850 square feet (3.12 acres)				
Zone:		CRMU-M / Commercial Residential Mixed-Use - Medium				
Previous Use:		Church				
Proposed Use:		Residential with day care center				
	Required / Permitted		East Building		West Building	
			Previous	Current	Previous	Current
FAR	1.0 2.0 with SUP		1.69	1.69	1.81	1.85
Height	70 feet (per Small Area Plan)		65 feet*	65 feet	58.5 feet*	60 feet
Open Space	40%		52%	52%	51%	49%
Parking	<i>Previous (incl. visitor)</i>	<i>Current</i>	199**	171	70**	70
	224 spaces (East)	171-179 spaces (East)				
	198 spaces (West)	62 residential + 8 day care = 70 (West)				
Loading spaces	None		1	1	1	1

* The building heights noted in the previous staff report were lower than these figures due to differences between building height as measured in the building code and building height as measured in the Zoning Ordinance.

** A parking reduction was granted from the previous parking regulations to allow the number of parking spaces shown here.

V. STAFF ANALYSIS

Staff supports the request to introduce separate construction phases to this previously-approved project. The allowance for phasing would have little practical effect on the overall project aside from technical revisions to previously-approved conditions. Additional project changes regarding average finished grade, open space, and FAR represent reasonable site refinements, and the parking changes are consistent with recent Zoning Ordinance changes to “right-size” the provision of parking at multi-family residential buildings. To ensure proper site coordination between the two proposed project phases, staff has also requested and reviewed a preliminary layout including pedestrian mews connections for the potential townhouse project (which would be subject to a future DSUP amendment) in proposed Phase 2. The project would continue to be consistent with City planning goals and would continue to offer several public benefits, such as 14,000 square feet of public open space between the two buildings, enhanced pedestrian and streetscape design along Fillmore Avenue, and LEED-certified (or equivalent) buildings. Perhaps most important among the benefits is that the DSUP amendment would allow for the sale of the eastern property in order to support the construction of 93 affordable housing units on the western lot.

Condition Changes

The introduction of construction phasing to the project approval has necessitated several changes to the approved conditions of DSUP#2014-0003. One common change, repeated in several instances in staff’s recommendations, is the clarification that certain requirements need to be completed prior to the release of each final site plan (given that each project phase would have its own final site plan). In a few instances, such as Condition #54 regarding plat approval and recordation, condition language now specifies that a particular requirement needs to occur prior to the Phase 1 final site plan. Conditions #4 and #7 have been specifically revised to include language requiring a signed agreement between the owners of the eastern and western properties to allow for the installation and proper maintenance of landscaping and site furnishings/improvements that are located within Phase 1 but on the eastern lot. Condition #3 specifically anticipated public art to be installed within the pedestrian mews at a value of approximately \$63,000. Staff recommends revisions to this language to include now-standard language allowing for a \$63,000 in-lieu cash payment if on-site public art is not installed, and to specify that the public art condition must be fulfilled as part of Phase 1 of the project.

A few other minor condition changes, not directly related to the introduction of construction phasing, have also been recommended. Condition #10 has been revised to specify that two architecture-related changes compared to the previous DSUP approval should not be allowed on the western building. Certain conditions relating to day care center operations have been removed since no Special Use Permit is required for this use in the CRMU-M zone. Many of the day care center conditions have been retained, however, such as those relating to Zoning Ordinance requirements regarding parking and pick-up/drop-off plans, or have been included as findings. Staff has also introduced new Conditions 101A, 101B and 101C regarding environmental contamination protocols that are now standard language in DSUP requests.

Project Refinements

Staff has no objections to the three project refinements included as part of this submission. The change to the average finished grade for the western building, and the commensurate change in the building height measurement, is only a technical correction. The applicant is not proposing any physical change in the height of the building. The reduction in open space at the affordable building by approximately 674 square feet is minimal and would allow for minor building changes, including the addition of an electric generator. The amount of open space for the western building would be reduced from 51% to 49%, which still exceeds the 40% open space requirement. The slight increase in FAR is nominal compared to the overall western building and is the result of the applicant taking fewer deductions from the gross square footage. The gross floor area of the building is not increasing compared to the original proposal, and the revised FAR is still well within the maximum 2.0 approved in the prior DSUP.

The application of the new multifamily residential parking regulations to the site are seen as necessary, given that the request is being re-heard as a DSUP amendment after the Zoning Ordinance was amended, and reasonable in order to “right-size” parking for multi-family residential buildings. As a practical matter, the new parking regulations do not change the provision of parking at the affordable (western) building when combined with the day care center parking requirement. The applicant previously proposed 70 parking spaces in the underground garage and continues to propose 70 spaces in the garage. With regard to the market-rate (eastern) building, the number of parking spaces in the underground garage would decrease from the original 199 to the now-proposed 171 spaces. The lower number of parking spaces for this project is an acceptable and expected outcome that is consistent with the goals envisioned when the text amendment was approved last year. Staff has also revised Condition #35 in this report for consistency with the parking change.

Potential Phase 2 Changes

Although the current DSUP phasing amendment depicts the market-rate multifamily residential building as constituting Phase 2 of the project, staff is aware that Craftmark Homes plans to submit a second DSUP amendment in the near future to construct townhomes on this portion of the project. To ensure that current and future DSUP amendments do not create any conflicts between the different phases of the project, staff asked AHC and Craftmark to provide a concept site layout for future townhouses in Phase 2. It also asked for more detailed illustrations of the potential designs for connections between any future townhouses and the shared pedestrian mews. Staff found the proposed site layout, including connections to the mews, to be acceptable at this very early stage, and its review would continue at such time that a second DSUP amendment is requested. The four potential options for connections between the mews and future townhouses have been included in the preliminary site plan for this request, and in this report, as a reference.

VI. COMMUNITY

The applicant held two community meetings, on May 3rd and May 19th, at which both the current phasing amendment and a future potential amendment to build townhouses were discussed. Attendees at the meetings expressed concern about noticing for the May 3rd meeting, sewer and stormwater capacity, other underground utilities, the pick-up/drop-off of children, and the need for fencing. The request will also be presented to the Federation of Civic Associations at its regular May 2016 meeting.

VII. CONCLUSION

In conclusion, staff recommends **approval** of the amendment to previously-approved Development Special Use Permit #2014-0003 to introduce construction phasing, subject to compliance with all applicable codes and the staff recommendations contained in Section IX of this report.

Staff: Robert M. Kerns, AICP, Chief of Development
Maya Contreras, Principal Planner, Development
Nathan Randall, Urban Planner, Development

VIII. GRAPHICS

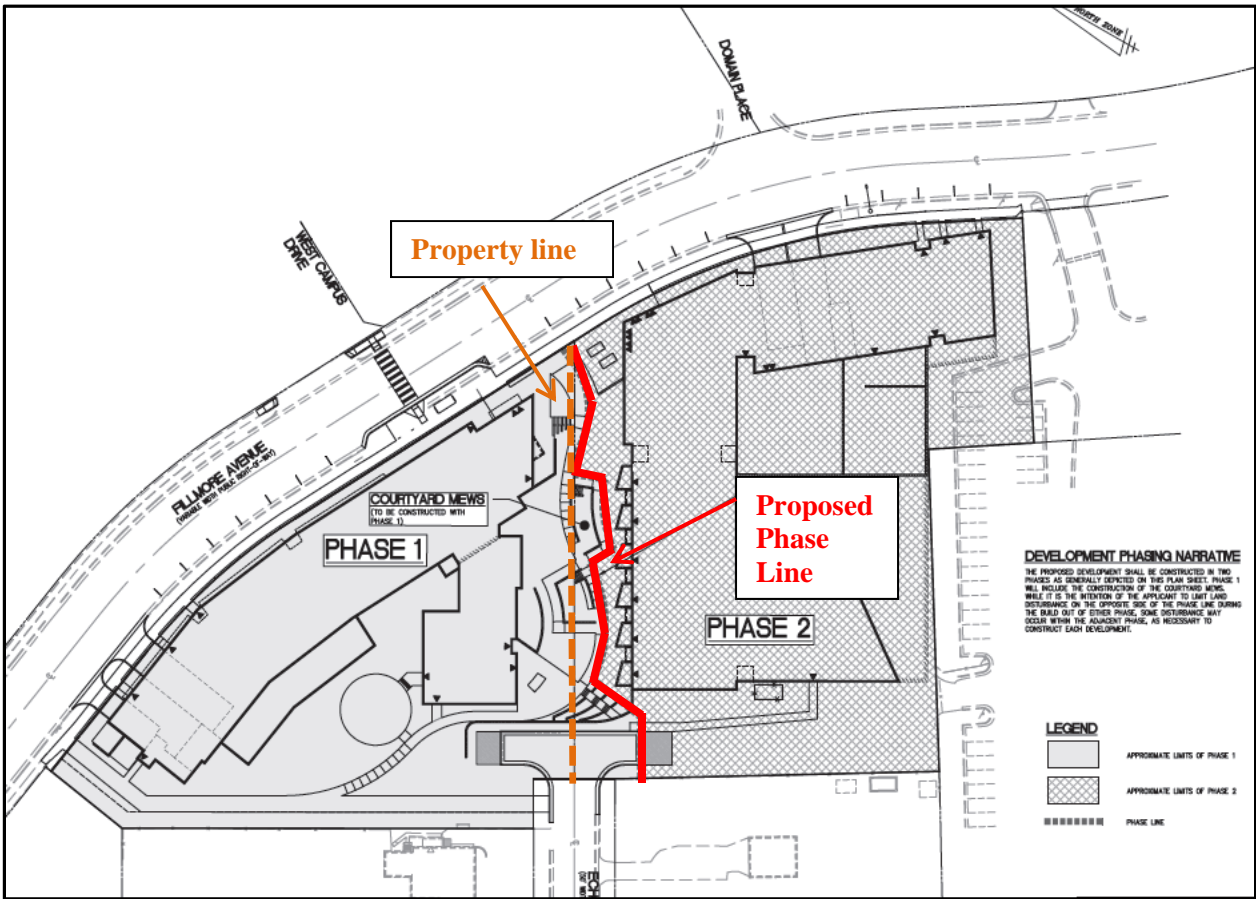
Illustrative Site Plan



Illustrative Site Plan with Aerial Context



Proposed Construction Phasing



Aerial Looking Southwest



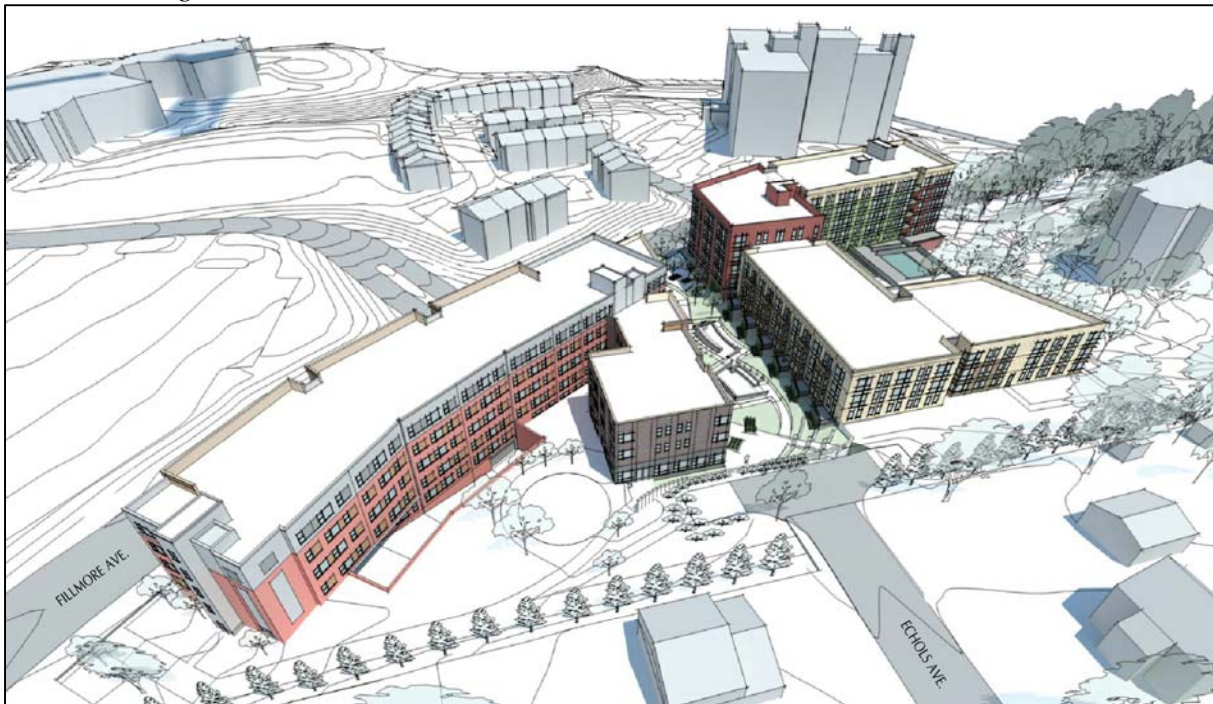
Aerial Looking South



Aerial Looking North



Aerial Looking East



Western (Affordable) Building Elevations

North Elevation



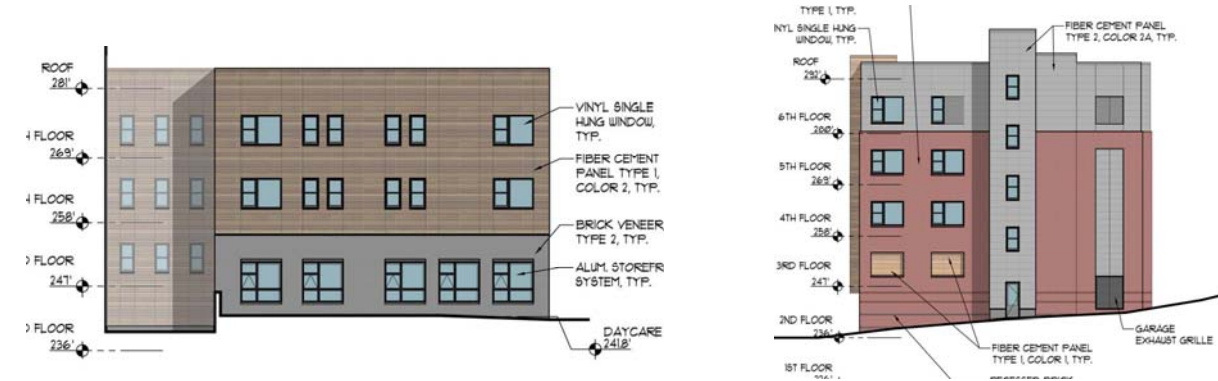
South Elevations



East Elevation



West Elevations



East (Market Rate) Building Elevations

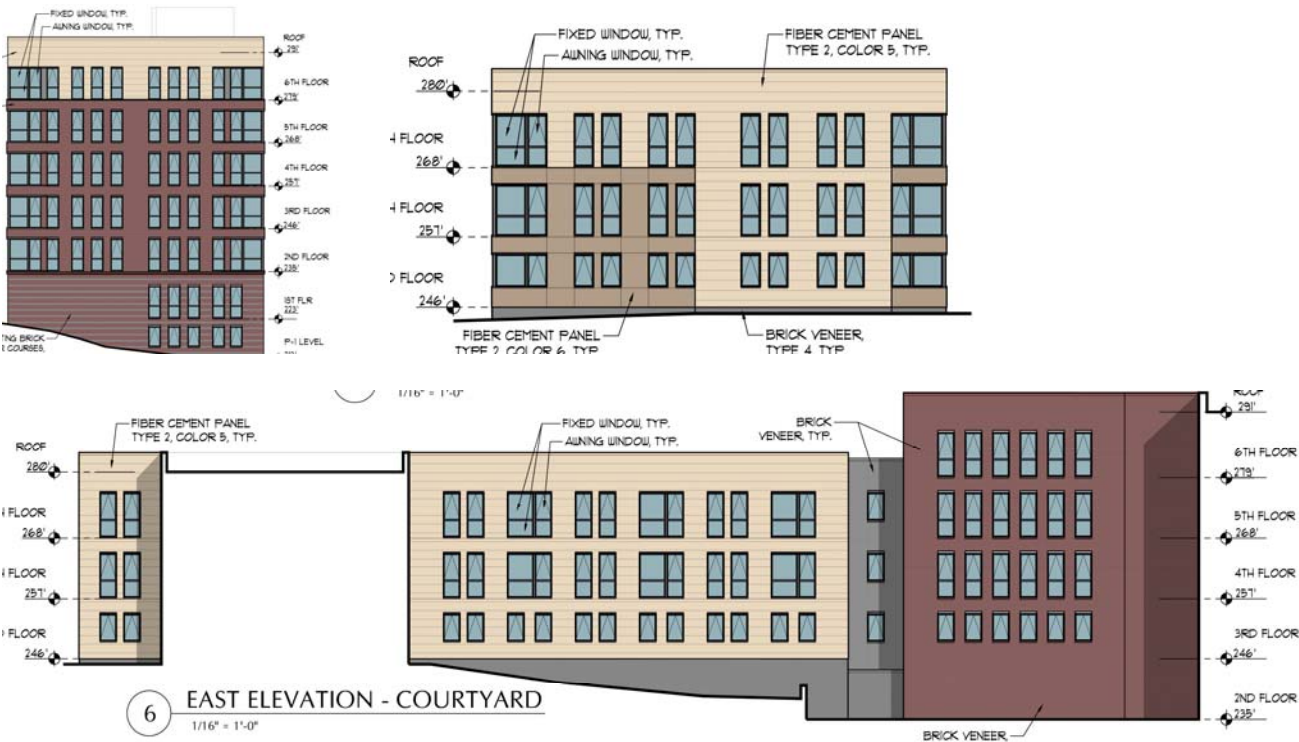
North Elevation



South Elevation



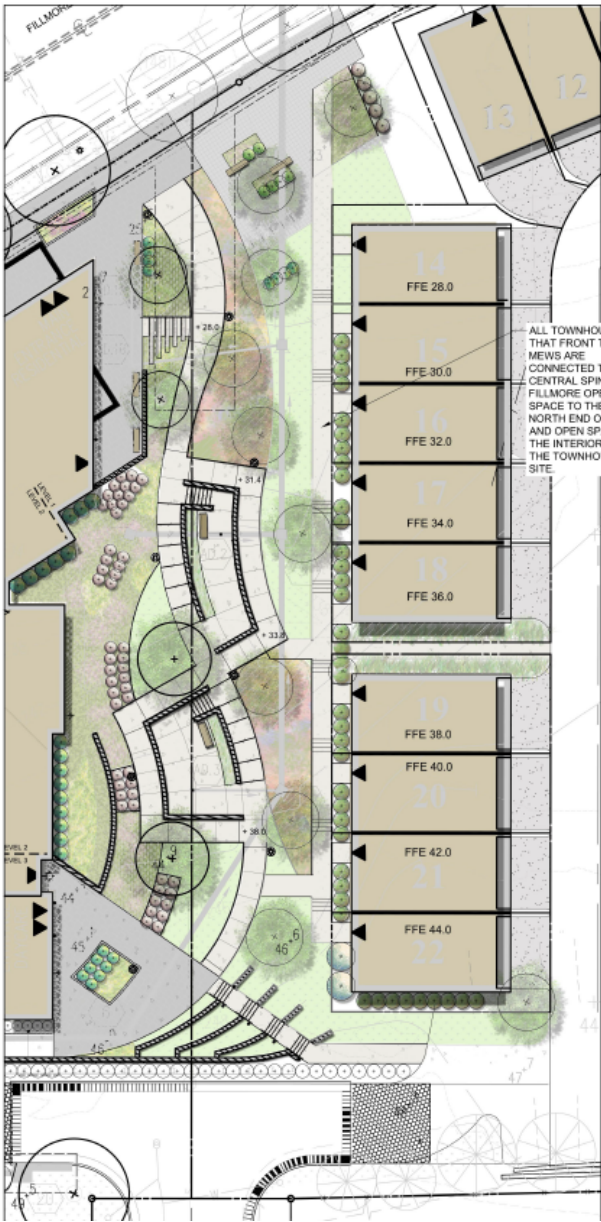
East Elevations



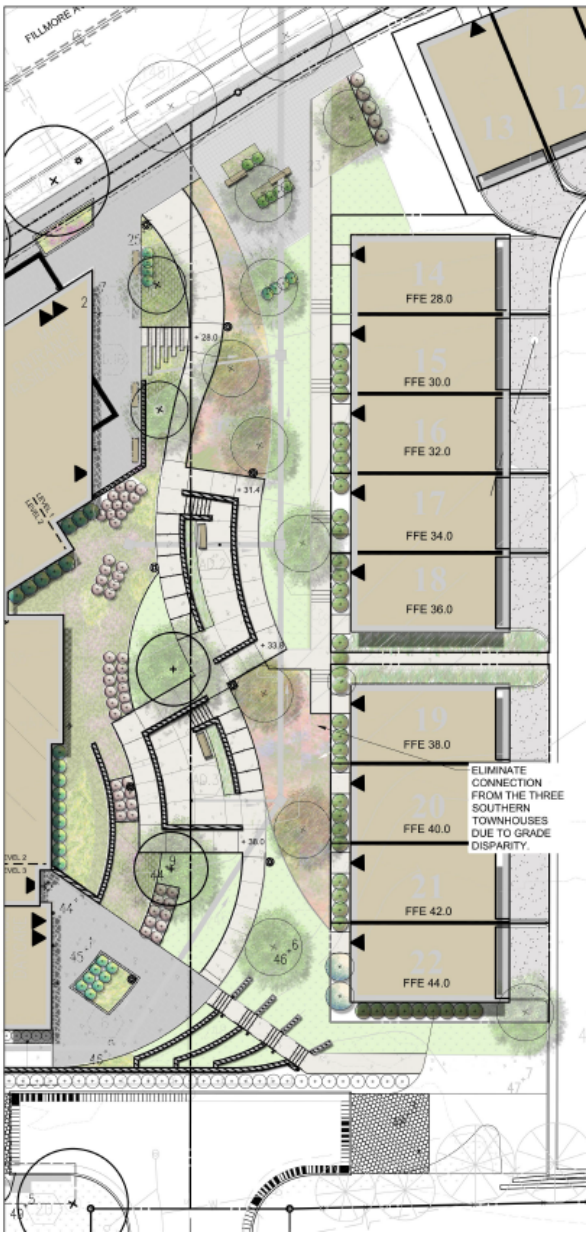
West Elevation



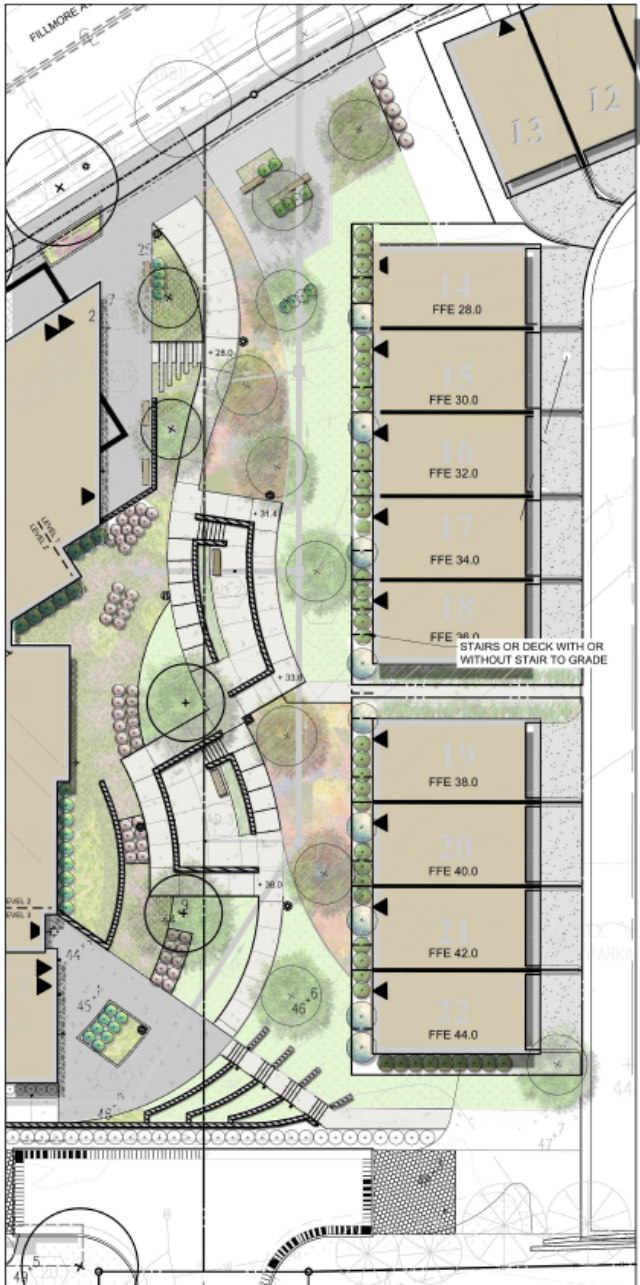
Options for Pedestrian Mews Layout with Potential Future Townhouses



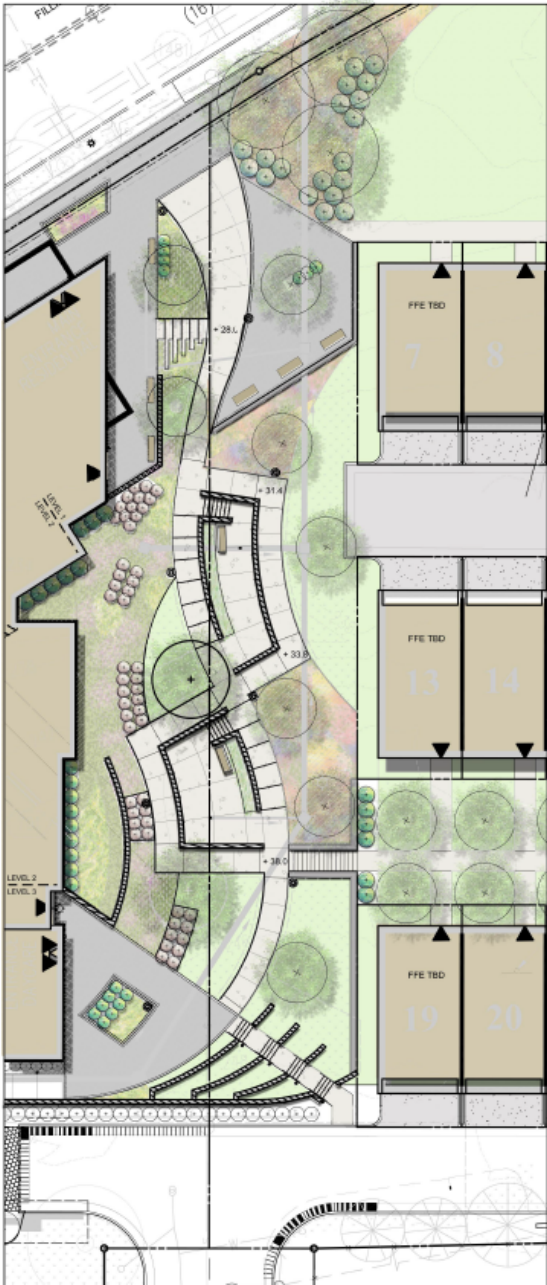
Option A



Option B



Option C



Option D

IX. STAFF RECOMMENDATIONS

1. **CONDITION AMENDED BY STAFF:** ~~The~~ Each final site plan shall be in substantial conformance with the preliminary plan dated ~~October 28, 2014~~ April 7, 2016 and comply with the following conditions of approval. (P&Z) (~~DSUP#2014-0003~~)
- A. ***PEDESTRIAN/STREETSCAPE:***
 2. **CONDITION AMENDED BY STAFF:** Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements to serve each building prior to the issuance of a certificate of occupancy permit for each building. Provide a phasing plan for approval with the final site plan.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. 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 Sidewalks shall be flush across all driveway crossings.
 - d. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - e. As part of Phase 1 of the project, provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) at the intersection of West Campus Drive and Fillmore Avenue. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - f. As part of Phase 1 of the project, provide pedestrian warning/crossing signs for the new crosswalk at the intersection of West Campus Drive and Fillmore Avenue.
 - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. As part of Phase 1 of the project, provide a high-visibility crosswalk for the Fillmore Avenue crossing (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD). All other crosswalk treatments must be approved by the Director of T&ES.
 - i. All below grade utilities placed within a City sidewalk or within ~~the~~ any multi-use trail shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. *** (P&Z)(RP&CA)(T&ES) (~~DSUP#2014-0003~~)
- B. ***PUBLIC ART:***
 3. **CONDITION AMENDED BY STAFF:** Work with City staff to determine ways to incorporate public art within the pedestrian mews or other location to the satisfaction of the Directors of Planning & Zoning and RP&CA. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, façade murals, guard rails, or sculptural elements. A broad range of art types should be considered. The total expenditure for

public art need not exceed \$63,000. The public art proposal shall be reviewed by the P&Z and RP&CA staff prior to release of the Phase 1 final site plan and the applicant shall consider staff's comments before making the final selection of the public art components. On-site artwork shall be incorporated on the Phase 1 final site plan prior to release, and the art shall be installed prior to the issuance of the first certificate of occupancy for the ~~market-rate building~~ affordable building (Phase 1), to the reasonable satisfaction of the Directors of P&Z and/or RP&CA. The Directors' approval shall be as to location of the art and not the content. City staff and the Public Art Committee are available as a resource throughout the process.

As an alternative to on-site public art, the applicant may provide an in-lieu contribution of \$63,000 to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of Planning & Zoning and RP&CA. Prior to the release of the Phase 1 final site plan, the applicant shall inform staff if it chooses to make an in-lieu contribution and shall provide the contribution prior to the issuance of the first Certificate of Occupancy for Phase 1 of the project. *, *** (RP&CA)(P&Z) (DSUP#2014-0003)

C. OPEN SPACE/LANDSCAPING:

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

City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.

- i. All landscaping depicted on the preliminary site plan for Phase 1 of the project shall be installed as part of the construction of Phase 1 regardless of the property on which the landscaping will be located.
 - j. The installation and future maintenance of all landscaping located on the eastern property but within Phase 1 of the project shall be subject to an installation and maintenance agreement executed between the owners of the eastern and western properties (if said properties are separately owned) to the satisfaction of the Director of Planning & Zoning. The agreement shall be completed prior to release of the building permit for Phase 1 and shall, at a minimum: 1) allow for the installation of all plantings located on the eastern property but within Phase 1 of the project that are required under this DSUP approval and 2) provide for the proper maintenance of said landscaping for as long as the DSUP approval remains valid.** (P&Z)(RP&CA) (DSUP#2014-0003)
5. **CONDITION AMENDED BY STAFF:** Both properties at the project site must individually meet the 25% canopy coverage requirement. Additional landscaping shall be depicted on the appropriate final site plan (either Phase 1 or Phase 2) and installed on the eastern property to meet the required 25% canopy coverage requirement for the eastern property. ~~Provide the following modifications to the landscape plan and supporting drawings:~~
- a. ~~Additional landscaping shall be provided to meet the required 25% canopy coverage requirement.~~
 - b. ~~Revise planting schedule and canopy coverage calculations to include the proposed subdivision. Both lots must meet the 25% canopy coverage requirement. (P&Z)(RP&CA)* (DSUP#2014-0003)~~
6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA) (DSUP#2014-0003)
7. **CONDITION AMENDED BY STAFF:** Site improvements, including pedestrian walkways, open space areas, and site furnishings, shall comply with the following

requirements to the satisfaction of the Director of Planning & Zoning: ~~Develop a palette of site furnishings in consultation with staff.~~

- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings ~~shall~~ may include benches, bicycle racks, trash and recycling receptacles, ~~drinking fountains~~ and other associated features.
 - c. All site improvements, including pedestrian walkways, open space areas, and site furnishings depicted on the preliminary site plan on Phase 1 of the project, including those improvements in the area of the site known as the “pedestrian mews” shall be installed as part of the construction of Phase 1 regardless of the property on which the landscaping is located.
 - d. The construction and future maintenance of all pedestrian walkways, open space areas, and site furnishings located on the eastern property but within Phase 1 of the project (including those located in the area known as the “pedestrian mews”) shall be subject to an installation and maintenance agreement executed between the owners of the eastern and western properties (if said properties are separately owned) to the satisfaction of the Director of Planning & Zoning. The agreement shall be completed prior to release of the building permit for Phase 1 and shall, at a minimum: 1) allow for the construction/installation of all pedestrian walkways, open space areas, and site furnishings located on the eastern property but within Phase 1 of the project that are required under this DSUP approval and 2) provide for the proper maintenance of said pedestrian walkways, open space areas, and site furnishings for as long as the DSUP approval remains valid. ** (RP&CA)(P&Z)(T&ES) (DSUP#2014-0003)
8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES) (DSUP#2014-0003)

D. BUILDING:

9. **CONDITION DELETED BY STAFF:** ~~The building design, including the quality of materials and final detailing shall be consistent with the elevations dated October 28, 2014 and the following conditions. (P&Z) (DSUP#2014-0003)~~
10. **CONDITION AMENDED BY STAFF:** The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated April 7, 2016, all conditions of approval, including Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Aluminum windows shall be used on the western buildings for the facades of the day care center and the main residential entry area. ~~Windows shall correctly reflect the architectural style, building type and period that is referenced by the~~

- ~~building design. There shall be a minimum setback of glass from the face of sash of 3/8". If shown with a historical muntin pattern, such as 2 over 1, 2 over 2, 6 over 1, etc., such applied exterior muntins shall also:~~
- ~~i. Have a minimum depth/projection of 3/8" and a maximum width of 1".~~
 - ~~ii. have a detailed profile that will create a strong shadow pattern;~~
 - ~~iii. have an integral spacer bar between the panes of glass that matches the muntis in width;~~
 - ~~iv. corresponding interior muntins are encouraged, but not required;~~
- b. A window shall be added on the second level of the eastern side of the western building immediately below the projecting bay. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8".
- c. Any ventilation for the daycare use shall be reviewed and approved to the satisfaction of the Director of Planning and Zoning. (P&Z) (DSUP#2014-0003)
11. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4" = 1'. (P&Z) (DSUP#2014-0003)
12. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (DSUP#2014-0003)
13. **CONDITION AMENDED BY STAFF:** Per the City's Green Building Policy adopted April 18, 2009, each phase shall achieve a green building certification level of LEED Certified or equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES) (~~DSUP#2014-0003~~)
14. 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) (DSUP#2014-0003)
15. **CONDITION AMENDED BY STAFF:** Energy Star labeled appliances shall be installed in all ~~multi-family~~ residential units. (T&ES) (~~DSUP#2014-0003~~)
16. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES) (DSUP#2014-0003)
17. The stairwells within structured parking garages shall be visible, as permitted by the Building Code by use of windows in the doors and/or walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police) (DSUP#2014-0003)
18. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police) (DSUP#2014-0003)

E. COMMERCIAL USES:

19. **CONDITION AMENDED BY STAFF:** Day care centers shall be permitted in the western building at the site provided they comply with the criteria listed below.
- a. A plan that shows the drop off and pick up operations must be provided and must demonstrate that the drop off and pick up areas will create minimal impact on

- pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES prior to release of the final site plan. (P&Z)(T&ES)*
- b. Daycare staff and parents shall be notified bi-annually on the drop-off/pick-up procedures and conditions of approval.
 - c. Dedicated parking for the daycare employees shall be provided in the parking garage in the western building during hours of operation for the daycare (to include before and after care hours) at a rate of 2 spaces per classroom per the Zoning Ordinance. (P&Z) (T&ES) (~~DSUP#2014-0003~~)
20. The hours of operation for the day care center shall be limited to between 7:00am and 6:00pm, Monday through Friday. (P&Z) (DSUP#2014-0003)
21. **CONDITION AMENDED BY STAFF:** The maximum number of day care center classrooms in the western building at the site shall not exceed four, unless additional off-street parking is provided for the use commensurate with Zoning Ordinance requirements, to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services. ~~children permitted at the day care center at any one time shall be 50.~~ (P&Z) (~~DSUP#2014-0003~~)
22. All pick-up and drop-off of children via automobiles shall be in the designated location along Fillmore Avenue to the satisfaction of the Director of Planning and Zoning. Parents or daycare employees shall escort their children to and from the day care center after parking in the designated short term area in front of the building along Fillmore Avenue. (P&Z) (T&ES) (DSUP#2014-0003)
23. Condition deleted. PC (DSUP#2014-0003)
24. The facility shall obtain all required state, federal, and local licenses and certificates prior to opening its place of business. (P&Z) (DSUP#2014-0003)
25. **CONDITION DELETED BY STAFF:** ~~The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all Special Use Permit provisions and requirements. The applicant shall also inform parents on an ongoing basis, including as part of any parent orientation, of all applicable Special Use Permit provisions and requirements.~~ (P&Z) (~~DSUP#2014-0003~~)
26. **CONDITION AMENDED BY STAFF:** Day care center ~~The applicant shall require its employees who drive to~~ shall use the designated spaces in the parking garage in the same building as the day care center ~~and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on site for employees.~~ (T&ES) (~~DSUP#2014-0003~~)
27. **CONDITION DELETED BY STAFF:** ~~The applicant shall contact the Community Relations Unit of the Alexandria Police Department at 703-746-6838 regarding a security~~

~~assessment for the day care center. It is recommended that it be completed prior to the pre-school center opening for business. (Police) (DSUP#2014-0003)~~

28. **CONDITION DELETED BY STAFF:** ~~The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z) (DSUP#2014-0003)~~
29. A fire prevention permit will be required for this occupancy condition – day care center. (Fire) (DSUP#2014-0003)

F. SIGNAGE:

30. **CONDITION AMENDED BY STAFF:** Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, and/or T&ES. In addition to their inclusion in coordinated sign plan, the location of all freestanding signs proposed for each phase of the project shall be depicted elsewhere on respective final site plans to the satisfaction of the Director of Planning & Zoning. (P&Z)(T&ES)(Arch)* ~~(DSUP#2014-0003)~~
31. **CONDITION AMENDED BY STAFF:** Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The business and identification signs shall be designed of high quality materials ~~and sign messages shall be limited to logos and names.~~
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z) ~~(DSUP#2014-0003)~~
32. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z) (DSUP#2014-0003)
33. **CONDITION AMENDED BY STAFF:** Install a temporary informational sign on the site prior to the approval of the final site plan for each phase of the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the

nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)* (~~DSUP#2014-0003~~)

G. HOUSING:

34. Affordable Building
- a. The developer of the affordable building shall provide 93 units of dedicated affordable rental units. (Housing)
 - b. Rents payable for all affordable units shall not exceed the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income. Rents shall remain at the established affordable rates for a period of 60 years from the date of initial occupancy of each unit. The owner shall re-certify the incomes of such households annually. (Housing).
 - c. Applicants for the affordable building receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving such assistance. An applicant will be considered income qualified if the amount of rent the applicant can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
 - d. The developer of the affordable building shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 60-year affordability period. (Housing) (DSUP#2014-0003)

H. PARKING:

35. **CONDITION AMENDED BY STAFF:** Locate a minimum of 62 spaces and a maximum of 65 spaces ~~269 parking spaces~~ in the underground garage for residents for Phase 1. and visitors. Locate a minimum of 171 spaces and a maximum of 179 spaces in the underground garage for residents for Phase 2. The parking for the daycare employees shall be provided in the Phase 1 building and shall be made available for residential shared with the visitor parking when the day care is closed only. All remaining unassigned spaces in the garage shall be made generally available to residents and visitors. (P&Z)(T&ES) (~~DSUP#2014-0003~~)
36. **CONDITION DELETED BY STAFF:** ~~In the event that the daycare is operational prior to construction/occupancy of the market rate building, an interim parking management plan for employee parking shall be submitted and approved by the Directors of T&ES and P&Z. (P&Z)(T&ES) (DSUP#2014-0003)~~
37. **CONDITION AMENDED BY STAFF:** Provide 75 bicycle parking space(s) for each phase per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES) (~~DSUP#2014-0003~~)

38. **CONDITION AMENDED BY STAFF:** Provide a Parking Management Plan for each phase with the final site plan submission for that phase. The Parking Management Plan for each phase shall be approved by the Departments of P&Z and T&ES prior to the release of ~~the each~~ final site plan and shall at a minimum include the following:
- a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - e. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - f. Details of appropriate signage in the parking garage for the daycare/visitor ~~retail~~ parking indicating hours which are reserved for ~~retail~~ (daycare) employees.* (P&Z)(T&ES) (~~DSUP#2014-0003~~)
39. **CONDITION AMENDED BY STAFF:** The ~~designated~~ daycare pickup/drop-off parking spaces on Fillmore Avenue shall be limited to a total of 4 spaces, and shall be clearly signed and restricted to 15 minute parking during peak pickup and drop-off times (drop-off between the hours of 7:00am and 10:00am and day care center pick-up between the hours of 3pm and 6pm). If additional spaces are required to support adequate operation for pickup and drop off, the request shall be submitted to and approved by the Parking and Traffic Board. Provide details of the signage for approval on the final site plan. * (P&Z)(T&ES)(PC) (~~DSUP#2014-0003~~)

I. TRANSPORTATION MANAGEMENT PLAN:

40. **CONDITION AMENDED BY STAFF:** 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 [#SUP2014-0096] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES) (~~DSUP#2014-0003~~)
41. 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) (DSUP#2014-0003)
42. **CONDITION DELETED BY STAFF:** ~~The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the~~

~~established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES) (DSUP#2014-0003)~~

43. **CONDITION AMENDED BY STAFF:** 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 \$82,583~~42~~ per residential unit. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES) (~~DSUP#2014-0003~~)
44. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *** (T&ES) (DSUP#2014-0003)
45. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator 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) (DSUP#2014-0003)
46. The TMP Coordinator will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES) (DSUP#2014-0003)
47. 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) (DSUP#2014-0003)

J. BUS STOPS AND BUS SHELTERS:

48. **CONDITION AMENDED BY STAFF:** Show a consolidated bus stop and bus shelter on eastbound Fillmore Ave, adjacent to the site, on the site plan on eastbound Fillmore Avenue, between the intersections of Campus Lane and Domain Place. The existing bus

stops at eastbound Fillmore Avenue and Campus Lane, and eastbound Fillmore Avenue and Domain Place shall be removed, including removal of any existing shelters. The new shelter at the consolidated stop shall be maintained by the applicant. Maintenance includes trash pickup, general cleaning, and replacement of broken panels. The bus stop shall be placed to ensure sufficient clearance between the rear or front of the bus and any existing or proposed crosswalk(s) to allow for adequate visibility crossing active traffic.* (T&ES) (DSUP#2014-0003)

49. **CONDITION AMENDED BY STAFF:** Provide a pedestrian access plan with ~~the~~ each final site plan to show how pedestrians will be able to access the bus stop and bus shelter from the site. * (T&ES) (DSUP#2014-0003)
50. **CONDITION AMENDED BY STAFF:** Show all existing and proposed bus stops ~~with associated features, to include shelters, canopies, and benches in the vicinity of the site on the each~~ final site plan. ~~Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/tes/info/default.aspx?id=6548>.~~ (T&ES) (DSUP#2014-0003)
51. **CONDITION AMENDED BY STAFF:** Install an unobstructed thirty-five (35) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb bus stop passenger loading pad at the consolidated bus stop on eastbound Fillmore Avenue adjacent to the site with Phase 1.
- a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
 - b. Create a 150 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb for midblock bus stops. If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required. ~~If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required.~~ At minimum, a bulb out for this particular type of bus stop shall be at least ~~40~~ 30 feet in length parallel to the curb (does not include the taper) and the bulb shall extend into the roadway to be flush with the parking line limit. Bus path approaching and departing bus bulb-out shall be straight. (T&ES) (DSUP#2014-0003)
52. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:

- a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
- b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
- c. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
- d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES) (DSUP#2014-0003)

K. SITE PLAN:

- 53. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z) (DSUP#2014-0003)
- 54. **CONDITION AMENDED BY STAFF:** The applicant shall submit a plat that includes the subdivision and vacation of public right-of-way applicable to both project phases, and all applicable easements for Phase 1 of the project, prior to concurrent with the Phase 1 final site plan submission. The-This plat(s) shall be approved prior to the release of the final site plan for Phase 1 of the project. In addition, the applicant shall submit a plat that includes all applicable easements for Phase 2 of the project current with the Phase 2 final site plan submission. This plat(s) shall be approved prior to the release of the Phase 2 final site plan. (P&Z)(T&ES)* (~~DSUP#2014-0003~~)
- 55. Approval of the requested vacation of a portion of the existing Echols Avenue right-of-way (approximately 8,888 sf in area) shall be subject to the following:
 - a. The vacated right-of-way shall be consolidated with the adjoining lots, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of the final site plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.
 - b. The applicant shall be responsible for perpetual ownership, development and maintenance of the improvements constructed in the vacated right-of-way.

- c. All remaining utilities in the vacated right of way shall be covered by utility easements.
 - d. This area shall be covered by a public access easement and an emergency vehicle access easement that allows the public to use the improvements constructed in the vacated public right-of-way. (T&ES) (P&Z) (DSUP#2014-0003)
56. **CONDITION AMENDED BY STAFF:** The plat shall be recorded and a copy of the recorded plat shall be submitted to City staff prior to the release of the building permit for Phase 1 of the project. (P&Z)** (~~DSUP#2014-0003~~)
57. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA) (DSUP#2014-0003)
58. **CONDITION AMENDED BY STAFF:** Provide a lighting plan with ~~the~~ each final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. If existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.

- h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - l. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - m. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - o. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - p. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(~~DSUP#2014-0003~~)
59. **CONDITION AMENDED BY STAFF:** Provide a unit numbering plan for each floor of a multi-unit building with ~~the~~ each first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)(GIS) (~~DSUP#2014-0003~~)
60. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z) (DSUP#2014-0003)
61. The applicant shall provide a space within the public right of way behind the curb along the Fillmore Avenue frontage (42' long x 12' wide) for a future bikeshare station. (T&ES)* (DSUP#2014-0003)
- L. CONSTRUCTION MANAGEMENT:***
62. **CONDITION AMENDED BY STAFF:** Submit a construction phasing plan with each phase to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES) (~~DSUP#2014-0003~~)

63. **CONDITION AMENDED BY STAFF:** Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to each final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;
 - d. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage of materials for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code) (~~DSUP#2014-0003~~)
64. **CONDITION AMENDED BY STAFF:** Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to each final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES) (~~DSUP#2014-0003~~)
65. **CONDITION AMENDED BY STAFF:** The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the projects. (T&ES) (~~DSUP#2014-0003~~)
66. No major construction staging shall be allowed within the public right-of-way on Fillmore Avenue or Echols Avenue. The applicant shall meet with T&ES to discuss

construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES) (DSUP#2014-0003)

67. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on Fillmore Avenue a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES) (DSUP#2014-0003)
68. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase 1 Erosion and Sediment Control sheets on the site plan. (T&ES) (DSUP#2014-0003)
69. **CONDITION AMENDED BY STAFF:** Prior to commencing clearing and grading of the site with each phase, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES) (~~DSUP#2014-0003~~)
70. **CONDITION AMENDED BY STAFF:** Prior to commencement of landscape installation/planting operations for each phase, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z) (~~DSUP#2014-0003~~)
71. **CONDITION AMENDED BY STAFF:** Identify a person who will serve as a liaison to the community throughout the duration of construction for each phase. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES) (~~DSUP#2014-0003~~)
72. **CONDITION AMENDED BY STAFF:** Implement a waste and refuse control program during the construction phases of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (~~DSUP#2014-0003~~)

73. **CONDITION AMENDED BY STAFF:** Temporary construction and/or on-site sales trailer(s) shall be permitted for each phase and shall be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z) (~~DSUP#2014-0003~~)
74. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z) (DSUP#2014-0003)
75. **CONDITION AMENDED BY STAFF:** Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit for each phase. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES) (~~DSUP#2014-0003~~)
76. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSUP#2014-0003)
77. **CONDITION AMENDED BY STAFF:** If there are outstanding performance, completion or other bonds for the benefit of the City in effect for ~~the property~~ each phase 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) (~~DSUP#2014-0003~~)

M. SOLID WASTE RESOURCE RECOVERY:

78. **CONDITION AMENDED BY STAFF:** Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Phase 1 Final Site Plan.* (T&ES) (~~DSUP#2014-0003~~)
79. **CONDITION AMENDED BY STAFF:** Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection.

The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Phase 1 Final Site Plan. (T&ES) (~~DSUP#2014-0003~~)

N. STREETS / TRAFFIC:

80. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES) (DSUP#2014-0003)
81. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES) (DSUP#2014-0003)
82. Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES) (DSUP#2014-0003)
83. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES) (DSUP#2014-0003)
84. **CONDITION AMENDED BY STAFF:** The slope on parking ramp from the public right-of-way to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES) (~~DSUP#2014-0003~~)

O. UTILITIES:

85. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES) (DSUP#2014-0003)
86. The existing aerial utility facilities along the Fillmore Avenue property frontage will be required to be undergrounded. The undergrounding design shall be included in the final site plan. (T&ES)* (DSUP#2014-0003)

P. SOILS:

87. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES) (DSUP#2014-0003)

Q. WATERSHED, WETLANDS, & RPAs:

88. The project site lies within Four Mile Run Watershed (Zone B) 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 and 10-year storm events. NVPDC maintains a computer model for the watershed. For the Zone B, developers must arrange for a model run of the effects of their project on 100-year peak flow in the channel. Please contact Brian Rahal at 703-746-4057 for assistance. (T&ES) (DSUP#2014-0003)
89. The storm water collection system is located within the (Four Mile Run,) watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSUP#2014-0003)
90. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES) (DSUP#2014-0003)

R. STORMWATER MANAGEMENT:

91. The City of Alexandria's storm water management regulations regarding water quality are two-fold: 1) phosphorus removal requirement and 2) the Alexandria water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the Alexandria water quality default requirement. The Alexandria water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSUP#2014-0003)
92. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES) (DSUP#2014-0003)
93. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES) (DSUP#2014-0003)
94. Surface-installed storm water 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) (DSUP#2014-0003)

95. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the required BMP Maintenance 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) (DSUP#2014-0003)
96. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES) (DSUP#2014-0003)
97. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

98. 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) (DSUP#2014-0003)

99. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES) (DSUP#2014-0003)
100. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES) (DSUP#2014-0003)

S. CONTAMINATED LAND:

101. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES) (DSUP#2014-0003)
- 101A. **CONDITION ADDED BY STAFF:** If environmental site assessments or investigations discover the presence of contamination on site, each 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)
- 101B. **CONDITION AMENDED BY STAFF:** 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)
- 101C. **CONDITION AMENDED BY STAFF:** 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. (T&ES)

T. NOISE:

102. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES) (DSUP#2014-0003)
103. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES) (DSUP#2014-0003)
104. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES) (DSUP#2014-0003)

U. AIR POLLUTION:

105. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES) (DSUP#2014-0003)
106. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES) (DSUP#2014-0003)
107. No material may be disposed of by venting into the atmosphere. (T&ES) (DSUP#2014-0003)

108. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSUP#2014-0003)

V. *ARCHAEOLOGY:*

109. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology) (DSUP#2014-0003)
110. 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) (DSUP#2014-0003)

W. *DISCLOSURE REQUIREMENTS:*

111. 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) (DSUP#2014-0003)
112. **CONDITION AMENDED BY STAFF:** All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.

- c. No more than two parking spaces shall be ~~assigned~~ offered 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.
- d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
- e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
- f. The 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) (DSUP#2014-0003)~~

X. WASTEWATER / SANITARY SEWERS:

113. **CONDITION ADDED BY STAFF:** There are five sanitary sewer segments (001379SEWP, 001383SEWP, 001396SEWP, 001395SEWP and 001394SEWP) that are inadequate to serve the proposed development as determined by the applicant's sanitary sewer adequate outfall analysis completed per the City's Memo to Industry 06-14 and presented in the Preliminary Site Plan. Three pipe segments 001379SEWP, 001383SEWP and 001396SEWP will require lining, and two pipe segments 001395SEWP and 001394SEWP shall require replacement to support the proposed development. Therefore, the applicant must, as part of the first Final Site Plan, identify and propose design and construction of infrastructure improvements to accommodate the proposed development. All proposed infrastructure (except lining that should accommodate the proposed development) must be designed and constructed to support future growth/build out conditions. Incremental costs attributed towards upsizing to accommodate build out conditions shall be credited against the sanitary sewer connection fee. The total credit will be determined by the Director of T&ES.* (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F - 1. Sheet P-0403; lateral connections shall not be connected directly to manholes but shall be connected per the City's standard lateral connection detail. (T&ES- IROW)
- F - 2. P-0403; clarify if structure 1765 is a manhole on the plan. (T&ES- IROW)
- F - 3. Revise the Environmental Site Assessment note on the cover page to include the presence of steep slopes greater than 15% for the project site. (T&ES- Storm)
- F - 4. The applicant should continue to seek ways to reduce post development impervious area by adding portions of green roof or pervious pavement. (T&ES- Storm)
- F - 5. Pursuant to the state stormwater regulations, the project shall remain subject to the previous technical criteria until July 1, 2029. Portions of the project not under construction at that time shall be subject to any new technical criteria in effect at that time. (T&ES- Storm)
- F - 6. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the

same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 7. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 8. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 9. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 10. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 11. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 12. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 13. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76

Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- F - 14. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 15. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 16. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 17. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 18. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 19. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 20. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 21. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 22. A Traffic Control Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only". (T&ES)
- F - 23. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- F - 24. **FINDING ADDED BY STAFF:** The applicant should encourage its employees to use public transportation to travel to and from work. The business may contact Local Motion at 703-746-4686 for information on establishing an employee transportation benefits program. (T&ES)
- F - 25. **FINDING ADDED BY STAFF:** The applicant should provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Local Motion at 703-746-4686 or www.alexandriava.gov/LocalMotion for more information about available resources. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater

outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 13 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site

survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site

plan. This includes the state requirement for a Construction General Permit and associated Stormwater Pollution Prevention Plan. * (T&ES)

C - 27 The applicant shall provide a complete Stormwater Pollution Prevention Plan (SWPPP) with the Final #1 submission. * (T&ES)

C - 28 **CODE REQUIREMENT ADDED BY STAFF:** The project received VPDES Construction General Permit (CGP) Coverage effective July 1, 2014 and is therefore subject to the old technical criteria found in Part II.C of the VSMP Regulations for an additional two permit cycles (through June 30, 2028). Portions of the project not under construction at that time shall become subject to any new technical criteria adopted by the state. Plan modifications that increase the impervious area, and therefore the pollutant load or flows from the project, from those approved in DSP2014-00003 will required to demonstrate compliance with the new technical criteria found in Part II.B of the VSMP Regulations. (T&ES- SWM)

VAWC Comments:

VAWC has no comments.

AlexRenew Comments:

No comments received from ARenew.

Archaeology

F-1 Archaeology deems this plan complete.

F-2 Historic maps indicate that the Dove and Green family farmstead was once located less than 200 ft. to the west from the parcel at 5001 Echols. John Green acquired a 58-acre parcel that encompassed the subject properties in 1859. Green died soon after acquiring the property and it passed to his sister Margaret Green Dove. In 1876 the Dove heirs sold the property to Samuel Ceas, and by the early twentieth century the farmstead was no longer standing. The Dove family established a small cemetery for family members at 5190 Dawes Avenue, far enough away from the subject properties to have no bearing on them. At some point in the mid-twentieth century the burials were removed from the Dove Family Cemetery by a local funeral home.

F-3 The subject properties are partially developed and located on sloping terrain, both conditions which mitigate against the possibility for significant archaeological resources to be present. Nevertheless, because of the proximity of the Dove/Green farm, a measure of caution is appropriate here.

R-1 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)

- R-2 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)
- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Note: under Archaeology Notes on the Final Site Plan in several places there is reference for the applicant to notify Alexandria Archaeology two weeks before the start of ground disturbance. This is not necessary and the “two week” notification can be struck from the site plans.

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

Acknowledged by applicant.

- F-2 Plans should show location of all existing fire hydrants in and around site and if applicable, any fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply. Fire Hydrants shall remain in-service and unobstructed during construction.

Information provided by applicant.

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

Previously acknowledged by applicant.

- C-1 The applicant shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to building 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 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) **“T” turn around on West side of property has been designated as an EVE that will meet City standards. Use mountable curb detail provided in Item C-7 for design of mountable curb. Applicant indicates mountable curb detail will be included in final site plan.**
- b) **Applicant has provided two FDC’s on each building.**
- c) **Existing and proposed hydrants are within the required maximum distance from all FDC’s.**
- d) **See Item C.**
- e) **See Item A.**
- f) **Fire lines are shown and sized but size is subject to confirmation by fire protection contractor based on system design requirements.**

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

Applicant has provided requested information.

C-3 If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

Applicant has agreed to the following that will be submitted as a Code Modification to the Code Administration office for review.

- 1) **Construction Type to be IIIA (IIIB is the code minimum)**
- 2) **Two egress stairs shall extend to the roof (only one required)**
- 3) **Fire pump and elevator shall be on the generator**
- 4) **Follow the building code for high rise construction only with respect to fire/smoke detection.**
- 5) **Provide sprinkler system per NFPA 13**
- 6) **Provide for radio communications. This will be filed tested during construction based on performance specifications from the City Radio Manager**

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

Approved November 6, 2015.

- C-5 A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.

Previously acknowledged by applicant.

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

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

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

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

Previously acknowledged by applicant and will be address at time of permit

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

Emergency Vehicle Easements

Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

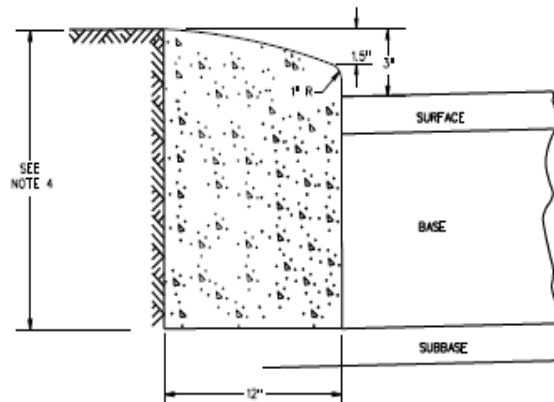
Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a $\frac{3}{8}$ -inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.

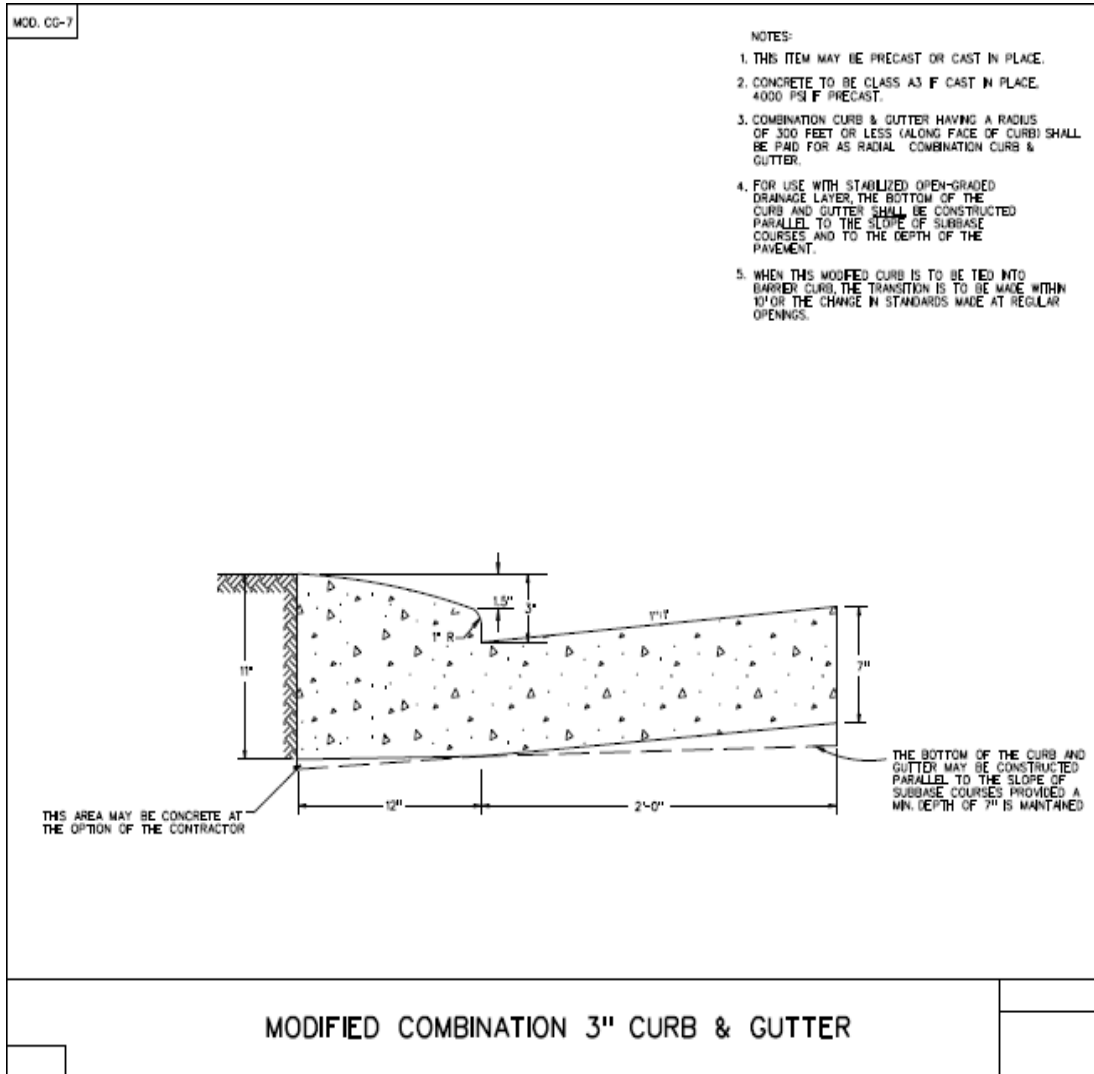
MOD. CG-3

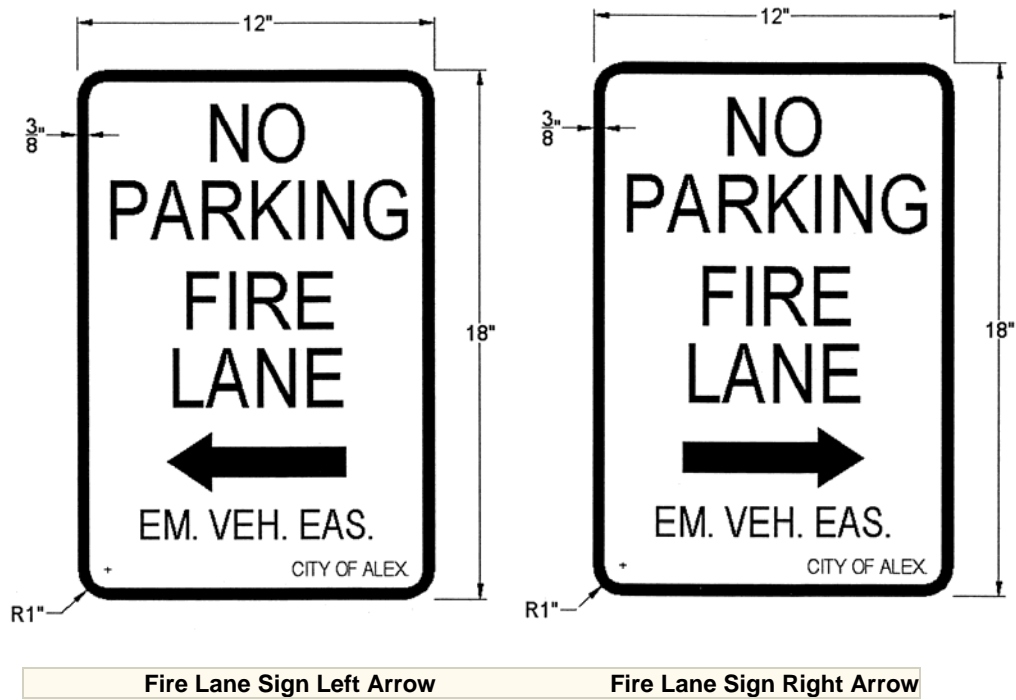
NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS AS IF CAST IN PLACE.
4000 PSI F PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS
(ALONG FACE OF CURB) WILL BE PAID FOR AS
RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3"
10" DEPTH REDUCED AS MUCH AS 3" DEPTH
IN ORDER THAT THE BOTTOM OF CURB WILL COINCIDE
WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE.
OTHERWISE THE DEPTH IS TO BE 16" AS SHOWN. NO ADJUSTMENT
IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN
INCREASE IN DEPTH.
5. WHEN THIS MODIFIED CURB IS TO BE TIED INTO
BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN
10' OR THE CHANGE IN STANDARDS MADE AT REGULAR
OPENINGS.



MODIFIED 3" CURB





Applicant indicates a mountable curb will be installed at "T". One of the above design shall be used for the curb. Will be on final site plan.

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

Tower 203 Turning Specifications

- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet
Curb to Curb = 51.33 feet + / - 2 feet
Inside turning radius = 37.73 feet + / - 2 feet
- Overall Length – 47' – 4 ½"
- Overall Width – 98"
- Wheel Bases from front axle to both rear axles – 240"
- Tandem axle spacing – 56" CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

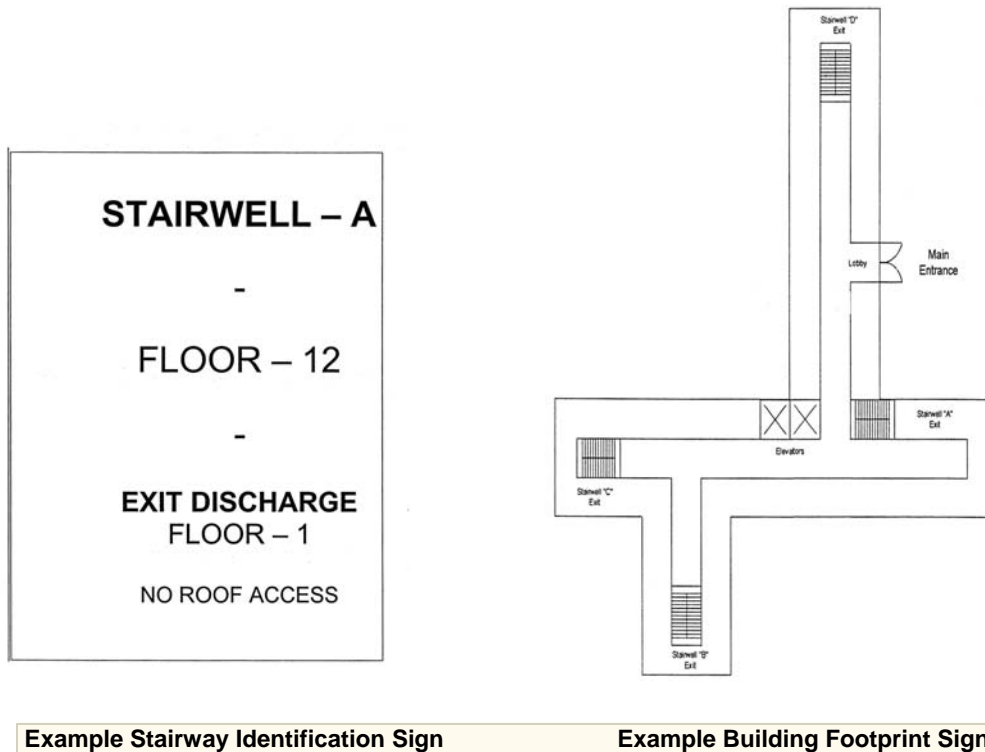
Applicant previously demonstrated the turning movement at the “T” turn around.

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

Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



Previously acknowledged by applicant.

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

Previously acknowledged by applicant; two stairs will provide direct access to the roof.

Asterisks denote the following:

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

ATTACHMENT #1

Approved Transportation Management Plan AHC – St. James TMP SUP#2014-0096

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

The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for AHC -St James consists of six parts:

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

1. Goal and Evaluation of the TMP

- a. The Sample Project site is served by many Metrobus lines and one DASH line, and is planned to be in the vicinity of the West End Transitway. The Sample Project development has a goal of 35% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the

owners of the project. The Transportation Planning Division may assist the TMP Coordinator.

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

3. Transportation Management Plan Directives

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

	Land Use*	
	Dwelling Units	Commercial Sf
AHC St James	224	1,800

**As of November 12, 2014. Subject to change.*

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

- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to residents.
 - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program may be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 35% of single occupant vehicles for residents, based on the project's size and the benefits to be offered to tenants. The annual contribution rate for this fund shall be \$82.42 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the

developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
- ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
- iii. Marketing activities, including advertising, promotional events, etc.
- iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
- v. Operating costs for adjacent bikeshare station.
- vi. Membership and application fees for carshare vehicles.
- vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
- viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be

implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

II. 5. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- d. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

**Master Plan Amendment #2014-0008****Rezoning #2014-0008****Development Special Use Permit #2014-0003****Transportation Management Plan SUP #2014-0096****Vacation #2014-0003****5000 and 5001 Echols Avenue – The Fillmore**

Application	General Data	
Project Name: The Fillmore	PC Hearing:	January 6, 2015
	CC Hearing:	January 24, 2015
	If approved, DSUP Expiration:	January 24, 2018
	Plan Acreage:	3.12 (135,954 SF)
Location: 5001 & 5001 Echols Ave.	Zone:	Existing: R-12, residential Proposed: CRMU-M
	Proposed Use:	Residential
	Dwelling Units:	225
	Gross Floor Area:	377,729 SF
Applicant: AHC, Inc. Represented by Duncan Blair, Attorney	Small Area Plan:	Alexandria West
	Historic District:	N/A
	Green Building:	LEED Certified (or equivalent)

Purpose of Application

The applicant requests approval of a Master Plan Amendment, Rezoning/Map Amendment, Vacation and Dedication of ROW, and Development Special use Permit with Site Plan to construct 377,729 square feet of residential development that will include a 132-unit market-rate building, and a 93-unit affordable housing building.

Special Use Permits and Modifications Requested:

1. Amendment to the Alexandria West Small Area Plan for a height increase
2. Rezoning from R-12 residential to CRMU-M Commercial Residential Mixed Use-Medium
3. Development Special Use Permit with Site Plan to construct two multi-family buildings
4. Special Use Permit for an increase in Floor Area Ratio from 1.0 to 2.0
5. Special Use Permit for a Transportation Management Plan
6. Special Use Permit for a parking reduction
7. Vacation of public right-of-way on Echols Avenue

Staff Recommendation: APPROVAL WITH CONDITIONS**Staff Reviewers:**

Robert Kerns, AICP, Development Division Chief; robert.kerns@alexandriava.gov
 Patricia Escher, AICP, Principal Planner; patricia.escher@alexandriava.gov
 Ryan Price, Urban Planner; ryan.price@alexandriava.gov

CITY COUNCIL ACTION, JANUARY 24, 2015: City Council approved the Planning Commission recommendation, with an amendment requesting that staff and the applicant work to try and be responsive to the concerns about the pool being a shared resource between the two buildings and come back to Council to work through that with an informational report as to what the result would be.

PLANNING COMMISSION ACTION, JANUARY 6, 2015:

On a motion by Commissioner Lyman, seconded by Commissioner Macek, the Planning Commission voted to adopt the resolution and recommend approval of MPA#2014-0008. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Lyman, seconded by Commissioner Macek, the Planning Commission voted to recommend approval of Rezoning #2014-0008. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Lyman, seconded by Vice Chairman Dunn, the Planning Commission voted to recommend approval of Development Special Use Permit #2014-0003 as amended. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Lyman, seconded by Vice Chairman Dunn, the Planning Commission voted to recommend approval of Transportation Management Plan SUP #2014-0096. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Lyman, seconded by Commissioner Macek, the Planning Commission voted to recommend approval of Vacation #2014-0003. The motion carried on a vote of 7 to 0.

Reason:

The Planning Commission agreed with the staff analysis. There was discussion about aligning the proposed hammer head on Echols Avenue with the future road connection to Fairbanks Avenue as shown in the Beauregard Small Area Plan. The Commission made clear that decision was a future matter, but encouraged staff to work with the applicant during the final site plan process to design the site such that it would not preclude a future road connection if deemed necessary at that time.

There was concern raised about the traffic capacity at the Beauregard Road/Seminary Road intersection. The applicant noted that solutions have been identified though a traffic study they conducted such as modification to the traffic signalization at that intersection.

The Commission also commented on the school enrollment impacts, particularly the generation rates used for affordable housing units in the City, and noted concern with the impact on John Adams Elementary and Hammond Middle School. Staff noted that updated generation rates will be included in the forthcoming Long-Range Educational Facilities Plan and noted that a new process for keeping the rates current will be part of that roll-out. It was also pointed out that much of the redevelopment taking place in this area of the City is likely to produce the opposite effect, a reduction in students enrolled in the schools, because the housing types being

proposed in the new developments historically have had lower student generation rates. ACPS also addressed the capacity concerns noting that students generated by this proposed development would most likely be staggered, and in varying grade-levels. ACPS staff also referenced existing policies that are in place, such as Modified Open Enrollment (MOE) that prevent overcrowding.

Lastly, it was pointed out that capacity expansion projects at other West End schools such as Polk and Patrick Henry are in the pipeline and will alleviate some of the capacity issues that are currently occurring in this area of the City.

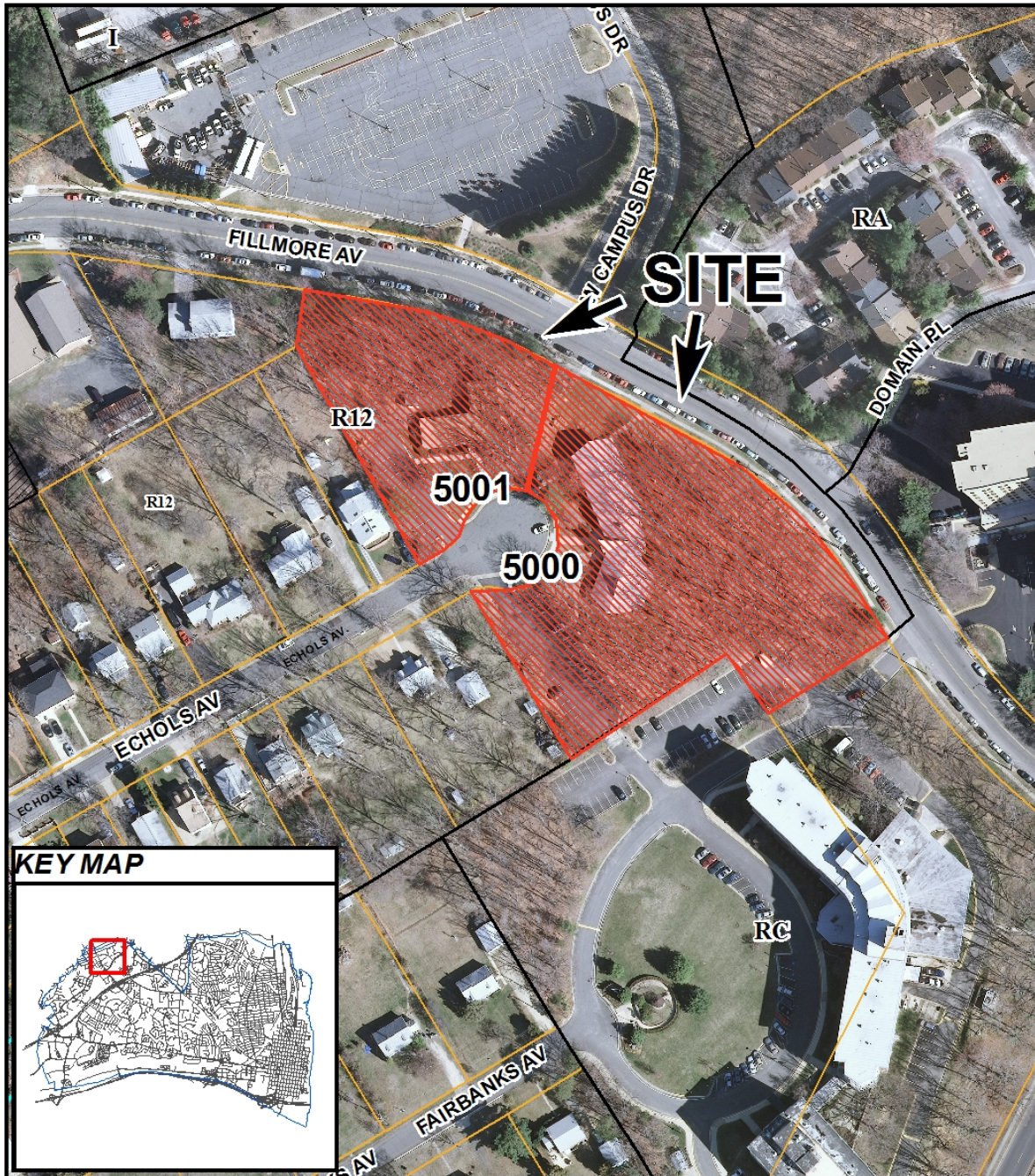
The Commission also raised traffic concerns from the proposed development, specifically related to turning left from Fillmore Avenue onto Seminary Road. Staff noted that most people heading to the south that are traveling on Fillmore avenue would use N. Beauregard St which is a signalized intersection, not the unsignalized intersection with Seminary Rd.

A discussion about the impacts of this development on the single-family residential neighborhoods in this part of the city concluded the Commission's deliberation. It was noted that a take-away lesson from this project is that proactive dialogue with religious institutions, specifically during Small Area Planning processes is an important step because given the recent trends, many of these types of land owners are downsizing their operations, and open to redevelopment opportunities.

Speakers:

Pete Benevage, Fairbanks Avenue resident, spoke in favor of the project and suggested to align the Echols Avenue hammer head such that it can eventually be connected to Fairbanks Avenue as identified by the Beauregard Small Area Plan

Duncan Blair, attorney for the applicant, spoke in favor of the project and commented on the City's affordable housing partnership with the applicant AHC, Inc.



MPA #2014-0008, REZ #2014-0008,
 DSUP #2014-0003,
 TMP SUP #2014-0096, VAC #2014-0003
 5000 & 5001 Echols Avenue



I. SUMMARY

A. Recommendation

Staff recommends **approval** of the development application and all other applications and requests for the Fillmore development, subject to compliance with staff recommendations. Staff believes the project conforms to the City's adopted plans and policies. The proposal provides a number of benefits for the City and surrounding community. Some of the highlights include:

- 93 affordable housing units on-site
- A 14,000 square foot public open space amenity that will create a pedestrian connection between Echols Avenue and Fillmore Avenue
- Enhanced pedestrian and streetscape design along Fillmore Avenue that includes wide sidewalks, street trees, underground utilities, and a new bus shelter
- Building design transition to the adjacent neighborhood
- Reserved location for future bike share station
- Public art incorporated within public open space
- LEED Certified (or equivalent) buildings
- Major sewer infrastructure improvements
- Improved connectivity with a bike/pedestrian trail linking the end of Echols Avenue to Fillmore Avenue that will include land reserved in reservation by AHC for a possible road connection in the future.

B. Summary of Issues

The applicant, AHC Inc. is proposing to demolish an existing church and its administration building to construct two multi-family buildings with structured underground parking. A daycare facility will be provided within one of the buildings, and the project will feature a pedestrian walkway connecting Echols Avenue to Fillmore Avenue. To proceed with this proposal, the applicant is requesting approval of the following:

- Amendments to the Alexandria West Small Area Plan for a height increase and use change
- Rezoning from R-12 residential to CRMU-M Commercial Residential Mixed Use-Medium
- Development Special Use Permit with Site Plan to construct two multi-family buildings
- Special Use Permit for an increase in Floor Area Ratio from 1.0 to 2.0
- Special Use Permit for a Transportation Management Plan
- Special Use Permit for a parking reduction
- Vacation of public right-of-way on Echols Avenue

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

- Affordable housing
- Details of the proposed Master Plan Amendment
- Specifics on the proposed rezoning

- Building design and architectural features
- Proposed parking
- Open space design
- Infrastructure improvements
- Pedestrian and streetscape improvements
- Community Outreach

C. General Project Description

The subject property consists of two lots of record located at 5000 and 5001 Echols Avenue. The total land area of the site is approximately 2.98 acres or 129,810 square feet. The project site is located within the boundaries of the Alexandria West Small Area Plan, and is currently zoned R-12, low density residential. The applicant is requesting a re-zoning of the property to CRMU-M, commercial residential mixed use (medium). As part of this project, the City will be vacating approximately 0.2 acres (8,888 square feet) at the end of Echols Avenue. The existing cul-de-sac will be reconfigured to a t-shaped terminus that will require less land. The applicant will be dedicating approximately 0.06 acres (2,744 square feet) of right-of-way along Fillmore Avenue to the City. Lastly, a 15 foot land reservation will be made along the proposed West Lot property line extending from Echols Avenue to Fillmore Avenue. The reservation will allow for future study of a possible road connection from Echols Avenue to Fillmore Avenue aligned west of the subject property.

The applicant is proposing a mixed-income, multi-family development project that will include 225 units in two buildings, 93 of which will be affordable units. The buildings will be separated by a landscaped pedestrian mews that connects Echols Avenue and Fillmore Avenue. Underground structured parking will be provided for both buildings, and all vehicular access to the site will be located along Fillmore Avenue. Building heights will taper downward from Fillmore Avenue in the direction of Echols Avenue providing transition to the single family residents. The heights of the multi-family buildings will range from approximately 54 to 56 feet along Fillmore Avenue, lowering to approximately 34 to 39 feet on the side closest to Echols Avenue.

II. BACKGROUND

A. Site Context

The project site is approximately 2.98 acres (129,810 square feet) and is located within the boundaries of the Alexandria West Small Area Plan. The southern property boundary is also adjacent to the Beauregard Small Area Plan boundary. The site is bound by Fillmore Avenue to the north and east, the Hermitage nursing home facility to the south, and Echols Avenue and single family homes to the west. The site is currently occupied by the St. James Methodist Church, which has two structures on the property, a sanctuary and an administration building.

There is considerable topography on the existing site. The property slopes down towards the east, with a grade change of approximately 38 feet from the Echols Avenue side, down to the

north east corner of the property along Fillmore Avenue. These slopes contain a significant number of mature trees.

A variety of uses surround the area including an elder care facility, low-density residential, high-density residential, institutional (Northern Virginia Community College), office, and hotel. There is also an assortment of building typologies proximate to the site ranging from single-family homes and single-story churches, to high-rise apartments and office towers.

In terms of transportation access, the site is close to major roads such as Interstate 395, Seminary Road, North Beauregard Street, and Braddock Road. There are two bus stops adjacent the site along Fillmore Avenue that are served by WMATA and Dash routes. These bus routes provide access to Old Town, the Pentagon, Ballston, Tysons Corner, and the Van Dorn Metro station. The site is also proximate to the proposed “Corridor C” high-capacity transit station at Fillmore Avenue and North Beauregard Street.

B. Detailed Project Description

The applicant, AHC Inc. is proposing to demolish the existing St. James Church and administration building to construct approximately 377,729 gross square feet of residential development on the property. There will be two multi-family buildings with a pedestrian mews running in between the structures. A daycare facility will be located on the first floor of one of the proposed buildings. Each building will have underground structured parking with access along Fillmore Avenue. There will be no vehicular access to the development from Echols Avenue; however emergency vehicles will be able to access the site from the rear of the property using the proposed t-shaped terminus on Echols Avenue.

East Building (Market Rate)

The larger of the two buildings, the 6-story East Building will be approximately 226,493 gross square feet and contain 132 market-rate units. There will be 85 one-bedroom units, and 47 two-bedroom units in this building and the lobby entrance will be located along Fillmore Avenue. The applicant is proposing 199 garage parking spaces, 173 of which are for residents, and the remaining 26 are for visitors. The primary amenity space for residents of the east building will be in the courtyard area above the parking structure. The courtyard will include a large patio, swimming pool, and a gently sloped grassy knoll.

West Building (Affordable)

The 5-story West Building will be approximately 151,236 square feet, and contain 93 affordable apartment units. The applicant is proposing 12 one-bedroom units, 68 two-bedroom units, and 13 three-bedroom units in this building. There will also be a daycare center located in the first floor of the building to serve residents and the surrounding community. The lobby entrance will be along Fillmore Avenue, and the daycare will be accessed from the pedestrian mews and the underground parking garage. The applicant is proposing 70 parking spaces in this building, 4 to 6 of which will be shared through signage for daycare employee parking. In terms of amenities, there will be a 1,500 square foot playground behind the West Building for residents and the on-site daycare center, as well as patio space at both ends of the pedestrian mews for resident use.

There are several land ownership related changes proposed as part of the project. The applicant is requesting a vacation of the Echols Avenue cul-de-sac right-of-way to be replaced with a smaller terminus configuration on the applicant's property. Additionally, the developer plans to dedicate a portion of the upgraded streetscape along Fillmore Avenue's right-of-way to the City. Lastly, at the request of the City, the applicant will hold in reservation a 15 foot wide strip of land from Echols Avenue to Fillmore Avenue along the southwestern property boundary. As the area continues to redevelop, the City may explore making a vehicular connection from Echols Avenue to Fillmore Avenue as part of a larger grid network.

III. ZONING

Property Address:	5000 & 5001 Echols Avenue		
Total Site Area:	135,954 square feet (3.12 acres)		
Zone:	R-12 (existing) CRMU-M (proposed)		
Current Use:	Church		
Proposed Use:	Residential		
	Required/Permitted with Rezoning	SUP	Proposed
FAR			
East Building	1.0	2.0	1.69
West Building	1.0	2.0	1.81
Height			
East Building	Per Small Area Plan	n/a	56.1' (from average finish grade)
West Building	Per Small Area Plan	n/a	54.6' (from average finish grade)
Open Space			
East Building	40%	n/a	52%
West Building	40%	n/a	51%
Parking			
East Building	224 (includes 15% visitor)	n/a	199 (includes 15% visitor)
West Building	198 (includes 15% visitor)	n/a	70
Loading spaces			
East Building	0	n/a	1
West Building	0	n/a	1

IV. STAFF ANALYSIS

A. Affordable Housing

This AHC project is receiving substantial financial support from the City through coordination with the Office of Housing to make the affordable housing feasible. The total development cost for the affordable housing building and related infrastructure improvements is estimated to be

around \$33.8 million. Forty six of the proposed units will be affordable to households at 50% of the Area Median Income (AMI), and 47 of the proposed units will be affordable to households at 60% AMI. These 93 units will be reserved as affordable housing for 60 years. AHC has requested a loan of up to \$5.7 million from the City's Housing Opportunities Fund to help fund the project, including a predevelopment loan of \$460,000 that was approved by City Council in April 2014. Other funding sources include approximately \$19 million in 9% low income housing tax credit equity from the federal government administered through Virginia Housing Development Authority, a \$6.5 million first trust loan secured by the land and future rental value of the project, \$1.3 million of AHC's proceeds from sale of the market rate parcel with entitlements, and \$1.3 million deferral in developer fees.

The Affordable Housing Advisory Committee (AHAC) unanimously approved AHC's loan request at its December meeting. The actual loan amount and terms will be considered by City Council pending approvals of the DSUP. AHC plans to apply for competitive low income housing tax credits in March 2015. If successful in obtaining 2015 credits, the project would be constructed for delivery by the end of 2017, providing an important housing resource for local residents displaced by future redevelopment along the Beauregard corridor.

In that regard, it is noted that AHC will maintain 46 units as a substitute for the long term, committed affordable units the City originally planned to buy down at Southern Towers' Berkley Building (with Council's approval in April 2013, Southern Towers is instead providing 105 affordable units at no cost to the City for 10 years). Staff is working with AHC on the details of an agreement establishing a preference for Beauregard area residents for so long as there is a demand. Based on income information provided in the 2012 survey of Beauregard tenants, staff believes that many of the 50% AMI units could be subject to this preference.

Three community meetings have been held with neighbors from Echols Avenue and the townhome community next to the site. While there were initial concerns expressed regarding the affordable housing development, information provided regarding the design of the project, value of affordable housing, tenant selection and qualification criteria, and property management standards and practices have largely allayed those concerns.

B. Master Plan Amendments

Increase in Height

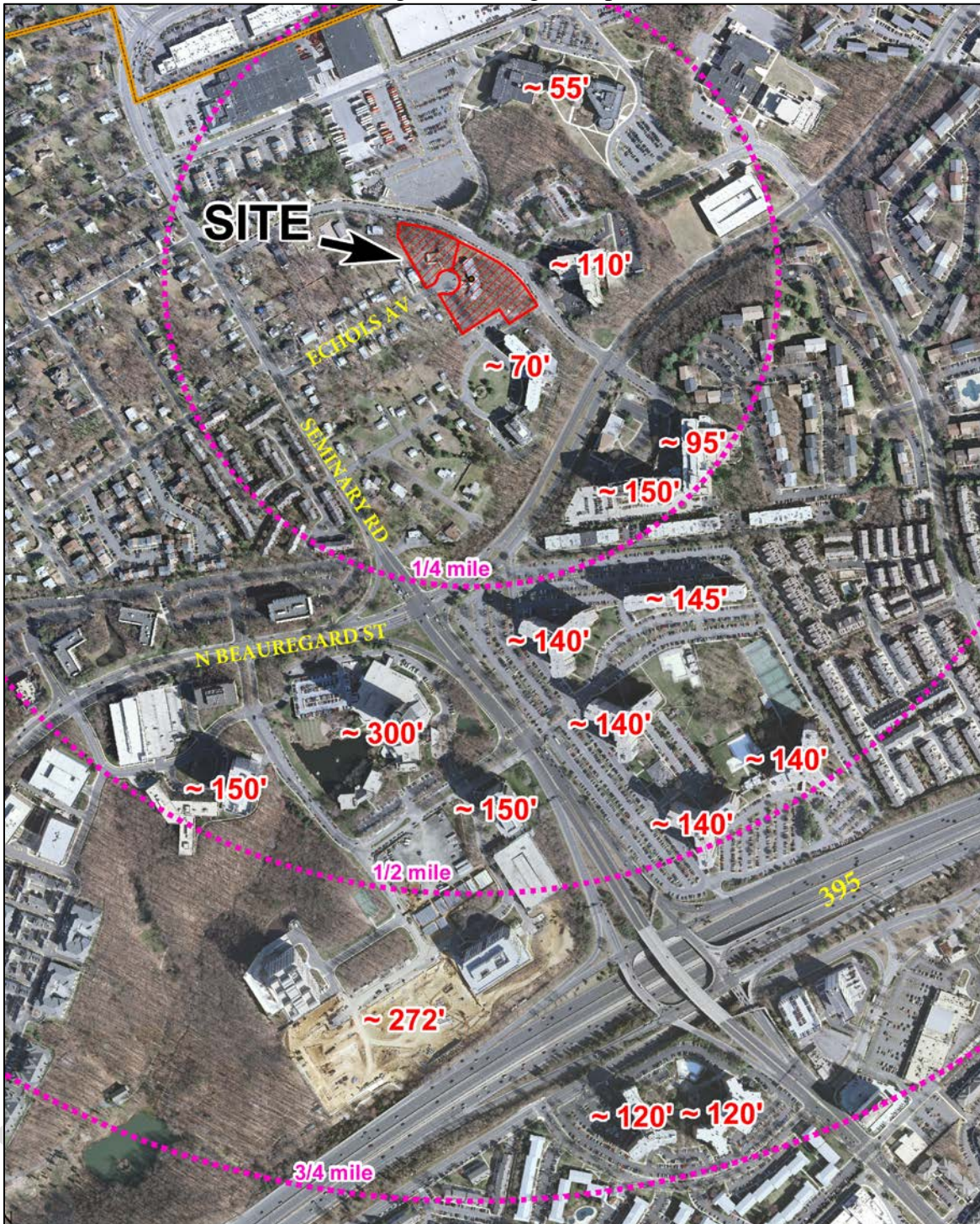
The proposal includes a request to amend the Alexandria West Small Area Plan to allow for an increase in building height on the property. The Plan calls for a height of 45 feet on the Fillmore Avenue side of the property, and a height of 35 feet on the Echols Avenue side. The applicant is proposing to amend the height map to allow for a height of 70 feet for both properties.

Context of allowable height: The proposed height change is in context with the surrounding area. The small area plan calls for heights of 150 feet for the Hermitage property, which borders the site to the south. Additionally, there are several other areas to the south of the property near Interstate 395 that allow for heights of 150 or more. The areas to the west and east of the subject property are to remain between 35 and 45 feet according to the small area plan. The proposed 70

foot height limit would be a suitable transition between the taller limits to the south, and the lower-density residential focused height limits to the north and east of the property.

Context of existing height: A wide range of building heights currently exist in the surrounding area. The buildings near Interstate 395 such as Southern Towers, the BRAC building, and the Hilton Hotel are within a 1/2 mile of the subject site and range in height between 140 to approximately 300 feet. The elderly care facilities along N. Beauregard Street such as Goodwin House and The Hermitage that are within less than 1/4 mile of the property range in height from approximately 70 feet to 150 feet. The single-family homes and townhomes to the west of the site range in height from 20 to 35 feet and are within a 1/4 mile to a 1/2 mile from the project site.

Figure 1 – Height Map



Context of proposed building heights: It's important to note that while the master plan amendment would allow for a height of 70 feet on the property, the proposed structures for the project are lower than this maximum. The East Building transitions from a height of 68 feet along Fillmore Avenue down to 34 feet on the Echols Avenue side of the property. Similarly, the West Building transitions from 66 feet along Fillmore Avenue down to approximately 39 feet

in the back. These three-story step-down elements provide a visual buffer for the one and two-story homes on Echols Avenue adjacent to the site. In addition to the architectural elements, the topography of the site partially hides the two buildings from the view on Echols Avenue. The base of the three-story step-down element for the West Building will be approximately 8 feet lower than the grade at the end of Echols Avenue. Similarly, the base of the three-story step-down portion of the East building will be approximately 2 feet to 6 feet lower than the grade on Echols Avenue, further minimizing the visible mass of the new buildings from the adjacent single-family homes.

Change in Use

The proposal also includes a request to amend the Alexandria West Small Area Plan to allow for a Commercial Residential Mixed-Use Medium (CRMU-M) use on the site. While this project is not proposed as a mixed use project, the CRMU-M zone was chosen because other multi-family residential zones such as RA and RC do not provide the density and FAR allotment needed for this proposal. Currently, the small area plan calls for institutional use on the property. While there are large institutional uses around the project site such as the Northern Virginia Community College, there is also an abundance of residential housing stock in varying forms from single-family homes on Echols Avenue, to high-rise apartment towers on Seminary Road just south of the site. The proposed land-use change and density is compatible with the surrounding neighborhood. Additional justification on this rezoning request is provided in the next section.

C. Rezoning

Concurrent with the Master Plan amendments is the actual rezoning of the property. The applicant requests approval of a rezoning from R-12 (Single-Family) to CRMU/M (Commercial Residential Mixed-Use Medium). Staff has evaluated the rezoning request based on the following criteria, which were established by City Council to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future and do not merit a new plan or study due to the scale of the proposal.

Consistency with Small Area Plan: The project site lies within the boundaries of the Alexandria West Small Area Plan. Adopted in 1992, the Alexandria West Small Area Plan lays out both broad based planning goals and specific redevelopment opportunities within the plan area. The plan recognizes the significance of the low-density residential housing stock in this area, and calls for continued preservation and protection of these structures.

The plan notes that “new development should be located in such a way to minimize the impacts on the residential areas” (page 19). Staff worked closely with the applicant to ensure the proposed development has minimal impact on the adjacent single family homes in the area. The building heights and massing were reduced significantly through the collaborative design process. As proposed, the buildings will step-down to 3-stories in height on the elements closest to Echols Avenue, creating a visual buffer from the taller portions along Fillmore Avenue. In addition, the property slopes downward from Echols Avenue to Fillmore Avenue, which also mitigates the visual impact of the buildings from the adjacent single-family homes. Furthermore, the traffic circulation on the site was design to be handled exclusively by Fillmore Avenue, as

there are no vehicular connections to the site from Echols Avenue with the exception of emergency vehicle access. Also, a landscape buffer will be planted along the entire Echols Avenue side of the development that will further mitigate views of the new structures from Echols Avenue, and help maintain the low-density feel of that street. The Domain condominium townhomes across Fillmore Avenue from the property are situated approximately 10 to 15 feet higher than the grade of the development. This brings the actual height difference between the two properties down to approximately, 25 to 30 feet, equivalent to a 2 to 3 story building.

Consistency with Type of Area: The proposed density and uses are compatible with the surrounding area. The areas to the south and east of the project site are predominantly multi-family residential of varying densities ranging from garden style apartments to high-rise apartment towers, as well as nursing care facilities and institutional uses. As noted above in the Master Plan Amendment section, the proposed height is also compatible with existing building heights in the area. Additionally, the residential use of the proposed development provides a transition from the institutional uses adjacent to the single-family homes on Echols Avenue (Northern Virginia Community College, and the Hermitage nursing home facility). In a broader sense, the larger Beauregard area is planned for redevelopment. While this property sits outside of the formal Beauregard boundary, it is immediately adjacent, and provides a suitable transition to redevelopment along the Beauregard corridor.

Isolated Parcel: The subject property is an isolated parcel, which is surrounded by established land owners and institutions such as The Hermitage senior care facility, and the Alexandria Campus of the Northern Virginia Community College. It is unlikely that these long term uses and the existing single-family homes along Echols will redevelop in the near future; therefore staff believes a re-zoning of the project site in isolation is warranted in this case.

Status of Planning for Area: The Alexandria West Small Area Plan remains the governing document for this site with no future planning studies anticipated in the next fiscal year. Additionally, the neighboring Beauregard Small Area Plan was recently adopted (2013), and this parcel sits just outside of that plan area, thus it is unlikely that the property or surrounding area will undergo a planning study in the near-term.

Consistency with City Goals: In addition to being consistent with the Alexandria West Small Area Plan, the proposal is consistent with other City goals and policies such as the Affordable Housing Policy, the Green Building Policy and the Public Art Policy. The project will add 93 units to the City's affordable housing stock, which is a very significant contribution relative to other projects. Both of the proposed buildings will meet the City's Green Building standard of LEED Certified (or equivalent), and the applicant will be required to incorporate public art within the design of the pedestrian mews running between the two buildings to meet the goals of the City's Public Art Policy.

D. Building Design

As discussed above, the project is broken into two buildings. Helped by the existing site topography, the south approach to both buildings (from the existing Echols Avenue neighborhood) presents a generally three story height, and an approachable scale; the higher

building elements can be seen beyond, but across a substantial setback when approaching from this direction. The buildings were design with these 3-story step-back elements to minimize the visual impact of the buildings on Echols Avenue.

As the site follows Fillmore Avenue down the hill to the east, the affordable housing portion sits on higher ground, and is five stories tall, followed by a wide, terraced public open space, which is essentially the projection of Echols Avenue northward to Fillmore Avenue. This space is animated by a series of small seating areas, seat-height walls, accessible ramps, generous planting areas, and provides an attractive connection from the lower to upper site grades. Following Fillmore Avenue east (downhill), the market rate housing portion becomes visible. The residential lobbies of both buildings front on Fillmore Avenue, and face each other across the wide landscaped area. This area serves as the attractive “front door” for the project.

The massing of the affordable component (West Building) is primarily made up of a segmented five-story red brick building that follows the curve of Fillmore Avenue, broken up by projecting four-story bays, clad in wood or cementitious panels with a wood finish. These bays have inset areas in an accent color (currently shown as green). The lobby is demarcated by a change to a four-story element matching the bays, with a projecting bay of the accent color. This projection, when seen from the northeast, reads as an imbedded form which projects out of the building on two sides, and will create a dramatic and memorable form. The building then turns the corner, running up along the central landscaped area, where its mass is further broken down by the use of four smaller three- and four-story sections, clad in varied colors of panel and a dark gray brick. The back side of the main wing is clad in red brick for its full height, with recessed panels of the same wood or wood-like panels that are used for the front bays. The building shows a clearly articulated base, through the use of varied window patterns, rusticated brick, and contrasting brick color. The daycare center will be located within the back portion of this building, and will blend in with the residential units from the exterior. Access to the daycare will be located along the proposed trail in the rear of the property, and from the parking garage. A playground has been incorporated into the design of the West Building for the daycare center and resident use.

The market rate multifamily building takes a different direction in massing and use of materials. It expresses its strongest element at the corner of the open space where the lobby is located, in the form of a six-story, red brick corner building, with a pronounced two story base, rusticated in two colors of brick, a dark gray accent, in a field of dark red/burgundy brick – which sets up a relationship with the lighter red brick of the affordable building to the west. This building is also broken up into larger, simpler pieces compared to the affordable building, in harmony with its generally larger scale. Like its neighbor, it has a wing that runs uphill along the central green space, which steps down to three stories in height at the upper end, and fronts the open space with small, raised private terraces and two story bays, to create a smaller-scaled feeling.

Moving east along Fillmore Avenue, the building maintains its constant height, but uses dark brick to create strong vertical hyphens, and separate the building into three distinct portions. The center portion sets a four story section of flush paneled façade (the same used as accents in the west building) on a two story brick base, with a top of lighter, limestone-colored panels. After the second hyphen, the east end of the building repeats the color and vocabulary of the lobby corner, but with a lighter top floor, creating the sense that the building is stepping down with the

grade, although the top is in fact level. The back of the east building wraps around an elevated courtyard that faces towards the southeast, and includes terraces, landscapes areas, and a swimming pool. Materials on the rear façade consist of primarily cementitious panels of varying colors and finishes, as well as some brick veneer.

Both buildings have been designed using related materials, colors and themes, but with subtle distinctions to keep each one recognizable. For example, although both feature large, generally square-proportioned windows in the living rooms, the lights in the affordable portion are arranged as a rectangle flanked by two stacked, square sashes; whereas in the market rate building, they are larger, and take the form of a large rectangle, flanked by a narrow rectangle to the side and below, with a square sash in the bottom corner. In a similar way, the expression of the building base and use of materials have been coordinated, but not duplicated, to avoid the impression of a mega-structure or complex.

E. Open Space

The applicant will provide approximately 51.2 percent open space on the site, more than the required 40 percent in the CRMU-M zone. The open space will be a combination of ground-level open space and amenity open space. Table 1 provides a detailed breakdown of the proposed open space on the site:

Table 1

	Entire Site	East Building Lot	West Building Lot
Ground-Level Open Space	59,551 sf (43.8%)	31,324 sf (41%)	28,227 sf (48%)
Outdoor Amenity Space	10,040 sf (7.4%)	8,598 sf (11%)	1,442 sf (2%)
Indoor Amenity Space	5,540 sf (4.1%)	3,675 sf (4%)	1,865 sf (3%)
Total	75,131 sf (55.3%)	43,597 sf (56%)	31,534 sf (53%)
Public Open Space	17,741 sf (13.1%)	7,548 sf (10%)	10,193 sf (17%)
Private Open Space	57,390 sf (42.2%)	36,049 sf (47%)	21,341 sf (36%)

The primary open space feature will be a pedestrian mews running between the two buildings. The mews will be approximately 14,761 sf, and serve as an open space amenity for the residents of both buildings and a pedestrian linkage between Echols Avenue and Fillmore Avenue for the wider community. The mews is tiered into different passive elements, which provide visual interest and breaks up the 25 foot grade change from the top on Echols Avenue to the bottom along Fillmore Avenue. The walkway will be ADA accessible and has been designed to focus on the pedestrian experience. It is intended that bicycles and other non-vehicular modes of travel will utilize the multi-use trail behind the West Building to access Fillmore Avenue from Echols Avenue, not the pedestrian mews.

There will be a 17,753 square foot open courtyard within the East Building. The courtyard will feature a large patio with an outdoor fireplace, grilling area, and lounge furniture. There will also be a pool, and grassy knoll area within the courtyard.

The West Building will have approximately 18,684 square feet of ground-level open space in the rear of the building. The space will be programed with a playground, a patio, and a 10 foot wide multi-use trail which will connect to Fillmore Avenue on the North West side of the property.

F. Pedestrian and Streetscape Improvements

As proposed, the development will provide significant pedestrian and streetscape improvements along Fillmore Avenue. The existing streetscape on this segment of Fillmore consists of a 3.5 foot concrete sidewalk and a 3 to 4 foot grass strip buffering the sidewalk from the street. Utility poles line the street and are placed within the grass strip. The applicant is proposing to install a 6 foot concrete sidewalk and a 6 foot planting strip with 17 street trees along the entire frontage of the property. In addition to street trees, shrubs and ornamental trees will be provided between the sidewalk and the building façades. All utilities will be undergrounded along the property frontage. The pedestrian mews between the two buildings as well as the multi-use trail in the rear of the property will enhance the overall connectivity of the area, and provide a direct pedestrian linkage between Echols Avenue and Fillmore Avenue. The terminus of the pedestrian mews onto the edge of Fillmore Avenue will include decorative paving up to the curb line to provide visual continuity of the mews all the way to the street. The applicant is also proposing to install a crosswalk between the project site and Northern Virginia Community College at West Campus Drive, a pedestrian feature that does not exist today.

G. Special Use Permit for Transportation Management Plan

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). The SOV trip reduction goal for the site is 35 percent. To support such a goal, the applicants have agreed to the City's standard TMP rates, which at the time of approval are is \$82.42 per residential unit and \$0.206 per square foot for the day care space.

The TMP will require a coordinator to implement and oversee the TMP program for both the residential and the retail. The TMP requires annual reporting and surveys. Specific elements of plan implementation are included in the conditions and allow for flexibility based on the needs and interests of the residents. Specifics of the TMP for this project are outlined in attachment 1.

H. Special Use Permit for Increase in Floor Area Ratio

With this development proposal, the applicant also requests approval of a special use permit to increase the floor area ratio from 1.0 to 1.69 for the East Building and from 1.0 to 1.81 for the West Building. Section 5-209 of the Zoning Ordinance includes criteria to evaluate the request for a special use permit in the CRMU-M zone. While some of the criteria are specific to mixed-use projects, the following criteria consider the relationship between the proposed project and the existing neighborhood.

- The ability of the design to promote the integration of uses within the project and to promote the compatibility of the project with the neighborhood.

- The inclusion of site amenities, open space and features, supporting uses and community and cultural facilities in a manner which encourages pedestrian use and promotes internal compatibility of uses.
- The distribution of floor area ratio over the site so that the mass and scale of buildings do not overwhelm and are compatible with neighboring areas.

As noted previously, the area surrounding the project site contains a mix of building typologies, sizes, and uses. In terms of scale, the proposed buildings will provide a general transition between the high-density areas along Beauregard, and the low density single-family and townhome neighborhoods west of the project site. In terms of use, the proposed development provides a transition to the single-family homes along Echols Avenue from the adjacent institutional uses of the Northern Virginia Community College on the opposite side of Fillmore Avenue, and the Hermitage nursing facility adjacent to the site. The massing of the proposed development is designed to take advantage of the existing topography on the site such that the shortest segments of the buildings are on the higher grade directly adjacent to the single-family homes, and the taller portions of the buildings are on the lower grade, away from the single-family homes. This design move further integrates the structures, and transitions the heights with the surrounding neighborhood, while also creating a strong urban street wall along Fillmore Avenue.

The signature open space on the site is the pedestrian mews running between the two buildings. This unique space not only serves as an amenity for residents of the buildings, but also facilitates pedestrian connectivity between Echols Avenue and Fillmore Avenue. This connection does not exist on the site today, and has been included in the proposal to help improve the pedestrian network in the area. It also provides better access to bus service on Fillmore Avenue from Echols Avenue.

The proposed increase in floor area is spread between the buildings so the massing and scale of the structures do not overwhelm the surrounding buildings. The heights of the proposed buildings are compatible with the context of the neighborhood. As noted previously, a wide range of building heights currently exist in the surrounding area from single story homes, to high-rise apartments and office buildings. At 56.1 feet and 54.6 feet respectively, the heights of the proposed East and West buildings fit in with the scale of the surrounding neighborhood which currently has building heights ranging from 20 feet to approximately 300 feet.

I. Special Use Permit for a Parking Reduction

For multi-family buildings, the City's Zoning Ordinance requires 1.3 spaces for each 1-bedroom unit, 1.75 spaces for each 2-bedroom unit, and 2.2 spaces for each 3-bedroom unit. A 15 percent visitor parking allocation is also highly encouraged. Based on these requirements, this project would need to provide 224 parking spaces in the East Building, and 198 spaces in the West Building, for a total of 422 parking spaces on-site. As part of this project, the applicant is requesting a Special Use Permit for a parking reduction to provide 199 parking spaces within the East Building, and 70 parking spaces within the West Building, for a total of 269 parking spaces on-site. The overall parking ratio for the East Building would be 1.3 spaces per unit plus 15 percent visitor parking. The overall parking ratio for the West Building would be 0.75 spaces

per unit with no visitor parking. It's important to note that a majority (64.4%) of the units in the East Building are 1-bedroom units, thus the proposed ratio of 1.3 spaces per unit meets the requirement for the 85 1-bedroom units in this building. This 1.3 ratio is also consistent with other recently approved multifamily projects that are not in close proximity to Metro such as the Calvert, Mount Vernon Commons, Potomac Yard Landbay G, and Cameron Park, and Hunting Terrace, all of which have overall parking ratios between 1.1 and 1.47 spaces per unit. Additionally, the proposed ratio of 0.75 spaces per unit in the West Building is consistent with other affordable housing parking ratios approved throughout the City, and is considered the standard for this type of housing in Alexandria. Lastly, the City is currently reevaluating parking requirements and staff believes that the ratios proposed in this project fall within those parameters.

Under the current zoning ordinance the proposed site is required to provide 422 parking spaces. The applicant is seeking a 37 percent reduction which would provide 267 parking spaces. The applicant believes a parking reduction is justified because of the abundant transit options, the Transportation Management Plan and existing on-street parking availability. A parking study was performed by the applicant. The study considered a survey conducted by City staff comparing parking supply at six market-rate sites and seven affordable housing sites in Alexandria. The survey found an average parking demand of 1.3 spaces per unit for market-rate residential, and an average demand of 0.7 spaces per unit for affordable housing buildings. The proposed residential parking supply for this site is 1.3 spaces per market-rate unit and 0.75 spaces per affordable units.

A parking utilization survey of the surrounding streets was conducted on June 12th and 14th of this year. The survey found that on average 42 percent of the on-street parking was not occupied during the week and 55 percent was not occupied on the weekend. The applicant believes Fillmore Avenue will service any overflow parking from this site. Fillmore Avenue parking is restricted to four hour parking between 8:00 am to 5:00 pm on weekdays and is open on the weekends. The current parking restrictions along Fillmore Avenue would support overflow parking from the site. The City is looking into possibly changing parking times on Fillmore Avenue and coordinating with Northern Virginia Community College to encourage better utilization of student parking on the campus.

J. Vacation of Public Right-of-Way

As part of this project, the applicant is requesting a vacation of public right-of-way at the end of Echols Avenue. As proposed, the existing 8,888 square foot cul-de-sac terminus would be vacated by the City to the developer. A smaller t-shaped terminus would be constructed in its place on the applicant's property, and a public and emergency vehicle access easement would be established to allow vehicles to turn around at the new terminus. In addition to this vacation of land by the City, the applicant will be dedicating approximately 2,744 square feet along Fillmore Avenue. Therefore, the net land gain for the developer is approximately 6,144 square feet.

Public Benefits of the Vacation:

Staff recognizes the benefit of this vacation for the project and recommends approval. The City's Real Estate Assessment Office estimates the value of the land being vacated at \$105,000.

The vacated land is being transferred to the applicant at no cost so that the affordable housing component of the project can remain viable and is considered part of the City's financial support for the project. The following public benefits are being gained from this vacation;

- **Pedestrian Mews** - Removal of the cul-de-sac on Echols Avenue allows for a large portion of the pedestrian mews amenity to be constructed. This amenity will be accessible to the general public. Changing the Echols Avenue terminus to the proposed t-shaped design also creates a more efficient site layout which enables a more fluid design of the pedestrian mews open space amenity that will enhance pedestrian connectivity in the area.
- **Stormwater Management** - Changing the Echols Avenue terminus from the cul-de-sac to the smaller t-shaped design also reduces the amount of impervious cover on the site which reduces the impact on stormwater run-off.

K. Public Art

Public Art on the site will be integrated within the design of the pedestrian mews. This on-site art will be provided in lieu of monetary contributions. Following the process in the newly-adopted Implementation Plan for Public Art, staff and an advisory task force will work closely with the developer during the Final Site Plan process to ensure the art elements meet the goals of the City's Public Art Policy. The Art is intended to make the pedestrian mews a unique asset and a memorable space for the community.

L. School Impacts:

As noted earlier, the applicant proposes 225 apartment units, 93 of which will be affordable. The buildings for this project are considered mid-rise apartments. The student generation rate for new mid-rise apartments is 0.02 students per unit, or 2.6 for the 132 market rate apartments. The student generation rate for affordable housing units is 0.6 students per unit, or 55.8 for the 93 affordable apartments. Therefore the total number of elementary school students forecasted for this new development is 58.4. This is a larger enrollment impact than many other development projects, however school facility planning efforts are taking the potential impacts of this development into account. The proposed development project is incorporated into the ongoing long-range enrollment forecasts that will be part of the Long-Range Educational Facilities Plan. Additionally, ACPS plans to include this project in their short-range enrollment forecast update to be released in the spring. This project is located in the John Adams Elementary School and Hammond Middle School attendance area.

M. Daycare

AHC is partnering with the Campagna Center to operate the onsite day care center in the West Building. The Campagna Center plans to operate a pre-kindergarten program with approximately 50 students in the space. Of those 50 students, Campagna Center estimates 1/3 will come from the onsite affordable building, 1/3 will use public transportation to reach the center, and 1/3 will be dropped-off/picked-up by vehicle. A dedicated loading area will be provided on Fillmore Avenue in front of the two buildings. Access to the daycare center would be provided through the pedestrian mews. Based on the enrollment estimates, approximately 17

vehicles would use the daycare drop-off/pick-up area on Fillmore Avenue in the morning and also in the afternoon. Campagna Center class hours will be from 8:30 to 3pm, with some before and after school programming which would run from 7:30am to 8:30am and 3:30pm to 6pm respectively. Employee parking for the center would be accommodated in the parking garage. The Campagna Center estimates that there will be 2-3 classrooms in the facility, which would equate to 4 to 6 parking space for employees per the City's Zoning Ordinance requirements. The applicant proposes a shared parking arrangement within the parking structure that would allow the day care employees to utilize visitor parking during business hours.

N. Traffic

The proposed development is not expected to have significant impacts to the surrounding roadway network. The intersection of Beauregard Street and Fillmore Avenue is the closest and most directly impacted intersection. This intersection currently operates at a level of service (LOS) B in both the AM and PM peak periods. The 2017 LOS at full build out will remain at a B for both the AM and PM periods. The only impact of significance will be the westbound Beauregard Street left turn onto Seminary Road during the morning peak period. Today this movement operates at a LOS E with 69.8 seconds of delay per vehicle. The 2017 LOS for this movement at full build out will be F with 84.5 seconds of delay per vehicle. The Traffic Impact Study performed by Gorove/Slade stated that the LOS of this movement could be maintained at an E with signal timing modifications, which would be coordinated through the City's Transportation and Environmental Services Department.

O. Transit

Based on the proximity to transit facilities, approximately 25 percent of the trips generated by this development are expected to be accommodated through transit. The project site is well served by bus transit options, and based on other affordable housing developments in the City, transit ridership will likely increase at these stops when the affordable housing building is occupied. This site is served by several bus stops at the following locations:

1. EB Fillmore Avenue and West Campus Drive
2. WB Fillmore Avenue and West Campus Drive
3. EB Fillmore Avenue and Domain Place
4. WB Fillmore Avenue and Domain Place

Based on ridership data, these bus stops have capacity for additional riders. The four bus stops near the site are served by the following routes: WMATA 7B, 25A, 25C, 25D, 28A.

- Route 7B operates from 6:12 am – 6:57 pm (37 – 40 minute headways AM and PM peak only service)
- Route 25A operates from 6:40 am – 11:02 pm (32 – 40 minute headways AM peak and PM only at this location – no mid-day service)
- Route 25C operates from 5:54 am – 8:38 pm (7 to 14 minute headway AM peak, no mid-day service, 7 to 9 minute headway PM peak)
- Route 25D operates from 6:18 am – 6:38 pm (19 minute headway PM peak, no mid-day service, 19 minute headway PM peak)

- Route 28A operates from 5:09 am – 1:48 am (20 minute headway all day).

It's also important to note that the West End Transitway Service on Beauregard Street is set to begin in 2018/2019 with higher frequency bus service than today; however, the headways are still yet to be determined.

P. Sewer Improvements

Analysis of the sanitary sewer capacity performed as part of the preliminary engineering phase of the project revealed the requirement to improve five sections of the existing sanitary sewer within North Beauregard Street in order to support the proposed development. Staff worked with the applicant to develop the improvements to ensure the existing sanitary sewer has capacity to convey the proposed discharge from the development. These improvements will include the replacement of two runs of sanitary pipe and the lining of three runs of sanitary pipe. ~~The noted improvements will be required to be in place prior to the release of the final site plan to ensure this development has an adequate sanitary sewer outfall.~~ These improvements are a significant cost item for the overall project.

Q. Stormwater Infrastructure

Per Section 13-124(A), the project is subject to the water quality requirements existing prior to July 1, 2014 since the project secured a VPDES Construction General Permit prior to the July 1, 2014 effective date of the new state stormwater regulations. The project is proposing the implementation of two onsite stormwater BMPs to meet the water quality criteria reductions and the Alexandria Water Quality Volume Default. This includes two sandfilters and a StormFilter™.

V. COMMUNITY

The applicant reached out to a wide-range of community groups, organizations, and citizens throughout the design phases of the proposal including:

- Echols Avenue residents
- Domain Condo Association
- The Hermitage
- Northern Virginia Community College
- Church of the Resurrection
- Seminary West Civic Association
- Upland Park residents (Foster Avenue and Fairbanks Avenue)

Three general community meetings were held over the course of the design and planning phases which staff also attended. The project was also presented to groups individually such as the Seminary West Civic Association, and the Northern Virginia Community College. General topics of concern raised by the community during the meetings included traffic impacts, parking impacts, affordable housing, and the heights of the proposed buildings. Staff worked closely

with the community and the applicant to address these concerns. The height of the East Building was reduced by approximately 50 feet (5 floors) from initial concepts presented to the community in February 2014 to the proposal today. Additionally, the unit count for the overall project decreased by approximately 40 units from those initial concept plans. These changes promote better integration in terms of height and scale, and also reduce the impact on parking and traffic. In addition to reducing the intensity of the project, staff and the applicant have been engaging with Northern Virginia Community College to address concerns raised by the community regarding students parking along Fillmore Avenue and Echols Avenue. This dialogue is ongoing and the goal for both the City and the community college is to increase utilization of existing on-campus parking options by the student population. With regard to the affordable housing component of the project, the community had questions related to occupancy of the new units. Staff provided detailed information outlining the selection criteria and process as well as the eligible income ranges.

VI. CONCLUSION

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

Staff: Karl Moritz, Director, Planning and Zoning
Robert Kerns, AICP, Chief, Development Division
Patricia Escher, AICP, Principal Planner
Ryan Price, Urban Planner

VII. GRAPHICS

Illustrative Site Plan



Illustrative Site Plan with Aerial Context View



Aerial Perspectives

Aerial Looking South



Aerial Looking Southeast



Aerial Looking Northwest



Aerial Looking Northeast



Pedestrian Mews Perspectives

Perspectives Looking North





Perspectives Looking South



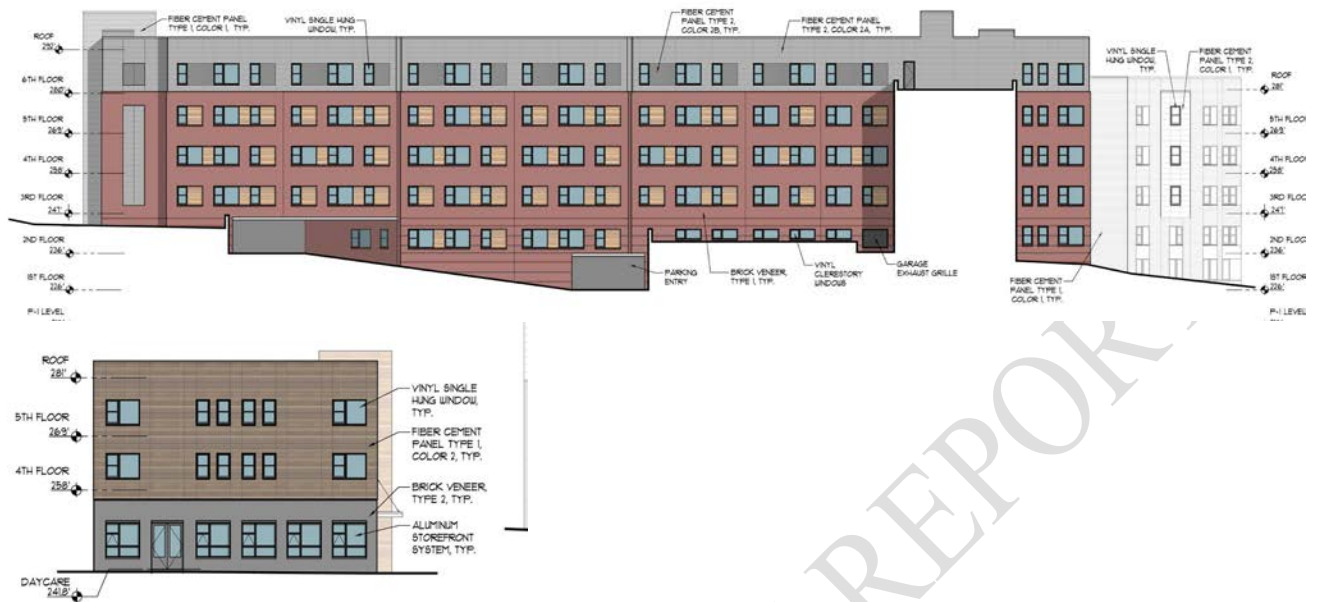


West Building Elevations

North Elevation



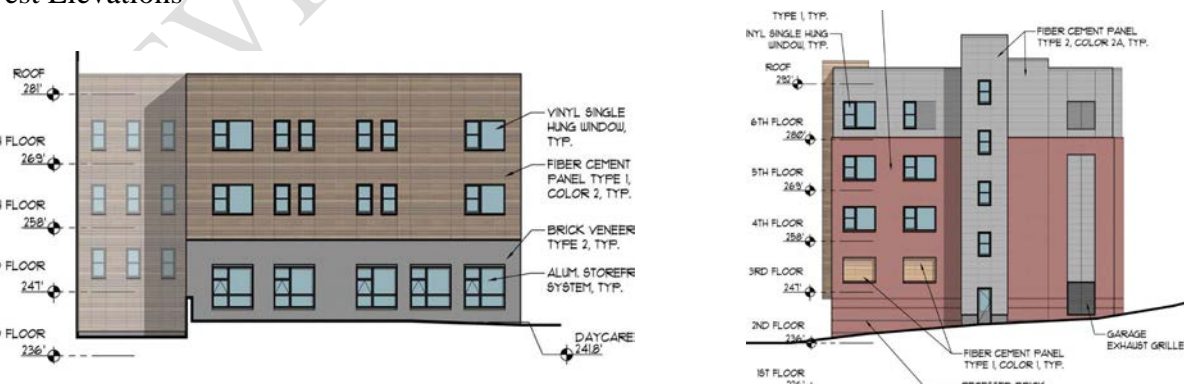
South Elevations



East Elevation



West Elevations



East Building Elevations

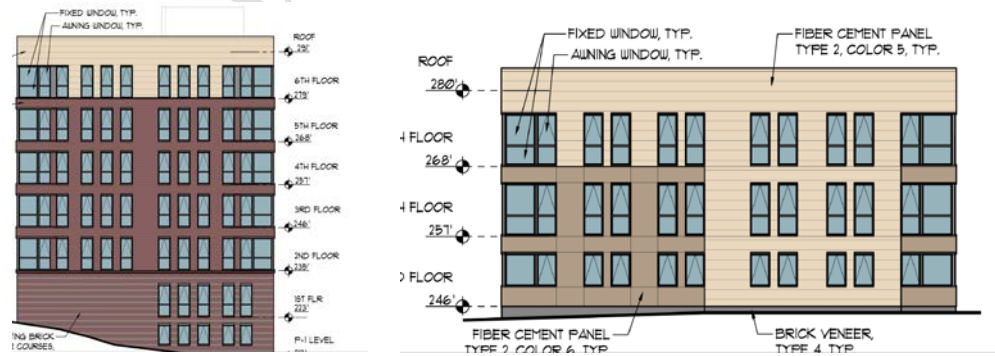
North Elevation

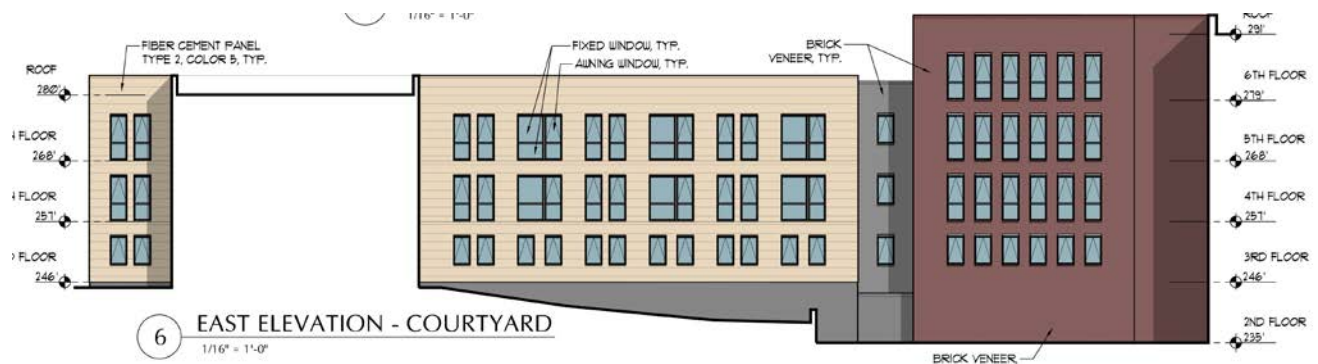


South Elevation



East Elevations





West Elevation



VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated October 28, 2014 and comply with the following conditions of approval.

A. ***PEDESTRIAN/STREETSCAPE:***

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements to serve each building prior to the issuance of a certificate of occupancy permit for each building. Provide a phasing plan for approval with the final site plan.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. 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 Sidewalks shall be flush across all driveway crossings.
 - d. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.

- e. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) at the intersection of West Campus Drive and Fillmore Avenue. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
- f. Provide pedestrian warning/crossing signs for the new crosswalk at the intersection of West Campus Drive and Fillmore Avenue.
- g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- h. Provide a high-visibility crosswalk for the Fillmore Avenue crossing (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD). All other crosswalk treatments must be approved by the Director of T&ES.
- i. All below grade utilities placed within a City sidewalk or within the multi-use trail shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. *** (P&Z)(RP&CA)(T&ES)

B. PUBLIC ART:

- 3. Work with City staff to determine ways to incorporate public art within the pedestrian mews. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, façade murals, guard rails, or sculptural elements. A broad range of art types should be considered. The total expenditure for public art need not exceed \$63,000. The public art proposal shall be reviewed by the P&Z and RP&CA staff prior to release of the final site plan and the applicant shall consider staff's comments before making the final selection of the public art components. On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed prior to the issuance of the first certificate of occupancy for the market rate building, to the reasonable satisfaction of the Directors of P&Z and/or RP&CA. The Directors' approval shall be as to location of the art and not the content. City staff and the Public Art Committee are available as a resource throughout the process. ****(P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

- 4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement

- construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
- d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)
5. Provide the following modifications to the landscape plan and supporting drawings:
- a. Additional landscaping shall be provided to meet the required 25% canopy coverage requirement.
 - b. Revise planting schedule and canopy coverage calculations to include the proposed subdivision. Both lots must meet the 25% canopy coverage requirement. (P&Z)(RP&CA)*
6. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)
7. Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features

(RP&CA)(P&Z)(T&ES)

8. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

D. BUILDING:

9. The building design, including the quality of materials and final detailing shall be consistent with the elevations dated October 28, 2014 and the following conditions.
10. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. There shall be a minimum setback of glass from the face of sash of 3/8". If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied exterior muntins shall also:
 - i. Have a minimum depth/projection of 3/8" and a maximum width of 1".
 - ii. have a detailed profile that will create a strong shadow pattern;
 - iii. have an integral spacer bar between the panes of glass that matches the muntis in width;
 - iv. corresponding interior muntins are encouraged, but not required;
 - b. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8".
 - c. Any ventilation for the daycare use shall be reviewed and approved to the satisfaction of the Director Planning and Zoning.(P&Z)
11. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4" = 1'. (P&Z)
12. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *

- d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
13. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified or equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
(P&Z)(RP&CA)(T&ES)
14. 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)
15. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
16. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
17. The stairwells within structured parking garages shall be visible, as permitted by the Building Code by use of windows in the doors and/or walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The

width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)

18. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. COMMERCIAL USES:

19. Day care centers shall be permitted provided they comply with the criteria listed below.
 - a. A plan that shows the drop off and pick up operations must be provided and must demonstrate that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES prior to release of the final site plan. (P&Z)(T&ES)*
 - b. Daycare staff and parents shall be notified bi-annually on the drop-off/pick-up procedures and conditions of approval.
 - c. Dedicated parking for the daycare employees shall be provided in the garage during hours of operation for the daycare (to include before and after care hours) at a rate of 2 spaces per classroom per the Zoning Ordinance. (P&Z) (T&ES)
20. The hours of operation for the day care center shall be limited to between 7:00am and 6:00pm, Monday through Friday. (P&Z)
21. The maximum number of children permitted at the day care center at any one time shall be 50. (P&Z)
22. All pick-up and drop-off of children via automobiles shall be in the designated location along Fillmore Avenue to the satisfaction of the Director of Planning and Zoning. Parents or daycare employees shall escort their children to and from the day care center after parking in the designated short term area in front of the building along Fillmore Avenue. (P&Z) (T&ES)
23. Condition deleted. PC
24. The facility shall obtain all required state, federal, and local licenses and certificates prior to opening its place of business. (P&Z)
25. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all Special Use Permit provisions and requirements. The applicant shall also inform parents on an ongoing basis, including as part of any parent orientation, of all applicable Special Use Permit provisions and requirements. (P&Z)
26. The applicant shall require its employees who drive to use the designated spaces in the parking garage in the same building as the day care center and/or provide employees who

use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (T&ES)

27. The applicant shall contact the Community Relations Unit of the Alexandria Police Department at 703-746-6838 regarding a security assessment for the day care center. It is recommended that it be completed prior to the pre-school center opening for business. (Police)
28. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)
29. A fire prevention permit will be required for this occupancy condition – day care center. (Fire)

F. SIGNAGE:

30. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs,. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, and/or T&ES.(P&Z)(T&ES)(Arch)*
31. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
32. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
33. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)*

G. HOUSING:

34. Affordable Building
- a. The developer of the affordable building shall provide 93 units of dedicated affordable rental units. (Housing)
 - b. Rents payable for all affordable units shall not exceed the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income. Rents shall remain at the established affordable rates for a period of 60 years from the date of initial occupancy of each unit. The owner shall re-certify the incomes of such households annually. (Housing).
 - c. Applicants for the affordable building receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving such assistance. An applicant will be considered income qualified if the amount of rent the applicant can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent. (Housing)
 - d. The developer of the affordable building shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 60-year affordability period. (Housing)

H. PARKING:

35. Locate a minimum of 269 parking spaces in the underground garage for residents and visitors. The parking for the daycare employees shall be shared with the visitor parking only. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)
36. In the event that the daycare is operational prior to construction/occupancy of the market rate building, an interim parking management plan for employee parking shall be submitted and approved by the Directors of T&ES and P&Z.
37. Provide 75 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
38. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
- a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).

- d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - e. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - f. Details of appropriate signage in the parking garage for the retail parking indicating hours which are reserved for retail (daycare) employees.* (P&Z)(T&ES)
39. The designated daycare pickup/drop-off parking spaces on Fillmore Avenue shall be limited to a total of 4 spaces, and shall be clearly signed and restricted to 15 minute parking during peak pickup and drop-off times (drop-off between the hours of 7:00am and 10:00am and day care center pick-up between the hours of 3pm and 6pm). If additional spaces are required to support adequate operation for pickup and drop off, the request shall be submitted to and approved by the Parking and Traffic Board. Provide details of the signage for approval on the final site plan. * (P&Z)(T&ES)(PC)

I. TRANSPORTATION MANAGEMENT PLAN:

40. 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 [#] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
41. 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)
42. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
43. 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. 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.

44. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *** (T&ES)
45. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator 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)
46. The TMP Coordinator will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
47. 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.

J. BUS STOPS AND BUS SHELTERS:

48. Show a consolidated bus stop and bus shelter on eastbound Fillmore Ave, adjacent to the site, on the site plan on eastbound Fillmore Avenue, between the intersections of Campus Lane and Domain Place. The existing bus stops at eastbound Fillmore Avenue and Campus Lane, and eastbound Fillmore Avenue and Domain Place shall be removed, including removal of any existing shelters. The new shelter at the consolidated stop shall be maintained by the applicant. Maintenance includes trash pickup, general cleaning, and replacement of broken panels. * (T&ES)
49. Provide a pedestrian access plan with the final site plan to show how pedestrians will be able to access the bus stop and bus shelter from the site. * (T&ES)
50. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval

of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/tes/info/default.aspx?id=6548> (T&ES)

51. Install an unobstructed thirty-five (35) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb bus stop passenger loading pad at the consolidated bus stop on eastbound Fillmore Avenue adjacent to the site.
 - a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
 - b. Create a 150 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb for midblock bus stops. If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required. If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required. At minimum, a bulb out for this particular type of bus stop shall be at least 30 feet in length parallel to the curb (does not include the taper). (T&ES)
52. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
 - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - c. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
 - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

K. SITE PLAN:

53. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
54. Submit a plat that includes the vacation and all applicable easements prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan. (P&Z)(T&ES)*
55. Approval of the requested vacation of a portion of the existing Echols Avenue right-of-way (approximately 8,888 sf in area) shall be subject to the following:
- a. The vacated right-of-way shall be consolidated with the adjoining lots, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of the final site plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.
 - b. The applicant shall be responsible for perpetual ownership, development and maintenance of the improvements constructed in the vacated right-of-way.
 - c. All remaining utilities in the vacated right of way shall be covered by utility easements.
 - d. This area shall be covered by a public access easement and an emergency vehicle access easement that allows the public to use the improvements constructed in the vacated public right-of-way. (T&ES) (P&Z)
56. The plat shall be recorded and a copy of the recorded plat shall be submitted prior to the release of the building permit. (P&Z)**
57. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
58. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. If existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - l. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - m. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - o. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - p. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)
59. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)(GIS)
60. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the

EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

61. The applicant shall provide a space within the public right of way behind the curb along the Fillmore Avenue frontage (42' long x 12' wide) for a future bikeshare station. (T&ES)*

L. CONSTRUCTION MANAGEMENT:

62. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
63. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;
 - d. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage of materials for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
64. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers

- will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
- b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
65. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
66. No major construction staging shall be allowed within the public right-of-way on Fillmore Avenue or Echols Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
67. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on Fillmore Avenue a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
68. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
69. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
70. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
71. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and

business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)

72. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
73. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
74. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
75. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
76. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
77. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

M. SOLID WASTE:

78. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way.

Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

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

N. STREETS / TRAFFIC:

80. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
81. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
82. Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
83. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
84. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

O. UTILITIES:

85. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
86. The existing aerial utility facilities along the Fillmore Avenue property frontage will be required to be undergrounded. The undergrounding design shall be included in the final site plan.(T&ES)*

P. SOILS:

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

Q. WATERSHED, WETLANDS, & RPAs:

88. The project site lies within Four Mile Run Watershed (Zone B) 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 and 10-year storm events. NVPDC maintains a computer model for the watershed. For the Zone B, developers must arrange for a model run of the effects of their project on 100-year peak flow in the channel. Please contact Brian Rahal at 703-746-4057 for assistance. (T&ES)
89. The storm water collection system is located within the (Four Mile Run,) watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
90. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)

R. STORMWATER MANAGEMENT:

91. The City of Alexandria's storm water management regulations regarding water quality are two-fold: 1) phosphorus removal requirement and 2) the Alexandria water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the Alexandria water quality default requirement. The Alexandria water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
92. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
93. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

94. Surface-installed storm water 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)
95. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the required BMP Maintenance 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)
96. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
97. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

98. 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)

99. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. *****(T&ES)
100. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. *****(T&ES)

S. *CONTAMINATED LAND:*

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

T. *NOISE:*

102. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
103. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
104. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

U. *AIR POLLUTION:*

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

properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

V. *ARCHAEOLOGY:*

109. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
110. 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)

W. *DISCLOSURE REQUIREMENTS:*

111. 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)
112. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two 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.

- d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
- e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
- f. The 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)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F - 1. Sheet P-0403; lateral connections shall not be connected directly to manholes but shall be connected per the City's standard lateral connection detail. (T&ES- IROW)
- F - 2. P-0403; clarify if structure 1765 is a manhole on the plan. (T&ES- IROW)
- F - 3. Revise the Environmental Site Assessment note on the cover page to include the presence of steep slopes greater than 15% for the project site. (T&ES- Storm)
- F - 4. The applicant should continue to seek ways to reduce post development impervious area by adding portions of green roof or pervious pavement. (T&ES- Storm)
- F - 5. Pursuant to the state stormwater regulations, the project shall remain subject to the previous technical criteria until July 1, 2029. Portions of the project not under

construction at that time shall be subject to any new technical criteria in effect at that time. (T&ES- Storm)

- F - 6. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 7. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 8. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 9. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 10. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 11. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 12. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm

sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- F - 13. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 14. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 15. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 16. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

- F - 17. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 18. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 19. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 20. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 21. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 22. A Traffic Control Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only". (T&ES)
- F - 23. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide

an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access:

provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

- C - 9 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 13 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were

used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a Construction General Permit and associated Stormwater Pollution Prevention Plan. * (T&ES)

C - 27 The applicant shall provide a complete Stormwater Pollution Prevention Plan (SWPPP) with the Final #1 submission. * (T&ES)

VAWC Comments:

VAWC has no comments.

AlexRenew Comments:

No comments received from ARenew.

Fire Department

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

Previously acknowledged by applicant.

F-2 Plans should show location of all existing fire hydrants in and around site and if applicable, any fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply. Fire Hydrants shall remain in-service and unobstructed during construction.

Provided by applicant.

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

Previously acknowledged by applicant.

C-1 The applicant shall provide a separate Fire Service Plan which illustrates **where applicable:** a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to building 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 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) "T" turn around on West side of property has been designated as an EVE that will meet City standards.

b) Applicant has provided two FDC's on each building. were determined.

- c) Existing and proposed hydrants are within the required maximum distance from all FDC's.
- d) See Item C.
- e) See comment A.
- f) Fire lines are shown and sized but subject to confirmation by fire protection contractor based on system design requirements.

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

Applicant has provided requested information.

C-3 If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

Applicant indicates the fire department accessible perimeter of the west building is 35.1 % and 25.6 % for the east building. Applicant will work with this office to determine acceptable equivalent fire protection enhancements.

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

Previously acknowledged by applicant.

C-5 A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.

Previously acknowledged by applicant.

C-6 The applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior

to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
- b) The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
- c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
- d) Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dbm when transmitting or receiving.
- e) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

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

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

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

Previously acknowledged by applicant.

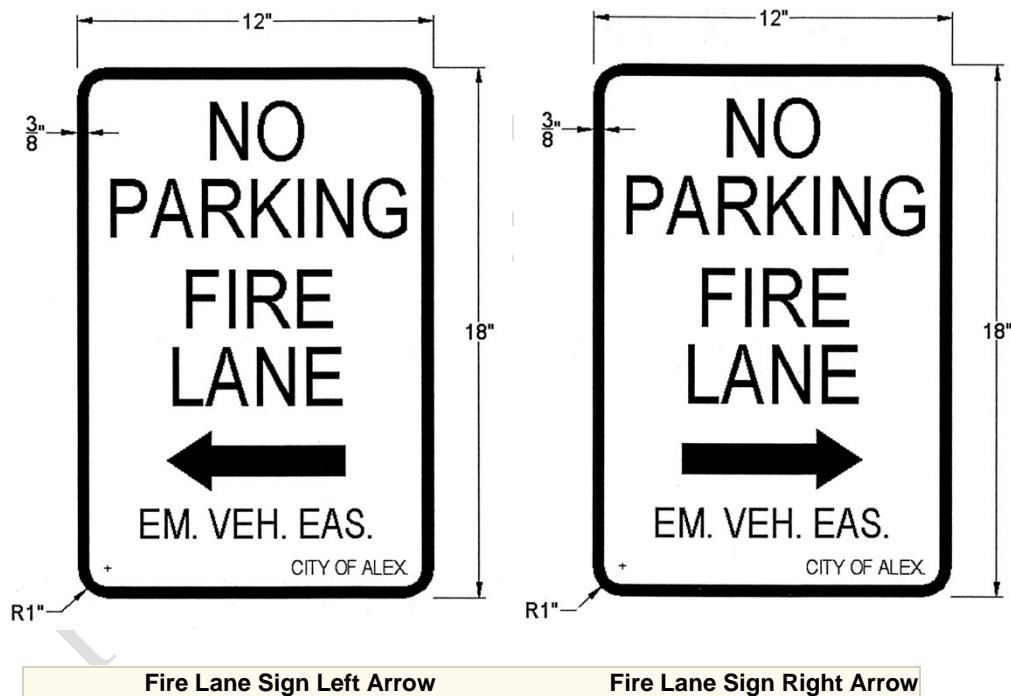
- C-7 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

Emergency Vehicle Easements

Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a $\frac{3}{8}$ -inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS.," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



Applicant has shown requested information.

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

Tower 203 Turning Specifications

- Turning Radius – Wall to Wall = 54.98 feet + / - 2 feet
Curb to Curb = 51.33 feet + / - 2 feet
Inside turning radius = 37.73 feet + / - 2 feet
- Overall Length – 47' – 4 ½"
- Overall Width – 98"
- Wheel Bases from front axle to both rear axles – 240"
- Tandem axle spacing – 56" CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

Alexandria Fire Department Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 5") from front steer axle to drive axle.
Trailer - 306" (25' 5") from drive axle to rear steer axle.
GVW: 64,500#
Angle of Approach¹: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure²: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover³: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius⁴: Within 45' wall to wall.
2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 496" (41' 4")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 63,500#
Angle of Approach¹: 11 degrees
Angle of Departure²: 10 degrees
Ramp Breakover³: 6 degrees
Turning Radius⁴: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 205
Overall Length - 390" (32' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach¹: 11 degrees
Ramp Breakover³: 8 degrees
Turning Radius⁴: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

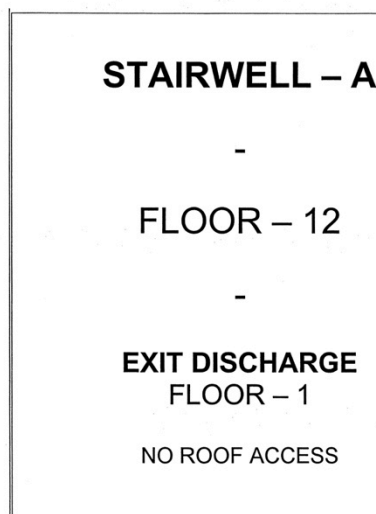
Applicant has demonstrated the turning movement at the "T" turn around.

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

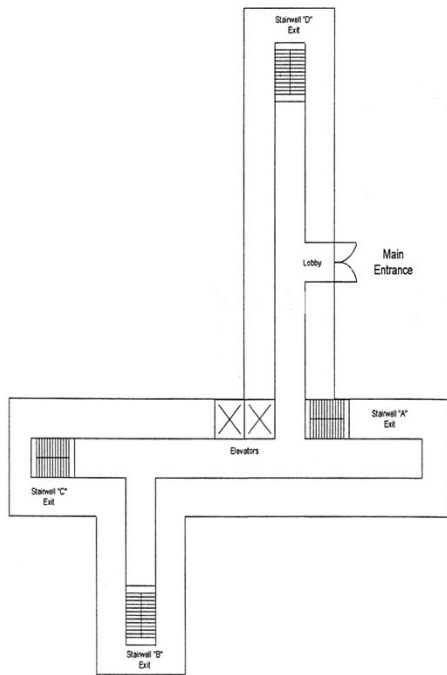
Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



Example Stairway Identification Sign



Example Building Footprint Sign

Previously acknowledged by applicant.

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

Fire lines are shown and sized but subject to confirmation by fire protection contractor based on system design requirements.

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

Previously acknowledged by applicant.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 6. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 1. Historic maps indicate that the Dove and Green family farmstead was once located less than 200 ft. to the west from the parcel at 5001 Echols. John Green acquired a 58-acre parcel that encompassed the subject properties in 1859. Green died soon after acquiring the property and it passed to his sister Margaret Green Dove. In 1876 the Dove heirs sold the property to Samuel Ceas, and by the early twentieth century the farmstead was no longer standing. The Dove family established a small cemetery for family members at 5190 Dawes Avenue, far enough away from the subject properties to have no bearing on them. At some point in the mid-twentieth century the burials were removed from the Dove Family Cemetery by a local funeral home.
- F - 2. The subject properties are partially developed and located on sloping terrain, both conditions which mitigate against the possibility for significant archaeological resources to be present. Nevertheless, because of the proximity of the Dove/Green farm, a measure of caution is appropriate here.

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

Recreation Parks and Cultural Activities

F – 1 Provide a coordinated design palette of play area related site structures/equipment. Locate and depict the scale, massing and character of play equipment, perimeter fencing, grade conditions, surfacing and associated site furnishings. Play area and site equipment should comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant should provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment should comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Park 1191; Final Rule. (RP&CA)

Asterisks denote the following:

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

IX. ATTACHMENTS

Attachment #1 Transportation Management Plan AHC – St. James TMP SUP#2014-096

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

The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for AHC -St James consists of six parts:

- 1) Goal and Evaluation of the TMP

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

1. Goal and Evaluation of the TMP

- a. The Sample Project site is served by many Metrobus lines and one DASH line, and is planned to be in the vicinity of the West End Transitway. The Sample Project development has a goal of 35% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

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

3. Transportation Management Plan Directives

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

	Land Use*	
	Dwelling Units	Commercial Sf
AHC St James	224	1,800

**As of November 12, 2014. Subject to change.*

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
- A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to residents.
 - Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - A carshare program may be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles

in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

- vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 35% of single occupant vehicles for residents, based on the project's size and the benefits to be offered to tenants. The annual contribution rate for this fund shall be \$82.42 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
 - i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
 - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
 - v. Operating costs for adjacent bikeshare station.
 - vi. Membership and application fees for carshare vehicles.
 - vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
 - viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting

year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

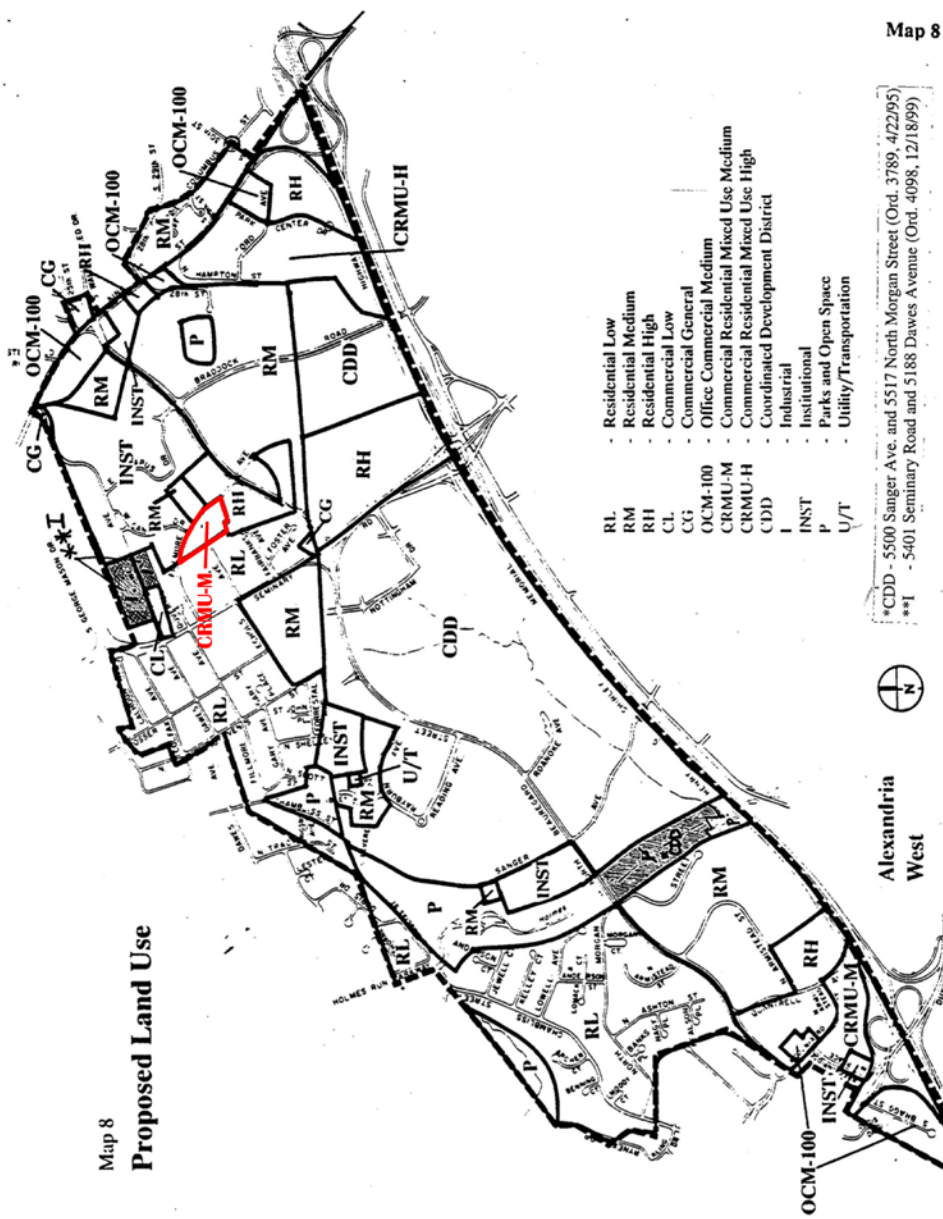
- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria,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

X. 6. Permanence of the TMP Ordinance

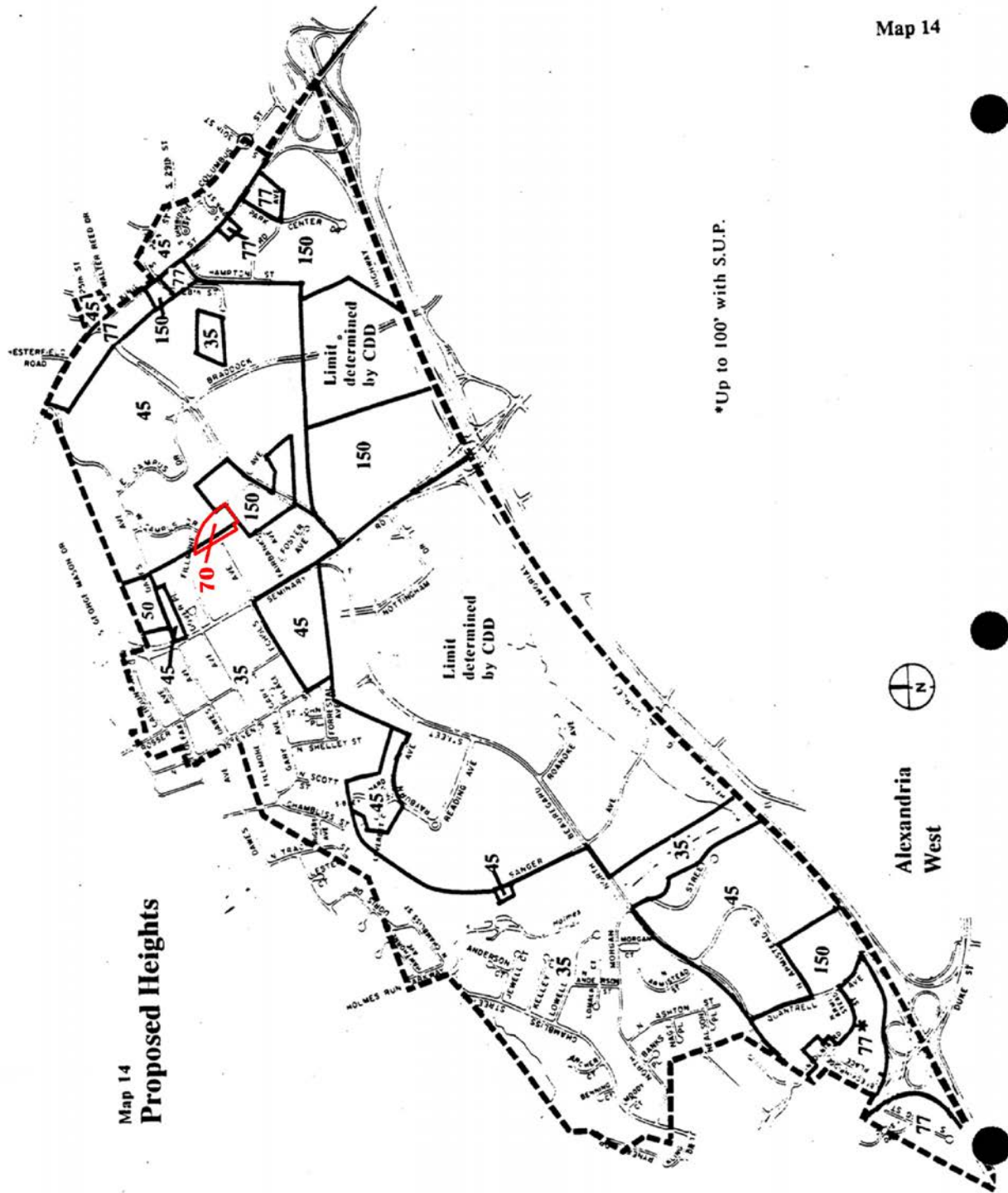
- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- d. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to

fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

Attachment #2 Proposed Land Use Map Change Alexandria West Small Area Plan



**Attachment #3
Alexandria West Small Area Plan
Proposed Height Map Change**



Attachment #4

RESOLUTION NO. MPA 2014-00008

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

WHEREAS, an application for amendment to the Alexandria West Small Area Plan chapter of the Master Plan was filed with the Department of Planning and Zoning on September 12, 2014 for changes in the land use designations to the parcels at 5000 Echols Avenue and 5001 Echols Avenue; and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on January 6, 2015 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

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

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

1. The following amendment is hereby adopted in its entirety as an amendment to the Alexandria West Small Area Plan chapter of the Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Change the land use map (Map 8) designating the parcels located at 5000 Echols Avenue and 5001 Echols Avenue from Institutional to CRMU-M Commercial residential mixed use (medium).

Change the height map (Map 14) designating the parcels located at 5000 Echols Avenue and 5001 Echols Avenue from a maximum height of 45 feet to a maximum height of 70 feet.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 6th day of January, 2015.

Eric Wagner, Chairman
Alexandria Planning Commission

ATTEST:

Karl Moritz, Secretary

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSP #** DSUP 2016-0007**Project Name:** AHC - St. James Church**PROPERTY LOCATION:** 5000 - 5001 Echols Avenue, Alexandria, Virginia**TAX MAP REFERENCE:** 10.02 02 30 & 11.01 01 05**ZONE:** R-12 proposed CRMU-M**APPLICANT:**Name: AHC Inc., a Virginia Nonstock Corporation ("AHC")Address: 2230 North Fairfax Drive, Suite 100, Arlington, Virginia 22201**PROPERTY OWNER:**Name: Fillmore Land Holdings, LLC, a Virginia limited liability companyAddress: 2230 N. Fairfax Drive, Suite 100, Arlington, Virginia 22201**SUMMARY OF PROPOSAL** Amendment to DSUP #2014-0003 to provide for the development of the property, to be constructed in two (2) phases.**MODIFICATIONS REQUESTED** None Required.**SUPs REQUESTED** See Attached List of Required Special Use Permits.☒ **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.☒ **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.Duncan W. Blair, Esq.

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

Alexandria, VA

City and State

22314

Zip Code

Signature

703-836-1000

Telephone #

703-549-3335

Fax #

dblair@landcarroll.com

Email address

March 14, 2016

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

application DSUP and site plan.pdf

8/1/06 Pnz\Applications, Forms, Checklists\Planning Commission

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

☒ the Owner ☐ Contract Purchaser ☐ Lessee or ☒ Other: Developer of the subject property.

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

AHC Inc., is a Virginia nonstock corporation ("AHC"). AHC is governed by a ten (10) member Board of Directors. AHC has no members.

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

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

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. SEE ATTACHED		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at _____(address), unless the entity is a corporation or partnership, in which case identify each owner of more than 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. SEE ATTACHED		
2.		
3.		

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

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

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

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

Date Printed Name Signature

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

Amendment to DSUP #2014-0003 to provide for the development of the Property to be constructed in two (2) phases.

[illegible]

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

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

Not Applicable.

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

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

Not Applicable.

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

Day	Hours	Day	Hours
NOT APPLICABLE			

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

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

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

B. How will the noise from patrons be controlled?

Not Applicable.

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

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

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

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

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

☒ Yes. ☐ No.

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

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

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

☒ Yes. ☐ No.

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

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

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

Not Applicable.

ALCOHOL SALES

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

☐ Yes. ☐ No.

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

Not Applicable.

PARKING AND ACCESS REQUIREMENTS

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

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

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

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

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? None.
- B. How many loading spaces are available for the use? One.
- C. Where are off-street loading facilities located?
The loading area is shown on the Development Site Plan.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Residential loading and unloading activities will generally be restricted to the moving in and moving out of unit owners and trash removal. The building management will regulate the hours for unit owner use.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Except for the move-in period by initial owners, it is anticipated that loading and unloading activities for the residential component will be minimal.

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

Yes.

March 14, 2016
AHC Inc. – St. James Church
DSUP w/Site Plan
Special Use Permit TMP

OWNERSHIP AND DISCLOSURE STATEMENT

The Property Owner, Fillmore Land Holdings, LLC, a Virginia limited liability company is owned by AHC, Inc., a Virginia corporation. AHC, Inc. holds 100% ownership interest.

March 14, 2016

AHC Inc. – St. James Church

DSUP w/Site Plan
Special Use Permit TMP

OWNERSHIP AND DISCLOSURE STATEMENT

*Below Named Individuals Represent AHC Board Members

1. APPLICANT

Name	Address	Percent of Ownership
Walter D. Webdale		None
Justin Oliver		None
John V. Snyder		None
Robert Bushkoff		None
David Barsky		None
Gladis Bourdouane		None
Jason C. Dalley		None
Jacqueline Coachman		None
Thomas Klanderman		None
R. Scott Ritter		None

2. PROPERTY (located at 2000-5001 Echols Avenue, Alexandria, VA)

Name	Address	Percent of Ownership
Fillmore Land Holdings, LLC	2230 North Fairfax Drive, Suite 100, Arlington, VA 22201	100%

3. BUSINESS OR FINANCIAL RELATIONSHIPS

Name	Relationship as Defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body
Walter D. Webdale	None	PC and CC
Justin Oliver	None	PC and CC
John V. Snyder	None	PC and CC
Robert Bushkoff	None	PC and CC
David Barsky	None	PC and CC
Gladis Bourdouane	None	PC and CC
Jason C. Dalley	None	PC and CC
Jacqueline Coachman	None	PC and CC
Thomas Klanderman	None	PC and CC
R. Scott Ritter	None	PC and CC

March 14, 2016

AHC INC – Echols Ave.

DEVELOPMENT SPECIAL USE PERMIT WITH SITE PLAN Application

SPECIAL USE PERMITS REQUESTED:

1. Special Use Permit pursuant to Section 5-205(C) of the Alexandria Zoning Ordinance, as amended, (“**Ordinance**”) for increased floor area ratio to a 2.0 FAR for Mixed-Use or residential development.
2. A Tier Two Transportation Management Special Use Permit.