



Development Special Use Permit #2016-0003
Special Use Permit #2017-0125
Special Use Permit #2018-0003
203, 205, 211 Strand Street

Application	General Data	
Project Name: 211 Strand	PC Hearing:	February 6, 2018
	CC Hearing:	February 24, 2018
	If approved, DSUP Expiration:	February 24, 2021
	Plan Acreage:	0.619 acres
Location: 203, 205, 211 Strand Street	Zone:	W-1 – Waterfront mixed use
	Proposed Use:	Mixed use (residential retail)
	Number of Units:	18
	Gross Floor Area:	81,005 square feet
Applicant: IDI Strand LC	Small Area Plan:	Waterfront Small Area Plan
	Historic District:	Old and Historic Alexandria
	Green Building:	Compliance with City's Green Building Policy

Purpose of Application

Consideration of a request to demolish an existing retail building to construct a new residential building with ground floor retail, and renovate and expand an existing retail building to add residential units above.

Special Use Permits and Modifications Requested:

1. Development special use permit
2. Special use permit for a restaurant in the W-1 zone
3. Special use permit for height over 30 feet in the Potomac River Vicinity Height District
4. Special use permit for a parking space reduction
5. Special use permit for 2 mechanical penthouses
6. Modification to the side yard setback requirement
7. Modification to the height to centerline ratio
8. Modification for a reduction in tree canopy coverage requirement

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Chief of Development, robert.kerns@alexandriava.gov
Dirk H. Geratz, AICP, Principal Planner, dirk.geratz@alexandriava.gov
Ryan Price, Urban Planner, ryan.price@alexandriava.gov

PLANNING COMMISSION ACTION, FEBRUARY 6, 2018:

On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted to recommend approval of Development Special Use Permit #2016-0003, Special Use Permit #2017-0125, and Special Use Permit #2018-0003 subject to compliance with all applicable codes, ordinances and other staff recommendations. The motion carried on a voted of 7-0.

Reason:

The Planning Commission agreed with the staff analysis. There was discussion about how the project evolved for the better over the course of the past couple of years. Vice Chairman Macek commented on how retail use on the ground floor fills in the gap of activity on The Strand between the Hotel Indigo and Chadwick's, and that the community support from the Old Town Civic Association goes a long way. Mr. Macek noted that the proposed restaurant use is the most consistent with the vision of the Plan and complies with the W-1 zone, and that he is comfortable with the parking reduction request for the retail uses. Commissioner McMahon noted that the project provides good permeability on this block and has high-quality bike parking facilities. Commissioner McMahon also noted that the architectural design breaks up the scale of the building and fits in well with the surrounding context. Commissioner McMahon also echoed Vice Chairman Macek comment that ground floor activation is key in this area, and the proposed retail lining the building achieves that goal of the Plan. Commissioner McMahon also noted that she would prefer to have an affordable housing unit on site. Commissioner Wasowski noted that typically she is supportive of on-site affordable housing, however in this case she feels that it's not the right place for a unit, but the contribution will allow the City to buy a unit that has better transportation access. Commissioner Wasowski also noted that she likes the architecture, and that the project will fill in the Waterfront as envisioned by the Plan. Commissioner Lyle noted that she is very happy to see the final block of the Waterfront Plan come forward for approval. Commissioner Lyle also noted that it is one of the best waterfront projects she has seen. Commissioner Koenig also expressed his support of the project, noting the massing and architecture fits well with the neighborhood. Mr. Koenig also commented on the 2 pedestrian alleys and how the retail integrated in the alleys is a critical and successful design move. Commissioner Brown expressed his support of the project, however noted that inclusion of the Chadwick's building which is not being altered as something that is pushing the envelope of the zoning ordinance. Mr. Brown noted that the project is well designed so including the Chadwick's building is not an issue in this specific case. Chairwoman Lyman expressed her support of the project, noting that the project is highly commendable, and agreed with Commissioner Wasowski that this is not a good site for affordable housing and that the dollars will go further in a less expensive part of the City. Chairwoman Lyman also noted her comfort with the parking reduction request and that the size of the retail will not negatively impact parking in the area. Chairwoman Lyman also noted that the design of the project is her favorite among the waterfront projects.

Speakers:

Ken Wire, attorney representing the applicant, spoke in favor of the request. Mr. Wire noted the applicant has been reaching out to the neighbors over the past 2 years. Mr. Wire also commented

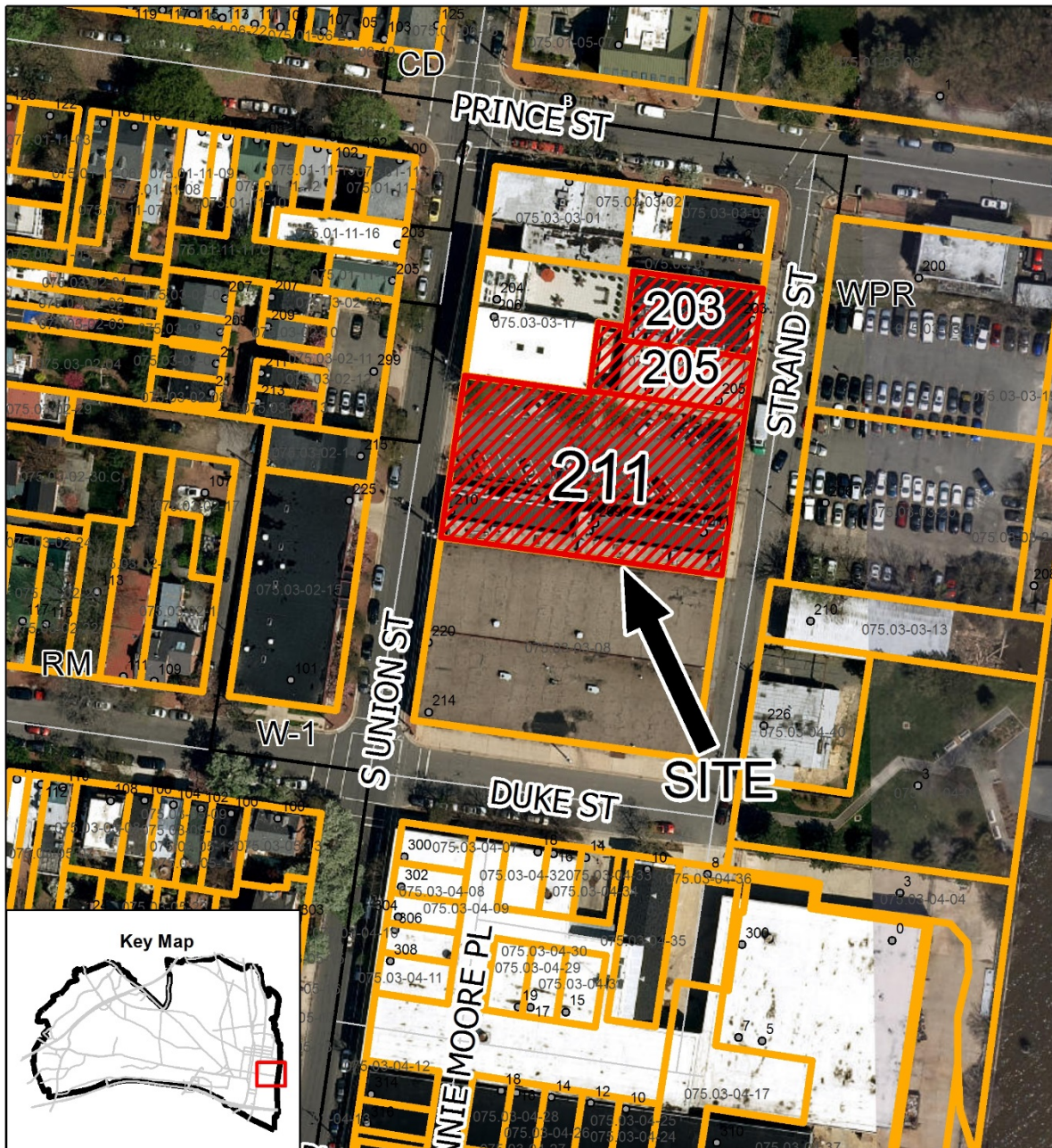
on the parking, noting that under the new commercial parking regulations that are not yet in effect, the project would not need a retail parking reduction. Commissioner Brown asked Mr. Wire about why the Chadwick's building is being included in the project when no changes are proposed for the building. Mr. Wire noted that the land allows for additional units in the project.

Eric Scott, 114 Prince Street, spoke in favor of the project but had concerns about parking. Mr. Scott noted that there is limited street parking available for residents and asked that the project be excluded the zone 1 parking option.

Philip Matyas, 219 N Pitt Street, spoke in favor of not permitting residential zone parking for the project. Mr. Matyas also expressed his concerns about the requested retail parking reduction. Mr. Matyas also noted he wanted to see an affordable housing unit on-site instead of the monetary contribution.

Robert Ray, 400 Prince Street, spoke in favor of the project. Mr. Ray noted there is more open space than required, and that the design of the building is excellent.

DSUP2016-0003
SUP2017-0125
SUP2018-0003
203, 205, and 211 Strand Street
211 Strand



Development Special Use Permit #2016-0003
Special Use Permit #2017-0125
Transportation Management Plan SUP#2017-0129
203, 205, 211 Strand Street



0 0.005 0.01 0.02 0.03 0.04 Miles

I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends approval of the proposed 211 Strand project. The project will bring a new mixed-use development to the Waterfront, furthering the vision of the Waterfront Plan for this block as a vibrant area with an active public realm. The proposal includes high-quality architecture, new public spaces, and will provide a new retail mix to the block. Additionally, the following community benefits are being provided with this project:

- A \$676,186 contribution to be used for public improvements in the Waterfront Plan Area
- A \$233,695 voluntary affordable housing contribution
- A \$20,720 public art contribution
- A new LEED Certified (or equivalent) building
- Contribution to the Living Landscape Fund for off-site tree plantings
- High-quality pedestrian alleys connecting Union Street to the Strand

B. General Project Description

The applicant, IDI Strand LC, proposes to construct 18 residential condominiums with ground floor retail on the site of three existing retail buildings and a surface parking lot. The new building will include 16 residential condo units and approximately 2,266 gross square feet of ground floor retail. Two additional residential units will be constructed on top of an existing retail building, to create a total of 18 new residential units on the project site. Parking for the project will be provided in a structured at-grade parking garage in the new residential building.

The applicant is requesting the following approvals as part of this project:

- Development special use permit
- Special use permit for a restaurant in the W-1 zone
- Special use permit for height over 30 feet in the Potomac River Vicinity Height District
- Special use permit for a retail and residential parking space reduction
- Special use permit for 2 mechanical penthouses
- Modification to the side yard setback requirement
- Modification to the height to centerline ratio
- Modification for a reduction in tree canopy coverage requirement

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

- Compliance with Zoning Ordinance requirements

- Compliance with the Waterfront Small Area Plan
- Compliance with city policies
- Site design and streetscape improvements
- Building design
- Open space
- Parking
- Stormwater Management
- Traffic
- Special Use Permit requests
- Modification requests
- Community outreach

II. BACKGROUND

A. Site Context

The project site is approximately 0.62 acres (26,944 square feet) and is located within the boundaries of the Waterfront Plan. The proposal is part of the redevelopment site identified in the Waterfront Plan as the Cummings/Turner Block. The site is made up of 3 contiguous properties, all of which front onto The Strand (aka Strand Street) and have direct views of the Potomac River. The largest of the properties, 211 Strand, also has frontage on Union Street. The development site is bound by Union Street to the west, Hotel Indigo to the south, and The Strand to the east. A series of commercial buildings border the property to the north, including the recently restored Brandt mid-19th century warehouse buildings that have been converted to offices. There are a variety of uses in the immediate vicinity of the site including hotel, office, retail, restaurant, residential, and public open space. The site lies within the Old and Historic Alexandria district, and is subject to Board of Architectural Review approval.

The area is relatively flat, gradually sloping eastward in the direction of the Potomac River. The entire project is within the 100 year flood plain and is subject to the flood plain ordinance. A one-story retail building with surface parking currently occupies the 211 Strand property. Both the 203 Strand and 205 Strand properties are occupied by 2-story buildings that are connected by a glass hyphen. There is a surface parking lot east of the site on the other side of The Strand. The Waterfront Plan envisions this surface parking lot to be an extension of Point Lumley Park. Waterfront Park is located near the site at the north end of The Strand.

B. Detailed Project Description

The applicant, IDI Strand LC, is proposing a mixed-use development along The Strand directly facing the Potomac River. The parcel is the last redevelopment site identified in the Waterfront Plan to submit for a DSUP approval. The project will include 18 multifamily residential condominiums, 16 of which will be in a new 5-story building on the site of the existing 1-story

retail building at 211 Strand. The remaining 2 units will be located in the adjacent 205 Strand building, which will be completely renovated, restored, and expanded with a third floor addition. The 203 Strand building, currently occupied by Chadwick’s restaurant is also part of the site, however no changes are proposed to the building and the restaurant will remain. Ground floor retail is proposed in both the 211 Strand and 205 Strand buildings totaling approximately 4,127 square feet. When completed, the total retail on the site, including Chadwick’s will be approximately 10,829 square feet.

The project will provide significant public-realm improvements in the form of pedestrian-only alleys connecting Union Street to The Strand. These alleys, as envisioned by the Waterfront Plan, will offer mid-block passage for pedestrians and bicyclists with views of Point Lumley Park and the river, and serve as an important connector for retail activity on Union Street and The Strand. Parking will be provided in an at-grade parking garage in the first level of the 211 Strand building with access from Union Street. Approximately half of the Union Street garage frontage will be lined with retail, and all of the Strand garage frontage will be lined with retail and a residential lobby. Due to the flood plain elevation, below-grade parking at this site is not permitted by the flood plain ordinance for residential use.

III. ZONING

Table 1: Zoning Information

Property Address:	203, 205, and 211 Strand Street	
Total Site Area:	26,126 square feet (0.599 acres)	
Zone:	W-1 Waterfront Mixed Use Zone	
Current Use:	Office, Retail, Restaurant	
Proposed Use:	Multifamily Residential, Retail, Restaurant	
	Permitted/Required	Proposed
FAR	3.0 (per Waterfront Plan)	3.0
HEIGHT	30 feet (50 feet with SUP)	50 feet
OPEN SPACE	300 square feet per unit (5,400 sf for 18 units)	6,189 square feet

SETBACKS	Front: not required Side: 1:2, 16 feet minimum Rear: N/A for this site	Front: 0.88 feet (west) 1.50 feet (east) Sides: 15.80 feet (north)* 10.00 feet (south)*
PARKING	Residential: 34 spaces Retail: 20 spaces	Residential: 36 spaces (10 of which are tandem)** Retail: 0 spaces**
LOADING	1 space	1 space
TREE CANOPY	25%	Less than 1%***

* Applicant requesting modification to side yard setback requirement

** Applicant requesting Special Use Permit for a parking reduction

*** Applicant requesting modification to canopy coverage requirement

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IV. **STAFF ANALYSIS**

A. Conformance with the Waterfront Small Area Plan

In addition to creating an overall vision for the Waterfront, the Waterfront Small Area Plan adopted in 2012 also established Development Goals and Guidelines for the three specific redevelopment sites in the Plan area. The following is a summary of how this proposal complies with each of the Development Goals for the Cummings/Turner Block. A detailed analysis of compliance with the Development Guidelines is included in Attachment 1 at the end of this report.

Goal #1: Employ a land use mix and design which invites the public and encourages activity within the proposed development, and in the adjacent public spaces.

The proposed mixed-use site will provide active retail frontages on both Union Street and The Strand. These retail areas will build upon the pedestrian activity generated by the adjacent 120-room Hotel Indigo and Hummingbird restaurant. In addition to the active retail uses, the site design proposes doubling the width of the southern alley between Hotel Indigo and the proposed building, and constructing a new northern alley linking Union Street to The Strand. These important linkages will encourage activity in and around the development. The alleys will be pedestrian-only passageways, adding both porosity and public open spaces to the block, linking Union Street to

the expanded Point Lumley Park along the Potomac River. A Little Free Library is proposed within the northern alley, which will also encourage pedestrian activity on the site.

Goal #2: Provide extensive public amenities, with particular attention to the restoration of the historic buildings on the block.

A variety of public amenities will be provided by the project, notably two pedestrian-only alley connections linking Union Street to The Strand and Point Lumley Park beyond. Renovation of the 205 Strand building will also occur as part of this project to restore the south façade from white stucco to a more traditional red brick. In addition, storefront doors will be added to the east façade of the 205 Strand building, further activating The Strand and the adjacent Point Lumley Park.

Goal #3: Improve access and views to the Potomac River by creating new east-west alleys.

As noted, this proposal doubles the current width of the alley between Hotel Indigo and the project site to 20 feet, (as required by the Waterfront Plan), providing increased visibility and access to the river. In addition, an approximately 16 foot wide northern alley will be constructed between the 211 Strand building and the 205 Strand building which is currently a drive-aisle in a surface parking lot. Both alleys will be pedestrian-only and are designed to maximize views to the river from Union Street, and also reflect historic waterfront alley design.

Goal #4: Pay homage to Alexandria's waterfront history through public space design and interpretive features.

The historic 1749 Potomac River shoreline runs through this site and will be demarcated with special pavers and interpretive signage consistent with the approved Waterfront Common Elements palette. In addition, interpretive signage will be integrated into the planning of the site as part of the Alexandria Heritage Trail.

Goal #5: Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.

The majority of buildings in this vicinity on South Union Street, Duke Street, and along The Strand range from two to four stories. To the south, the Hotel Indigo is five stories with sections ranging from three stories to four stories and a fifth story integrated into the roof form. To the north, two 19th-century brick warehouses are each three stories. The proposed building at 211 Strand will be five stories in height, and the existing 205 Strand building will be three stories tall after the proposed renovation which includes a third story addition. Both of the proposed buildings will comply with the Potomac River Vicinity Height District requirements and are compatible in scale with the existing fabric of the neighborhood. In addition, the Old and Historic Alexandria District Board of Architectural Review (BAR) unanimously endorsed the proposed height, scale, mass and general architectural character on September 7, 2016. On December 21, 2016, the BAR approved a Permit to Demolish to completely demolish the 1970s commercial building at 211 Strand and to

partially demolish portions of the two-story brick building at 205 Strand. If the DSUP is approved, the applicant will be required to return to the BAR for final approval of design details and materials as part of a Certificate of Appropriateness. The project was also presented to the Waterfront Commission, and the scale and general design were well received.

Goal #6: Maximize water views from buildings, streets, and rooftop open spaces.

All buildings within this project have frontages on The Strand and direct views of the Potomac River. Eight of the 18 multi-family residential units proposed with this project will directly face the water, and the remaining ten will have balconies that will have views of the river. In addition the proposed 211 Strand building will have a rooftop open space patio for residents, offering additional views of the water. The two east-west pedestrian-only alleys have been designed to maximize views of the water from Union Street facing east towards the river.

Waterfront Plan Monetary Contribution

The Implementation chapter of the Waterfront Small Area Plan discusses the expectation for developer contributions for off-site public improvements along the Waterfront. A minimum of \$9 per square foot of new development was cited as the basis for determining the contribution in the plan. This rate was applied in the Hotel Indigo DSUP for the total gross square feet of new development on the site. The applicant has agreed to the same calculation applied to the proposed site, adjusted for inflation. The \$9 contribution cited in the Waterfront Plan adjusted to 2017 dollars is \$9.79. The applicant is proposing 69,069 gross square feet of new development, which includes the entire 211 Strand building (inclusive of the at-grade parking garage), and the third floor addition to the 205 Strand building. Therefore, the total Waterfront Plan monetary contribution for this project is \$676,186. The Waterfront Plan notes that in-kind contributions provided for improvements in the plan area can be credited against the monetary contribution amount. Staff has worked with the applicant to identify a menu of potential improvements that could be used as in-kind contributions for this project including improvements to Point Lumley Park, or other enhancements to the waterfront area as determined necessary to implement the Waterfront Plan. A similar approach was used in the Hotel Indigo DSUP.

B. Conformance to City Policies

The proposed development meets the goals of several City policies including:

Green Building Policy

The City adopted the Green Building Policy in 2009 which established an expected standard for green building certification for new development. For residential developments such as this one, the Policy requires the project to meet the level of LEED Certified or an equivalent certification from another third party program. Attainment of LEED Certified or equivalent is included as part of the conditions of approval for this project. The applicant has indicated they will comply with

the Policy and the specific third party certification program will be finalized during the final site plan process.

Public Art Policy

In October 2012, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. The applicant has elected to provide the monetary contribution for off-site public art at the recommended policy rate of \$0.30 per gross square foot of new development, or approximately \$20,720 for this project. Staff will continue to work with the applicant on the details of the public art contribution during the final site plan process.

Affordable Housing Policy

The applicant will be providing a voluntary contribution of \$233,695 to the City's Affordable Housing Trust Fund. This amount is consistent with the "Developer Housing Contribution Work Group Report" accepted by the Alexandria City Council on December 14, 2013 (adjusted to 2016 dollars), and supports the goals and objectives of the City's Housing Master Plan.

C. Site Design and Streetscape Improvements

Consistent with the Waterfront Plan vision for this block, the project site has been designed to facilitate ground-level pedestrian activity and circulation, all while significantly enhancing the public realm in this area.

The proposal will provide high-quality streetscape and sidewalk materials on all four sides, and maximize block-porosity with two pedestrian-only alleys connecting Union Street to The Strand. Landscape planters will line the alleys to soften the building edge while still maintaining views of the river. The additional width at the southern alley will tie seamlessly into the existing alley materials installed as part of the Hotel Indigo project which include illuminated pavers. New brick sidewalks will be installed along both Union Street and The Strand in a running bond pattern, consistent with sidewalk standards in this part of the City. All streetscape elements will be consistent with the adopted Waterfront Common Elements Palette. Utilities on the Union Street frontage of the property will be buried, and the electrical lines crossing The Strand to this site will also be located underground.

Ground-floor retail has been strategically integrated throughout the site to activate key frontages as identified in the small area plan. There will be a retail entrance along Union Street, that wraps the corner and also opens up onto the western portion of the alley between the 211 Strand building and Hotel Indigo. Another retail frontage opens into this same alley at the eastern end, and wraps the corner onto The Strand. Heading north along The Strand, the 205 Strand building will include a retail area that opens up both onto The Strand, and the northern pedestrian-only alley. Chadwick's restaurant at 203 The Strand will remain unchanged with this project. Residents will

access the parking garage from a single curb-cut on Union Street, and the existing curb-cut on The Strand will be eliminated.

D. Building Design

The proposed scheme has an appropriate architectural character for a waterfront building. The design references large 19th-century buildings with its clearly articulated punched openings on all elevations which allow it to be compatible with both historic building and contextual new construction. The proposed design is neither a non-descript mid-20th-century warehouse nor a “high-style” warehouse with inappropriately applied ornamentation. The scheme utilizes a traditional architectural vocabulary for a historic commercial warehouse, such as the large plate-glass storefront windows and doors, recalling historic loading docks, a design that is compatible with its neighbors on both The Strand and South Union Street elevations. Its character is defined by its massing and traditional fenestration patterns from the 19th and 20th centuries. However, the ornamentation that is proposed, such as pronounced cornices, is consistent with the original historic waterfront warehouses, and is well-detailed. The upper stories have punched window openings within load-bearing masonry walls. The fenestration includes paired windows and single windows. The materials, including Potomac River granite at the foundation and different colors of brick found historically in Alexandria, are all high-quality and contribute to the project’s compatibility.

The massing of the building is broken up through the use of differentiated building blocks—with different roof lines and different architectural vocabularies. The end elevations on Strand and South Union Street each read as two separate buildings, which is consistent with the four abutting buildings to the north. The side elevations, fronting on the pedestrian alleys each appear as three different buildings. The roof heights range from four stories to five stories on the street-facing elevations with a clear transition at thirty feet.

The Strand Elevation

The Strand elevation will be the most visible elevation of this building once the expansion and improvements for Point Lumley Park are completed. The applicant studied several alternatives for this elevation which appear to be two separate but related buildings, using different brick colors and a subtle change in details, as part of the BAR concept review process. The use of pilasters and a pronounced cornice are more high-style than historic photographs suggest for this block, however, there are several examples of higher-style commercial buildings and warehouses such as the Crilley Warehouse on North Lee Street or the Corn Exchange at 100 King Street that provide historic evidence of such an approach. The glassy top floor on the northern “building” on Strand has a 2 foot setback which will allow this fifth floor to visually recede when viewed from the ground level. The visual focus from the park will be the masonry elements with more traditional fenestration.

South Union Street Elevation

The South Union Street elevation successfully reads as two separate buildings and maintains the scale, detailing and rhythm of this block which includes both historic warehouses and new construction. Each of the two “buildings” on this elevation completely wrap the corner onto the adjacent pedestrian alleys, allowing for them to credibly read as an amalgamation of buildings rather than applied façades. The traditional style sliding garage door minimizes the presence of the garage on this streetscape and allows for a greater focus on the retail storefront, reflecting the transition of South Union Street from industrial to a more commercial retail space.

Addition and Renovation of 205 The Strand

The applicant proposes to add a full third floor addition at 203 Strand that will be integrated with the building below. While this is a historic building at its core, it has been significantly altered over the years, including changes to the openings and the application of stucco on the south elevation. Research indicated that this site, like many other waterfront sites, was a casualty of the 1897 Pioneer Mill fire. The fire destroyed a 3.5 story building on the site and then around 1900 a two-story brick building was constructed on the remains of the previous building. The applicant has indicated that they would remove the stucco and restore the fenestration and masonry on the first two floors of the original building. The BAR supported the addition of a third story.

After the approval of the DSUP, the applicant will return to the BAR for final approval of a Certificate of Appropriateness that will include all materials and design details. The BAR will ensure that stylistic elements are used appropriately and consistently and will also require that high quality materials be utilized with appropriate detailing to be successful.

E. Open Space

The project will provide a combination of ground level open space and roof top amenity, all of which will provide views of Point Lumley Park and the Potomac River. The W-1 zone requires 300 square feet of open space per residential unit, which can be provided either at ground level or above-grade on a roof, as long as it is determined to be functional and usable space. As proposed, the project meets the open space requirement in the zone and will provide approximately 6,189 square feet of open space, or 344 square feet per unit. The two pedestrian-only alleys that flow through the site are located on the applicant’s property and therefore can count towards the open space requirement. The alley’s will have public access easements and will function as public open space, however they will be owned and maintained by the developer and eventually the HOA of the proposed condominium. These alleys will be constructed with high quality materials from the approved Waterfront Common Elements materials palette, and provide porosity to this block between Union Street and The Strand as envisioned by the Waterfront Plan. The alleys will occupy approximately 17.5% of the total site area. A rooftop terrace is proposed on the 211 Strand building for private use by residents and visitors to the building. The terrace will be approximately 1,460 square feet, and accessible by an elevator and two stairwells within the building. A summary of the proposed open space is provided in Table 3.

Table 3: Open space program

	Required Open Space	Proposed Open Space
Total open space	5,400 square feet (300 square feet per unit)	6,189 square feet (22.9% of site) (344 square feet per unit)
Ground-level open space: 4,729 square feet (17.5% of site)		
Roof-top amenity space: 1,460 square feet (5.4% of site)		
Publically accessible open space: 4,729 square feet (17.5% of site)		
Private amenity space: 1,460 square feet (5.4% of site)		

F. Parking

The project proposes 18 new residential units, and three retail tenant spaces, two of which are proposed to be restaurants. Because tenants for the new retail spaces are unknown, and it's possible they could be used for commercial uses other than restaurants, the parking requirement for general retail was applied to the proposed retail space in the 211 Strand and 205 Strand buildings. As the project falls within the Central Business District, the existing 6,486 square foot restaurant space occupied by Chadwick's is not subject to parking requirements of section 8-200, as noted in 8-300 of the Zoning Ordinance. The current parking requirements for the project are as follows:

Table 4: Required parking based on current Zoning Ordinance regulations

	Residential 211 & 205 Strand	Retail 205 Strand	Retail 211 Strand
	18 units	1,861 square feet	2,266 square feet
Rate	outside of 1/2 mile Metro walkshed; 1 space per bedroom 5% credit applied for 4+ bus routes	1 space per 210 sf	1 space per 210 sf

Spaces Required	34 spaces	11 spaces	9 spaces
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The applicant is required to supply 34 residential spaces and is proposing to supply 36 residential spaces in its at-grade garage. The 36 spaces includes 10 tandem spaces. While the tandem spaces cannot technically be counted toward fulfilling a zoning ordinance requirement, they will be sold to households who wish to purchase two spaces for easy management of parking. Because the tandem spaces are not eligible to count towards fulfilling the applicant's zoning requirement, the applicant is requesting a technical parking reduction of 8 residential spaces. In alignment with typical multifamily-residential projects, staff is requiring that the spaces in the garage be unbundled.

The applicant will not be providing any retail spaces in its garage and will seek a reduction for the full 20 spaces. The City is currently in the process of updating its commercial parking requirements, which includes the right-sizing of requirements for various uses based on geographic context. Staff anticipates that updates to be approved in January 2018. In this particular case, if the standards recommended by the Parking Standards Task Force were applied, the project would be required to supply a minimum of 1 space per tenant space, totaling 2 spaces. The Task Force has recommended an exemption for commercial uses that are required to provide less than two spaces. The exemption is available per use; therefore, both tenant spaces would be eligible for exemptions rendering a requirement of zero spaces. The applicant's request to reduce the retail parking requirement in full, therefore, is consistent with the intent and direction of the Parking Standards Task Force.

Including the technical request for the 8 residential spaces, the full parking reduction request is for 28 spaces. Staff supports the reduction request as the tandem spaces can be adequately managed by residents, and because the retail reduction request is consistent with the Parking Standards Task Force recommended changes to the Zoning Ordinance.

In June, City Council approved a policy establishing criteria to assess whether or not residents of new projects should be eligible for residential parking permits (RPPs). The policy dictates that residents shall not be eligible if:

1. the average on-street occupancy is 85% or higher at the time of approval; or,
2. more than 50% of the total occupied ground floor street frontage is non-residential

The applicant submitted a parking study to support its application. The study included two streets with RPP restrictions: the 100 block of Duke and the 100 block of Prince. Based on the test below, the average on-street occupancy for RPP streets within the vicinity of the project exceeds 85% occupancy.

Table 5: Observed parking occupancy

	100 Duke	100 Prince
	21 spaces	29 spaces
12:00 PM	95%	72%
1:00 PM	81%	83%
2:00 PM	90%	83%
3:00 PM	100%	26%
4:00 PM	90%	72%
5:00 PM	95%	79%
6:00 PM	100%	93%
7:00 PM	100%	93%
8:00 PM	100%	86%
9:00 PM	100%	93%
Average	95%	78%
Average Across RPP Streets		87%

Because garage areas are not included when assessing the frontage, the project's non-residential retail frontage also exceeds the residential frontage. Because the project does not meet either criteria, staff recommends the addition of a condition that will prohibit residents from obtaining RPPs. Per the approved policy, staff will remove the property from the RPP district if and when the staff is granted administrative ability to amend districts.

The applicant's parking study provided a picture of publically accessible parking facilities within the vicinity, including on-street and garage facilities. Ten hourly occupancy counts were taken on each facility, beginning at noon and ending at 9:00pm on a typical Friday. The scope included the following streets and facilities:

Table 6: Parking Study scope

Streets	Garages
<ul style="list-style-type: none"> • 100 Block of S. Union Street • 200 Block of S. Union Street • 300 Block of S. Union Street • Unit Block of Duke Street • 100 Block of Duke Street • Unit Block of Prince Street • 100 Block of Prince Street 	<ul style="list-style-type: none"> • 115 Union Street Garage • 110 S. Union Street Garage • 101 Duke Street Garage

The study indicates that the peak hour for parking on a typical Friday is 8:00pm. During this hour, 11 on-street spaces and 48 garage spaces were open and available for parking, suggesting there is sufficient capacity to support any visitors of the proposed retail and restaurant spaces.

G. Stormwater Management

The project must meet the applicable requirements of the City's Environmental Management Ordinance, applicable requirements found in the Code of Virginia's Stormwater Management Act, and all applicable requirements of the Chesapeake Bay Preservation Act (CBPA). The notable components that must be met per these regulations are the reduction in phosphorous loading from the site, treatment of runoff from onsite impervious areas, and compliance with all floodplain requirements. Additionally, the post-development conditions of the site cannot increase the amount of stormwater runoff being discharged from the site to the storm sewer infrastructure.

As it exists today, the site contains no stormwater treatment. It is located in a low elevation area with little to no grade change. The installation of at grade or underground stormwater facilities at this location is challenging due to shallow ground water tables and conflicts with existing utility infrastructure.

The Preliminary Site Plan submittal for this project proposes stormwater quality Best Management Practices (BMPs) that demonstrate compliance with required phosphorous reductions through the installation of a green roof on the southern building that will also flow into stormwater BMP planters in the two alleys. The stormwater BMPs planters provide additional stormwater treatment for the roof runoff resulting in additional removal of nutrients and lowering the rate of runoff as it flows from the roof. Due to the significant challenges of treating the remainder of the site through BMPs, the additional City water quality volume default treatment will be provided through a contribution of approximately \$37,460 the water quality improvement fund.

H. Traffic

The proposed redevelopment is projected to generate 29 fewer trips than the existing uses located at this site, and was therefore not required to perform a Traffic Impact Study. The reduction in site generated trips is due to the elimination of office space and a reduction in retail space from what currently exists at this site. While there will be a new residential building constructed with 18 units, residential uses are lower intensity and generate fewer vehicle trips than office or retail uses. Operationally, the existing curb cut on Strand Street will be closed and access to the site will be provided by a single curb cut on S Union Street. The existing curb cut on S Union Street will be reconstructed and moved approximately 10 feet to the south.

I. Special Use Permit Requests

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special

use permits, several of which are requested with this application. The zoning ordinance requires the following provisions be met for approval of an SUP:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below:

Restaurant in the W1 zone:

The applicant is requesting approval for up to two new restaurants with this development, both of which will be located on The Strand frontage of the project. At approximately 1,345 square feet, the restaurant space in the 211 Strand building will open onto the pedestrian alley between the property and the Hotel Indigo, and have large windows facing The Strand and the Potomac River. The second restaurant space will be approximately 1,861 square feet and is located on the ground floor of the 205 Strand building. As part of the proposed renovation and expansion of 205 Strand, the existing commercial suites on the ground floor will be reconfigured into one larger retail space for the restaurant, and a small residential lobby for the two units above. The renovation will also provide an operable door in the restaurant that opens onto The Strand, which does not currently exist. The restaurant will also open onto the pedestrian-only alley between the 205 Strand building and the 211 Strand building, providing an opportunity for outdoor dining in the alley. Chadwick's restaurant at 203 Strand is part of this DSUP site; however the restaurant is governed by a previously approved SUP (SUP#1730). The restaurant is not changing with this proposal; therefore the existing SUP will remain in effect.

Two additional restaurants at this location will help implement the Waterfront Plan vision for this area as an activated pedestrian-focused corridor fronting directly on public open space and the river. Both restaurants are relatively small in size and are sited away from existing residential areas to the south and west of the property. In addition, this part of the City has a wide mix of uses within close proximity and these two restaurants will blend well with this existing mix.

Based on the staff analysis, two small restaurants at this location will not adversely affect the health or safety of existing residents or employees, nor will they be detrimental to the public welfare or injurious to property or improvements in the neighborhood. Staff is also supportive of restaurant use in these buildings because it will help activate The Strand and Point Lumley Park as envisioned by the small area plan. While staff supports the restaurant use, it is important to note that specific restaurant tenants have not yet been identified by the applicant, which is typical of the development process. The applicant has submitted applications for the Restaurant Special Use Permits and identified the parameters of the restaurants based on their vision for creating an active, vibrant, pedestrian-oriented environment at the site.

As a specific tenant has not been identified, staff has reviewed the special use permit applications and prepared recommendations which limit the hours of operation, number of seats, type of service, and entertainment, among other issues. These recommendations are included at the end of the development special use permit conditions, are based on the application submitted by the applicant, as well as an analysis of approved restaurants in close proximity to the site, including the proposed restaurant at Robinson Terminal South, Hummingbird at the Hotel Indigo, and Chadwick's. It is important to note that the future restaurant tenants are required to obtain approval of a change of ownership special use permit and agree to the conditions of approval. In the event the restaurateur proposes to amend any of the conditions which constitute an intensification of the restaurant use, the restaurateur shall apply for a separate special use permit. Additionally, if either restaurant proposes valet parking, a special use permit will be required at the time of the request.

In addition to the requirements of section 11-500 of the Zoning Ordinance for SUPs, The Waterfront Plan includes a policy for restaurant, hotel and commercial use SUPs, similar to the Old Town Restaurant Policy within the Old Town Small Area Plan. The Policy, included within Chapter 3 of the Waterfront Plan, notes that commercial uses along the Waterfront provide destinations for residents and visitors, but stresses that the uses must ensure that the following goals of the Waterfront Plan are achieved:

- Enhancing enjoyment of the waterfront for residents and visitors alike;
- Appropriately locating uses consonant with public open spaces, development sites and the Potomac River; and
- Maintaining compatibility with both the historical and residential character of the adjacent neighborhood.

The policy also establishes specific guidelines to evaluate the proposed commercial uses. Each of the guidelines, as well as an analysis of the proposal's compliance with the Waterfront Plan Policy for Restaurants, Hotels and Commercial Uses is provided in the table below.

Table 7: Compliance with the Waterfront Small Area Plan Policy for Restaurant/Hotel/Commercial Uses for the proposed restaurants:

Factors to consider for a restaurant use	How the proposal complies
i. The potential for undue congestion of pedestrians or vehicles.	Both of the proposed restaurants are relatively small in size (211 Strand: 1,345 square feet, 205 Strand: 1,861 square feet) which makes them more suitable for smaller neighborhood serving establishments. Therefore the restaurants are not anticipated to generate undue congestion of pedestrians or vehicles.

ii.	The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas.	Both restaurants are located in mixed-use areas that front onto a public park and the Potomac River and are not directly adjacent to predominately residential areas. In addition, SUP conditions will limit the hours of operation to 2am Friday and Saturday, which is consistent with other restaurant SUPs in Old Town, and along the Waterfront.
iii.	The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas and negatively impact waterfront public spaces.	It is not known at this time if alcohol will be provided at either establishment. If alcohol is provided, it is not anticipated that alcohol consumption will predominate over food consumption.
iv.	The availability of off-street parking for the restaurant's patrons and employees, including the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.	Both restaurants lie within the Central Business District, therefore no parking would be required. In addition, based on the Parking Standards Task Force recommended commercial parking standards which are going to public hearing in January 2018, there would be no parking requirement for either restaurant. However, per the parking study submitted with this application, there is sufficient parking at nearby garages and on-street to meet the needs of this relatively small amount of retail space. Additional details from the parking study can be found in the Parking section of this report.
v.	The predicted extent of litter generated.	All litter generated from the site will be required to be monitored and maintained to prevent an accumulation.
vi.	The potential for loud or otherwise inappropriate noise	Outdoor live entertainment and outdoor speakers are not permitted for either restaurant.
vii.	The extent to which other restaurants already exist in the same area. Restaurant uses should not be located in such proximity as to detract from the character and authenticity of the Waterfront by creating a monoculture similar to a Food Court or "restaurant row" environment.	There are currently only 2 other restaurants on this block of The Strand (Chadwicks and Hummingbird). The Waterfront Plan calls for active frontages along this entire block. Two additional restaurants will help provide the pedestrian activity envisioned for this area, and help connect this activity down to the Robinson Terminal South retail area. Four relatively small restaurants along 1 block of

	road that also has other retail uses is not anticipated to create a monoculture similar to a food court.
viii. The extent to which the restaurant provides incentives for employees who are able to use transit.	Due to the size of the new retail within this DSUP (less than 10,000 square feet), a Transportation Management Plan is not required. However, the SUP conditions for both restaurants encourage public-transportation information to be provided to employees and patrons.
ix. The extent to which new parking is available to support overflow parking needs of Old Town residents.	As noted previously the restaurants are within the Central Business District and are not required to provide parking. Parking studies conducted in Old Town have found the number of parking spaces, both on street and in public parking facilities to sufficiently meet the parking needs.
x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.	Both restaurants are located in mixed-use areas that front onto a public park and the Potomac River and are not directly adjacent to predominately residential areas. The restaurant uses are also buffered by buildings from residential areas to the west and south. In addition, the SUP conditions of both restaurants regulate noise (no outdoor live music), trash, and hours of operation, to mitigate any impacts to the surrounding neighborhood.
xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large “superblock” development.	While the specifics of the architecture in the current proposal vary slightly from the City’s scale model, the proposed design is carefully aligned with what was shown and approved, in terms of both architectural scale and character, and the scale and character of the two adjoining pedestrian ways.

Parking Reduction

The applicant is requesting a Special Use Permit to reduce the amount of parking required for the residential and retail components of the project. The Zoning Ordinance requires 34 parking spaces for the 18 residential units based on the number of bedrooms, and 20 spaces for the 4,127 square feet of retail in the 211 and 205 Strand buildings. The existing restaurant at the 203 Strand building that is included in this project (currently occupied by Chadwick's) does not have a parking requirement because the site lies within the Central Business District, which does not require parking for restaurants. While the applicant is proposing 2 additional restaurants on this site, because tenants for these spaces are unknown, and it's possible they could not be restaurants, the parking requirement for general retail was applied to the proposed retail space in the 211 Strand and 205 Strand buildings.

Staff is supportive of the parking reduction on this site. As noted in the Parking section of this report, the applicant is actually providing 36 parking spaces for the residential use, more than the required 34. However because 10 of the 36 parking spaces will be tandem, they technically cannot count towards the parking requirement. The tandem parking spaces will be sold together, so both spaces in the tandem row would be controlled by a single owner. This will allow for efficient management of the tandem spaces.

The Parking Standards Task Force has recommended new commercial parking standards for the City, which will be going to public hearing in January 2018. Based on the recommended changes to the commercial parking requirements, there would be no required parking for the retail proposed with this project. Staff is supportive of the retail parking reduction request, because it aligns with the Parking Standards Task Force recommendations, which are aimed to "right-size" Alexandria's out dated commercial parking standards, many of which were created in the 1960s. In addition, a parking study was submitted with this application, which analyzed parking in the vicinity of the site during peak parking demand. The study found that there is sufficient parking at nearby garages and on-street to meet the needs of this relatively small amount of retail space. Additional details from the parking study can be found in the Parking section of this report.

Height over 30 feet in the Potomac River Vicinity Height District

The project site is located within the Potomac River Vicinity Height District, defined in Section 6-404 of the Zoning Ordinance. These additional standards provide guidance for building design in this prominent area. Buildings within the Potomac River Vicinity Height District are not permitted to exceed 30 feet above the average finished grade, except that the height may be increased to 50 feet with the approval of a Special Use Permit. The applicant requests approval of a Special Use Permit to increase the building heights from 30 to 50 feet above the average finished grade.

The Potomac River Vicinity Height District includes several standards and guidelines to evaluate the Special Use Permit request for increased height. The standards and guidelines, as well as an analysis of how the proposal complies with these requirements are provided in the table below. In addition, compliance with the Additional Standards for the Potomac River Vicinity Height District,

codified in Section 10-105(A)(4) will be evaluated by the Old and Historic Alexandria District Board of Architectural Review during the Certificate of Appropriateness process. As part of the BAR concept review, the BAR found that the proposal was generally consistent with the requirements of the Potomac River Vicinity Height District.

Table 8: Compliance with the Potomac River Vicinity Height District criteria for additional height

Standards and Guidelines (Section 6-404(B)(3))	How the proposal complies
(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Building should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district	The proposed design reflects the scale, massing and architectural character of traditional 19 th -century waterfront warehouses. Waterfront access and visibility will be increased with the addition of two publically-accessible through-block connections from South Union Street to The Strand. The proposed scheme anticipates a new park immediately east of the site across The Strand and will further goals for recreational access to the water.
(b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.	The proposed design ranges from four stories to five stories. The South Union Street elevation has a predominant transitional cornice at approximately 30 feet. The Strand elevation also shows a clear demarcation at the 30 foot elevation, in both material and a small setback on the northern portion, accentuated by a cornice and appropriate detailing.
(c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district	Commercial and functional requirements dictated that historic waterfront warehouses had significantly greater height, mass and bulk than other building types. The proposed scheme employs just such traditional height, massing and bulk as well as roof form. Historic photographs of this area of the waterfront depict 19 th -century waterfront buildings similar to what is proposed with respect to height, scale, massing and general architectural character.

(d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.	Historic photographs illustrate a series of prominent warehouse buildings oriented to the river. The applicant proposes for The Strand elevation to have a similar prominent elevation with punched fenestration. Whether from the park or the river, this building will appear to be in scale with other waterfront buildings and will not overwhelm nor detract from nearby buildings of historic merit.
(e) The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria.	Historically the river front area was the center of commerce and was a busy place with a mix of uses. Though much of the immediate area consisted of warehouses other uses supporting the warehouses including homes nearby created a vibrant mix of uses. The proposal, though not maritime related, does bring back a mix of uses and activity to the area.

Two Mechanical Penthouses

Section 6-403(B)(2)(a) of the Zoning Ordinance permits more than one mechanical penthouse with a Special Use Permit. The proposed 211 Strand building will have two mechanical penthouses to conceal rooftop equipment, which is typical of mixed-use development. The mechanical penthouse on the eastern side of the roof will house the elevator overrun and will be approximately 15 feet in height. The mechanical penthouse on the western portion of the roof will conceal equipment associated with the HVAC system, and will be approximately 9 feet in height. Both penthouses have been positioned away from the edge of the roof to reduce visibility, and will be constructed with brick and metal materials. The parapet that wraps the entire building will also help to conceal the penthouses. Based on the position on the roof, necessity of the equipment, and use of high-quality screening, staff is supportive of the SUP request for more than one mechanical penthouse for this project. Mechanical penthouses are a common feature on buildings in the area, and 2 penthouses at this location will not adversely affect the health or safety of existing residents or employees, nor will they be detrimental to the public welfare or injurious to property or improvements in the neighborhood.

J. Modification Requests

As part of this DSUP, the applicant is requesting several modifications to the Zoning Ordinance. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications are (1) necessary or desirable to good site development, (2) that specific and identified features of the site design make up for those impacts otherwise protected

by the regulations for which the modification is sought and (3) that such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Side Yard Setbacks

The W-1 zone requires a side yard setback ratio for multifamily residential buildings of 1:2 (1 foot of setback for every two feet of height) and a minimum setback of 16 feet. The proposed 211 Strand building has a north side yard setback of 15.8 feet, and a south side yard setback of 10 feet. At a proposed height of 50 feet, the required side yard setbacks in for this development are 25 feet for both side yards. The applicant is requesting a modification to the side yard setback requirement of 9.2 feet on the north side yard, and 15.0 feet on the south side yard.

The Waterfront Plan envisioned two 20 foot wide alleys at this site with building walls on each side. The proposed site plan is a close implementation of this vision with a 20 foot alley between the 211 Strand building and the Hotel Indigo, and a 15.8 to 16.7 foot alley between the 211 Strand building and the 205/206 Strand buildings. These alleys will function as urban pedestrian-only spaces, linking retail activity on Union Street and The Strand, and providing enhanced mid-block passage to the waterfront and associated open spaces. If the zoning ordinance setback were applied to this building the pedestrian-only alleys would be closer in width to a small street, and would not meet the small area plan vision for this site, nor would they recall historic warehouse alleys. Staff is supportive of the side yard setback modification based on the context of this building in a historically dense area, and that it allows for a direct implementation of the Waterfront Plan. The modification is therefore necessary for good site development, and the pedestrian-only alleys crossing through each side yard are critical public realm elements at widths envisioned by the City's Master Plan.

Canopy Coverage

The applicant has requested a modification to the 25 percent canopy coverage requirement. A development on a lot of this size is required to provide approximately 6,736 square feet of tree canopy, which would equate to about 5 large shade trees. Although 3 new street trees in the public right of way will be provided, no new trees will be added to the site. Five landscape planters (3 of which are BMP planters) will be provided along the edge of the alleys at the base of the 211 Strand building and will include a variety of shrubs. The proposed building and the two existing buildings occupy the majority of the parcel which restricts opportunities for trees on the site. The pedestrian alleys that provide ground level open space were intentionally designed to be kept as open as possible to maintain views of the water, and recall historic warehouse alleys which typically did not have trees. Staff has requested the applicant to provide a contribution to the Living Landscape Fund in lieu of the crown coverage requirement and is supportive of the modification request.

Height to Centerline Ratio

Section 6-403(A) restricts the height of a building to twice the distance of the building to the centerline of the street. The proposed 211 Strand building complies with this requirement on the northern half of the Union Street façade because the building steps back slightly at the 4th and 5th floors. The southern half of the Union Street façade does not step back, which is intended to

differentiate it from the other half and provide variety in massing. This design move places the top cornice on the parapet element slightly within the centerline ratio control plane.

The width of The Strand is atypical for a public street since the total right of way is approximately 40 feet, whereas many streets in Old Town have right-of-ways in the range of 50 to 70 feet. Since the distance between the building face and the centerline is approximately 17 feet for the southern portion of the building, and 20 feet for the slightly recessed northern portion of the building, the height of the building would be limited to 34 feet and 40 feet on this façade. The building is 50 feet tall, and lies within the height to centerline ratio control plane on the Strand facing side. The Strand façade will be a prominent elevation facing the park and Waterfront, and is important that the design is carefully implemented to comply with the goals of the Plan and the historic district. Had the width of The Strand been consistent with typical street widths this elevation would comply with this requirement. It's also important to note that the intent of the height to centerline ratio is to prevent a canyon effect with structures on both sides of a given street. The Strand façade of the proposed building will front onto Point Lumley Park, not a building, therefore the massing will not overwhelm the street. Given the unique condition of the narrow street width, location across from open space, and recognition that the overall architecture for the building has been reviewed as an entire composition, staff believes a modification to this requirement is appropriate.

V. COMMUNITY

The applicant participated in a variety of community engagement platforms for this project. The project was presented at the Old and Historic Alexandria District Board of Architecture Review on 2 separate occasions (September 7 2016, and December 21, 2016). The BAR endorsed the proposed height, scale, mass and general architectural character project. The project also presented to the Waterfront Commission on November 21, 2017, and no issues or concerns were raised by the Commission. The applicant held a community meeting on January 17, 2018 at Chadwick's for the surrounding neighborhood. The event was well attended by the public, and staff was present to answer questions. The feedback from the community at the meeting was positive. All of these meetings were open to the public. In addition to the public meetings, informal meetings with neighbors, small business owners and representatives of the Old Town Civic Association and Friends of the Waterfront have been held over the past two years from when concepts of the project were first introduced through the various DSUP site plan stages.

VI. CONCLUSION

Staff recommends approval of the development site plan and modifications and all associated special use permits subject to compliance with all applicable codes and the following staff recommendations.

DSUP2016-0003
SUP2017-0125
SUP2018-0003
203, 205, and 211 Strand Street
211 Strand

Staff: Karl Moritz, Director, Planning and Zoning
Robert M. Kerns, AICP, Chief, Development Division
Dirk H. Geratz, AICP, Principal Planner, Development Division
Ryan Price, Urban Planner, Development Division

VII. GRAPHICS

View from the future Point Lumley Park extension



View from across S. Union Street



The Strand elevation (211 Strand and 205 Strand)



S. Union Street elevation (211 Strand)



South Alley elevation (211 Strand)



North Alley elevation (211 Strand)



North Alley elevation (205 Strand)



VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated November 17, 2017, 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 and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. All materials in the right-of-way shall be consistent (in terms of material selection and installation techniques) with those in the approved Waterfront Common Elements palette.
 - c. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
*** (P&Z)(T&ES)

B. PUBLIC ART:

3. Per the City's Public Art Policy, the applicant shall provide a monetary contribution at a rate of \$.30 per gross square foot (with a maximum contribution of \$75,000 per building) of new floor area to be used toward city-acquired public art within the Small Area Plan planning area. **** (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 Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
 - a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is 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 for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
 - e. 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.
 - f. Work with staff and the City Arborist during the Final Site Plan process on street tree selection to ensure the canopy will not be in conflict with the 211 Strand building. (P&Z)(RP&CA)
5. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Show location of all street and site lights on the landscape plan. This project is located within the Alexandria Historic Street Light District and the newly approved Historic Street Light must be used (P&Z)*
6. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings, consistent with the approved Waterfront Common Elements palette, that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (P&Z)(T&ES)
7. Provide material, finishes, and architectural details for all retaining walls, seat walls, and decorative walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES.* (P&Z)(T&ES)
8. Upon the City notifying the applicant of DSUP2016-0003 and the owner of the adjacent property at 220 Union Street, the applicant shall remove all or a portion of the existing green screen located on the 220 Union Street property. (P&Z)
9. Hire a professional preservation or history consultant to design and develop a sign plan for interpretive signage (with a minimum of two signs using the Alexandria Heritage Trail [2' x 3'] template) that highlights the history and archaeology of the

site and drawing from the key themes identified for this area in the Waterfront Art and History Plan. Elements of the historical character and archaeological findings shall be incorporated into the design of the open space which shall be erected as part of the development project. This shall include the 1749 shoreline marking, consistent with the approved Waterfront Common Elements palette, as it crosses the site and adjacent public sidewalk. 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 Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.* (Arch)(P&Z)

D. BUILDING:

10. The building design, including the quality of materials, and final detailing shall be consistent with the elevations dated November 11, 2017 and the following conditions. (P&Z)
11. Building design, materials, finishes and architectural details shall be subject to review and approval by the Old and Historic Alexandria Historic District Board of Architectural Review. A materials board shall be submitted as part of the Certificate of Appropriateness approval. (P&Z)
12. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
13. Exhaust vents for the restaurants shall be located on the roofs of 211 Strand and 205 Strand. (P&Z)(T&ES)
14. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color. (P&Z)
15. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) 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 or different bay type. (P&Z)
16. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. 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 a 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. The mock-up panel shall be located on-site or in close vicinity of the site as determined by the Director of Planning and Zoning. **
- 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)

17. 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 Director of P&Z for the 211 Strand building. 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 certification within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
 - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED Sliver for Retail or LEED Silver for Commercial Interiors certification. (P&Z)(T&ES)

18. 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)
19. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
20. Provide one (1) parking space with a Level 2 electric vehicle charger and one (1) additional space with infrastructure for future electrical vehicle charging installation. (T&ES)
21. 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>. (T&ES)
22. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)

E. RETAIL USES:

23. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, private commercial schools and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. Retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
 - b. Personal service uses shall not include appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
 - c. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)
24. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height for the new retail at 211 Strand.
 - b. All retail entrances along Union Street and The Strand shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.

- c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

F. SIGNAGE:

- 25. Design and develop a coordinated sign plan, which includes a color palette and materials, consistent with the BAR's *Design Guidelines*, for all proposed commercial signage. Subtle exterior illumination may be appropriate, if approved by the BAR. A coordinated sign plan must be approved by the Board of Architectural Review. (P&Z)
- 26. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance 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 temporary 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:

- 27. A voluntary contribution of \$233,695 to the Housing Trust Fund is consistent with the conclusions of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. (Housing)***

H. PARKING:

- 28. Provide 12 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)
- 29. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition.(P&Z)(T&ES)(Code Administration)

30. Locate a minimum of 36 parking spaces in the underground garage for residents. Residential parking spaces shall be separated from office / retail spaces. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)
31. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). Spaces that are not purchased may be made available for visitor parking. (T&ES)
32. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z)(T&ES)
33. Residents of the development shall be ineligible to receive residential parking permits issued under Title 5, Chapter 8, Article F of the City Code. (P&Z)(T&ES)

SITE PLAN:

34. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
35. Submit the plat of consolidation and all applicable public open space easements for both alleys on the property prior to the Final Site Plan submission. Outdoor dining shall be permitted within both alleys provided adequate pedestrian access is maintained. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan.* (P&Z)(T&ES)
36. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)
37. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.

- d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)
38. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. 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.
 - g. 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.
 - h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
 - i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
 - n. The lighting for the structured parking garage shall be between 1.5 and 5.0 foot candles.

- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)(Code)
39. 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)
40. 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)
41. Provide a georeferenced CAD file in .dwg format [insert elements needed] of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all [elements/layers] are correctly located and will connect.* (P&Z)(DPI)

I. CONSTRUCTION MANAGEMENT:

42. 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. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)
43. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
- a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.

- c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include a plan for temporary pedestrian circulation;
 - f. Include the location and size of proposed construction trailers, if any;
 - g. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - h. 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.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
44. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 80% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
45. Provide a Building Monitoring Plan, to include a plan for addressing damage to adjacent property, for adjacent and nearby structures that is approved by the Director of Code Administration to detect building movement, settlement, and/or damage directly or indirectly attributed to the excavation or construction activities. The Building Monitoring Plan shall include a baseline survey prior to commencement of construction and a post-construction survey, if requested by the

building owner. All properties within 200 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys. (Code)

46. Any bicycle facilities on Union Street adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, access shall be maintained by diverting the cyclists into a travel lane through the implementation of appropriate signage, by shifting existing lanes, or through the creation of an off-street diversion directly adjacent to the travel path. Access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project (T&ES)
47. No major construction staging shall be allowed within the public right-of-way on South Union Street or The Strand. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
48. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
49. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
50. Prior to commencing demolition, clearing and grading of the site the applicant shall hold a meeting with notice to all adjoining property owners, including civic associations and businesses 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 a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)
51. 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)
52. 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)

53. 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. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
54. Temporary on-site 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) (Code)
55. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released 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 submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
56. 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)
57. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
58. 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 and associated documents 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)

J. FLOODPLAIN MANAGEMENT:

59. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. Including, but not limited to, the lowest floor shall be set at least to the Base Flood Elevation (BFE) plus one foot, provide calculations for appropriate wall openings to allow flood waters to enter and exit, equalizing hydrostatic pressures on exterior walls, for enclosed areas below the BFE. * (T&ES)
60. For all Residential and Non-Residential development (New and/or Substantial Improvement) in Special Flood Hazard Area (SFHA):
 - a. The architectural plans shall indicate location and size of required flood openings on a minimum of two openings on different sides of the structure, as required in Section 6-306 (J)(3).
 - b. Upon substantial completion of the building, an Elevation Certificate (FEMA Form 086-0-33), completed and certified by a Licensed Land Surveyor or Licensed Professional Engineer, shall be provided to the T&ES Development Coordinator. (T&ES)

K. WASTEWATER / SANITARY SEWERS:

61. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)
62. If a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)
63. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.* (T&ES)

L. SOLID WASTE:

64. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of two (2) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
65. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of two (2) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to. 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)

M. STREETS / TRAFFIC:

66. 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)
67. 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)
68. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
69. Show turning movements of standard vehicles in the parking structure and/or parking lots. 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)
70. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)

N. UTILITIES:

71. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
72. All overhead power and communication lines fronting the development on South Union Street shall be undergrounded. Secondary utilities serving the site on South Union Street and Strand Street shall be undergrounded. (T&ES)
73. No transformer and switch gears shall be located in the public right of way. (T&ES)

O. SOILS:

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

P. WATERSHED, WETLANDS, & RPAs:

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

Q. STORMWATER MANAGEMENT:

76. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
77. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

78. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
79. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs), and latitude and longitude in decimal degrees (T&ES)
80. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and accessibility for maintenance of the green roof and any other BMPs. (SWM)
81. Provide a complete drainage area map with hatched areas illustrating the site area treated by each BMP. Include pipes, roof drains and inlet locations on the plan to indicate how runoff is directed to each BMP. (SWM)
82. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released 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)
83. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
84. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)

85. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA) and/or master association for the mix of uses and owners for the development, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA and/or master association, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA and/or master association. 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)
86. If units will be sold as individual units and a homeowner's association (HOA) and/or master association established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association and/or master 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/owner with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) and/or master association with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA and/or master association for distribution to subsequent homeowners/owners. (T&ES)
87. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. ****(T&ES)
88. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

R. CONTAMINATED LAND:

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

91. 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)
92. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. [The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)]

S. NOISE:

93. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and upon completion of the improvements within the Waterfront Plan in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to first floor retail / restaurant activities, activities within the adjacent open spaces, along the waterfront promenade, the pier, The Strand extensions, loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, or any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
94. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.* (T&ES)
95. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

- 96. Supply deliveries, loading, and unloading activities shall not occur between the hours of 8:00pm and 7:00am. (T&ES)
- 97. 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)

T. AIR POLLUTION:

- 98. 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)
- 99. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 100. No material may be disposed of by venting into the atmosphere. (T&ES)
- 101. 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)

U. CONTRIBUTIONS:

- 102. Pursuant to the Waterfront Small Area Plan, provide a monetary or in kind contribution of \$676,186 to be used for off-site improvements to existing and planned public spaces within the Waterfront Plan area. The cost of in-kind contributions shall be credited towards the total monetary contribution required to the satisfaction of the Directors of P&Z, T&ES, RP&CA, and DPI:
 - a. Implementation of interim improvements to Point Lumley Park
 - b. Other enhancements to the waterfront between King Street and Wolfe Street now included within the City's capital budget for waterfront plan implementation.
 - c. If any combination of the above in kind contributions are mutually agreed to by the City and the applicant, the applicant shall submit an agreed upon scope of work and cost estimate to the City prior to the release of the final site plan. Prior to the issuance of the certificate of occupancy for the project, the applicant shall complete the agreed upon work and make a monetary contribution to the City if the cost of the in kind work is less than the \$676,186 contribution. In no case, shall the applicant be obligated to perform off-site work in excess of \$676,186. (R&Z)(T&ES)(RP&CA)(DPI)

V. ARCHAEOLOGY:

103. **CONDITION AMENDED BY PLANNING COMMISSION:** Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to ~~submission~~ release of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)
104. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Archaeological Evaluation plan and any required Resource Management Plans will be implemented to recover significant resources before or in concert with construction activities.*(Archaeology)
105. Call Alexandria Archaeology (703/746-4399) two (2) 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)
106. 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)
107. 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)
108. The final certificate of occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been

erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)

W. DISCLOSURE REQUIREMENTS:

109. 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 development is located adjacent to City parks and publicly accessible space including Point Lumley Park and the alleys on the subject property. Point Lumley Park and other areas of the waterfront can be programmed for active and passive uses including but not limited to special events, festival, concerts, classes and demonstration activities as part of the implementation of the City's approved Waterfront Plan.
 - b. This is a mixed-use development including restaurant and retail uses, which are potential noise-generating uses.
 - c. The property is within the floodplain.
 - d. The principal use of the 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.
 - e. 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.
 - f. Residents of the development shall be ineligible to receive residential parking permits issued under Title 5, Chapter 8, Article F of the City Code.
 - g. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - h. Exterior building improvements or changes by future residents shall require the approval of the City Council and the Old and Historic Alexandria District Board of Architectural Review, as determined by the Director of P&Z.
 - i. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.

- j. 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)
 - k. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
 - l. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. *** (P&Z) (T&ES)
110. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
111. Notify prospective buyers, in their homeowner documents, that the street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning:

- 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 (3) years after completion. **** (P&Z) (T&ES)
- C - 3 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services:

- F - 1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive

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

- F - 4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6 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) [Include this condition on all plans.]
- F - 7 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch 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) [Include this condition on all plans.]
- F - 8 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

- F - 9 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)
- F - 10 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 - 11 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 15 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

- F - 17 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 18 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 19 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 4 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 5 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. 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 or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 6 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses

- that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 7 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 8 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 9 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 - 10 (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 - 11 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 - 12 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 - 13 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 - 14 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 - 15 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 - 16 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 17 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 - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C - 19 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 - 20 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 - 21 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 - 22 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 - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 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 - 26 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)

- C - 27 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

VAWC:

- F - 1 No comments received from VAWC.

AlexRenew:

- F - 2 Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
- F - 3 The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Potomac Interceptor during wet and average flow conditions.
- F - 4 Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator at 703-549-3382.

Recreation, Parks, and Cultural Activities:

- F - 20 Remove reference to on-site public art from the site plan. An in-lieu fee will be provided for Public Art per condition 3 of DSUP2016-0003 that will be used off-site within the Waterfront Small Area Plan.

Fire Department:

- F - 21 All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

- F - 22 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 - 23 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia

Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

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

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

STAFF RECOMMENDATIONS SUP2017-0125:

Staff recommends approval of the restaurant special use permit subject to compliance with all applicable codes and ordinances and the following conditions:

1. A restaurant occupying the ground-floor commercial space on The Strand side of the 211 Strand building is subject to these conditions.
2. The maximum number of seats for restaurants in the 211 Strand and 205 Strand buildings shall not exceed 114 combined (89 indoor seats, 25 outdoor seats). (P&Z)
3. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
4. The hours of operation for the restaurant shall be limited to between 6:00 am and midnight Sunday through Thursday, and between 6:00 am and 2:00 am Friday and Saturday. The hours of operation for the outdoor seats shall be limited to between 7am and 11:00 pm, 7 days a week. The outdoor dining area shall be closed and cleared of all customers by 11:00 pm. The outdoor seating area shall not include advertising signage. (P&Z)
5. The design of the outdoor dining area and all its components must comply with the Waterfront Plan Policy for Restaurants or obtain separate BAR approval. The applicant shall submit illustrations and specifications to the Director of Planning & Zoning or, if required, the Board of Architectural Review, for review and approval. (P&Z)
6. If indoor live entertainment is proposed, a noise study and/or abatement measures must be submitted to the satisfaction of the Director of T&ES. Outdoor live entertainment is prohibited. (P&Z)(T&ES)
7. No off-premises customer delivery service shall be available from the operator of the restaurant. (P&Z)
8. On-premises alcohol sales may be offered at the restaurant. (P&Z)
9. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue or wash water be washed into the streets, alleys or storm sewers. (T&ES)
10. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a

nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

11. All waste products including but not limited to organic compounds (solvents and cleaners) shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
12. Supply deliveries, loading, and unloading activities shall not occur between the hours of 8:00pm and 7:00am. (T&ES)
13. The use must comply with the city's noise ordinance. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)
14. Exterior power washing of the building shall not be completed using any kind of detergents. (T&ES)
15. Chemicals, detergents or cleaners stored outside the building shall be kept in an enclosure with a roof. (T&ES)
16. If used cooking oil is stored outside, the lid of the used cooking oil drum shall be kept securely closed (using a bung) when not receiving used oil. The drum shall be placed on secondary containment and situated under cover to prevent rainwater from falling on it. (T&ES)
17. Trash and garbage shall be stored inside or in sealed containers that do not allow odors to escape, invasion by animals, or leaking. No trash or debris shall be allowed to accumulate outside of those containers. Outdoor containers shall be maintained to the satisfaction of the Directors of P&Z and T&ES, including replacing damaged lids and repairing/replacing damaged dumpsters. (P&Z) (T&ES)
18. The applicant shall require its employees who drive to use off-street parking. (T&ES)
19. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
20. The applicant shall 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 Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)

21. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the restaurant's website. (T&ES)
22. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)
23. 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)

City Code Requirements:

1. The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99). In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of SUP approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
2. 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)
3. Section 5-1-42- Collection by Private collectors. (c) Time of collection. Solid waste shall be collected from all premises not serviced by the city at least once each week. No collections may be made between the hours of 11:00 p.m. and 7:00 a.m. (6:00 a.m. from May 1, through September 30) if the collection area is less than 500 feet from a residential area. (T&ES)

STAFF RECOMMENDATIONS SUP2018-0003:

Staff recommends approval of the restaurant special use permit subject to compliance with all applicable codes and ordinances and the following conditions:

1. A restaurant occupying the ground-floor commercial space in the 205 Strand building is subject to these conditions.
2. The maximum number of seats for restaurants in the 211 Strand and 205 Strand buildings shall not exceed 114 combined (89 indoor seats, 25 outdoor seats). (P&Z)
3. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
4. The hours of operation for the restaurant shall be limited to between 6:00 am and midnight Sunday through Thursday, and between 6:00 am and 2:00 am Friday and Saturday. The hours of operation for the outdoor seats shall be limited to between 7am and 11:00 pm, 7 days a week. The outdoor dining area shall be closed and cleared of all customers by 11:00 pm. The outdoor seating area shall not include advertising signage. (P&Z)
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nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

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Attachment 1: Compliance with Development Guidelines for the Cummings/Turner Block:

Development Guideline (pages 101 and 102 of the Waterfront Small Area Plan)	How the proposal complies
1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34) and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.	Over 10,000 square feet of active ground floor retail will be located on this project site (new and existing). This retail will provide active frontages as generally depicted in the Public Space and Active Frontages Diagram. The retail areas will have direct access to Union Street, The Strand, and both pedestrian alleys. In addition, both pedestrian alleys will be open to the public through public access easements, further activating the space as envisioned by the small area plan
2. The preferred use on the site is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses such as a hotel.	The proposal is a mixed-use project, with ground floor retail and residential units above. A hotel was constructed on the southern half of the block as part of DSUP2012-0019.
3. For the cluster of buildings that includes the historic warehouses, residential (including owner occupied units) is permitted above the first floor along Union Street and around the northwest corner on Prince Street.	Residential condos are proposed above the ground floor retail on Union Street and The Strand.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.	At full build-out, the Cummings/Turner block will be an active mixed-use area, with 120 hotel rooms in the Hotel Indigo, 18 residential units in the 211 and 205 Strand buildings, and approximately 12,000 square feet of ground-floor retail fronting on The Strand and Union Street. Commercial uses (hotel and retail) represent the primary use for the block, accounting for over 86,000 gross square feet, or about 55% of the development on the block. The residential use proposed represent approximately 70,000 gross square feet, about 45% of the development on the block. There are no ground floor residential units proposed as part of this project.
5. The streetscape and pedestrian experience along South Union Street,	The proposal includes new sidewalks, street trees, and street lights. The developer will be

<p>The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and to enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways:</p> <ul style="list-style-type: none"> • At least two midblock breaks between new buildings, with public space, including alleys and courtyards shall be provided extending from South Union Street to the The Strand; • A third alleyway between 10 Prince Street and 204 South Union Street shall be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in that location. • Access to uses within the alleys and courtyards is essential to the pedestrian experience. 	<p>required to underground all utilities associated with this site. A new midblock break will be provided north of the 211 Strand building as called for the Small Area Plan. The second half of the existing midblock break will be constructed as part of this project in between the Hotel Indigo and the 211 Strand building. The ground floor retail in the 211 Strand and 205 Strand buildings will have entrances within the alleys.</p>
<p>6. Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces.</p> <ul style="list-style-type: none"> • Buildings and open space should reflect Alexandria's maritime history. • The Plan encourages modern design inspired by historic precedent (such as 18th Century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations. 	<p>The proposed architecture reflects the historic waterfront building orientation of buildings fronting onto the Potomac River. The two adjacent east-west alleys further recall historic development patterns of waterfront blocks. The proposal uses Alexandria-inspired late 19th-century commercial architectural styles, typical of the historic district. The proposed design maintains the character-defining features of masonry buildings found on the Alexandria waterfront for centuries. The project complies with the height requirements of the Potomac River Vicinity Height District which limits the maximum height of a building or structure to 30 feet but permits a maximum of 50 feet with approval of a special use permit. The Zoning Ordinance notes that the additional height should be transitioned, such as with a step back for the portion above 30 feet at the street or water face,</p>

<ul style="list-style-type: none"> • Architecture should reflect historic east-west orientation of buildings, alleys and wharves. 	<p>but does not specifically direct how the height is to be transitioned. The transition in this case is marked by a strong cornice at around 30 feet on the South Union Street elevation and by a cornice and material change on The Strand.</p>
<p>7. Redevelopment of any portion of the block should be coordinated with restoration and adaptive reuse plans for the historic warehouse buildings in the block. As part of any SUP for any development of Cummings property, the applicant shall provide a plan for the restoration and adaptive reuse of the historic buildings at 10 Prince Street, 204 South Union Street and 206 South Union Street. Adaptive reuse should emphasize uses that are open to public access and shall include a civic or cultural use.</p>	<p>The historic warehouses to the north of this site have recently been restored and are not part of the scope of this project.</p>
<p>8. Public art should be a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the extent possible, in the design for the redeveloped warehouses, pier, and public spaces.</p>	<p>Public art was installed on the Cummings/Turner block as part of the Hotel Indigo DSUP. The current proposal will provide a monetary contribution for public art to be installed in other parts of the Waterfront planning area.</p>
<p>9. Contribute significantly to the public amenities in the new park between the redevelopment block and the Potomac River, including environmental amenities, above and beyond the minimum required.</p>	<p>The applicant will provide a cash contribution toward public amenities in the planning area; to the extent that the applicant makes desired improvements, the value of those improvements will be credited toward the cash contribution. Possible improvements include improvements to Point Lumley Park.</p>
<p>10. Open space with public access easements and/or dedications shall be provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34).</p>	<p>The 2 east-west alleys proposed with this project are consistent with the area identified in Figure 34 and will have public access easements.</p>
<p>11. Curb cuts should not be located on any building and/or block frontage facing open space</p>	<p>There is only one curb cut proposed with this project along Union Street, which is not facing public open space. There are no curb cuts proposed on The Strand frontage, which is</p>

	consistent with the vision for The Strand as a “comfortable pedestrian-focused zone” that has limited vehicular access.
12. Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.	Parking for the project will be provided in an at-grade structured garage within the first floor of the 211 Strand building. The site lies within the flood plain elevation; therefore residential parking is not permitted below grade per the flood plain ordinance. The north and south exterior walls of the parking area will be lined with bio-retention landscape planters, an 8 foot green screen, and will also include architectural detailing. These elements will conceal the fully-enclosed parking area and provide visual interest within the pedestrian alleys. Access to the garage will be located on Union Street. More than half of the western garage frontage (along Union Street) will be lined with retail. The entire eastern garage frontage (along The Strand) will not be visible, and will be lined with retail and a residential lobby. Parking ratios for the project have been evaluated by staff and are supported. Additional details on the Parking are provided in the Parking section and Special Use Permit request sections of this report.
13. Both the Cummings and the Turner properties are encouraged to develop jointly under a single scheme and in such a way as to share amenities such as an on-site restaurant or other common space. However, if that does not occur, each site can develop on its own. At ultimate buildout, the underground parking will share a single entrance on Duke Street, with a knock out panel provided between the underground garages.	The Cummings/Turner block is being developed under 2 separate DSUPs (Hotel Indigo approved in 2014, DSUP2012-0019), and the current 211 Strand proposal DSUP2016-0003). As noted previously, residential parking is not permitted below grade because the project lies within the flood plain. The below-grade garage in the Hotel Indigo, and the at-grade structured garage in the proposed 211 Strand building will not be connected. The southern alley between the 211 Strand Building and Hotel Indigo will be shared by both developments and serve as common space that is open to the public.
14. The maximum FAR and floor area allowed is included on the chart at page 103.	The proposed FAR for the site is 3.0, which is consistent with the Small Area Plan.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2016-0003

Project Name: 203/205/211 Strand Street

PROPERTY LOCATION: 203, 205, and 211 Strand Street

TAX MAP REFERENCE: 075.03-03-05, 075.03-03-06, 075.03-03-07 **ZONE:** W-1

APPLICANT:

Name: IDI Strand L.C.

Address: 1700 North Moore Street, Suite 2020, Arlington, Virginia 22209

PROPERTY OWNER:

Name: Turner Beverly D. Jr. et al

Address: Attn: Simpson Properties PO Box 430 Alexandria, Virginia 22313

SUMMARY OF PROPOSAL Develop 18 residential units and 10,981 sf of commercial/retail with at-grade parking

MODIFICATIONS REQUESTED Modification of north and south side yard setbacks; modification of minimum canopy coverage; modification for residential lobby in W-1 zone; waiver of Section 6-403

SUP's REQUESTED Development special use permit; height over 30 ft in Potomac River Vicinity Height District; retail parking reduction; residential parking reduction for tandem parking spaces, SUP for 2 penthouses

[] **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.

Kenneth W. Wire

Print Name of Applicant or Agent

McGuireWoods LLP 1750 Tysons Blvd., Suite 1800

Mailing/Street Address

Tysons Corner, VA 22102

City and State

Zip Code

Signature

703-712-5362

Telephone #

703-712-5222

Fax #

kwire@mcguirewoods.com

Email address

11/21/17

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

see attached

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 three 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. IDI Virginia Holdings, L.C.	1700 N. Moore Street, Suite 2020, Arlington, VA 22209	100%
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 203/205/211 Strand Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three 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. Beverly D. Turner, Jr.	19450 Gulf Blvd., #602, Indian Shores, FL 33785	33.3%
2. James A. Turner	8015 Montour Heights Drive, Gainesville, VA 20155	33.3%
3. John David Whitestone	1100 Alden Road, Alexandria, VA 22308	16.7%

4. Matthew Lindsey Whitestone 1100 Alden Road, Alexandria, VA 22308 16.7%

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. None	None	None
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.

11/21/17

Date

Kenneth W. Wire

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.)

Applicant requests approval to develop 18 residential units with commercial/retail and at-grade parking. The existing site contains office and retail uses (including a restaurant). The proposal will expand the area dedicated to retail and commercial uses, allowing for expansion of the existing restaurant. Applicant proposes constructing a 16-unit residential building with ground-floor retail and at-grade parking at 211 Strand St., an additional floor containing 2 residential units on top of the existing office/retail/restaurant uses at 205 Strand St., and maintaining the building housing the existing restaurant use at 203 Strand St. The development will provide at-grade parking totaling 36 spaces. The proposal provides block porosity by adding 10 ft. to the southern alleyway and creating a 14-18 ft. alleyway to the building's north.

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

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

Typical for residential, retail and restaurant uses

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

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

Typical for retail and restaurant uses

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

Day	Hours	Day	Hours
7 days a week	24 hours per day	for residential uses	
Retail/office	as permitted by	noise ordinance	

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

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

Typical for residential, retail, and restaurant uses

B. How will the noise from patrons be controlled?

Property management

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

Typical for residential, retail, and restaurant uses. Odors will be controlled with standard ventilation equipment.

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

A. What type of trash and garbage will be generated by the use?

Typical for residential, retail, and restaurant uses

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

Typical for residential, retail, and restaurant uses

C. How often will trash be collected?

Daily collection

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

Property management

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:

Typical for residential, retail, and restaurant uses

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:

Typical for residential, retail, and restaurant uses

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

Monitoring by property management

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.

Restaurant provides on-premise sale of alcohol

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 DSUP Plans

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

17 Standard spaces

17 Compact spaces

2 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? One

- B. How many loading spaces are available for the use? One

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

Alley

- D. During what hours of the day do you expect loading/unloading operations to occur?
Typical for residential, retail, and restaurant uses

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

Typical for residential, retail, and restaurant uses

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?

No improvements are necessary for site access.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

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

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

The applicant requests a parking reduction for tandem residential parking spaces and a waiver of all retail parking requirements.

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

The applicant is providing 2 spaces per residential unit by the use of tandem spaces. These two spaces will meet market demand. The majority of retail patrons will be guests of the adjacent hotel and nearby residents. The retail the applicant is proposing is relatively small in scale and not destination retail.

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

A second level of below grade parking is not feasible due to the flood plain restrictions.

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

☒ Yes. ☐ No.

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

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



SUPPLEMENTAL APPLICATION

RESTAURANT

All applicants requesting a Special Use Permit or an Administrative Use Permit for a restaurant shall complete the following section.

1. How many seats are proposed?
Indoors: 89 Outdoors: 25 Total number proposed: 114

2. Will the restaurant offer any of the following?
Alcoholic beverages (**SUP only**) ☒ Yes ☐ No
Beer and wine — on-premises ☒ Yes ☐ No
Beer and wine — off-premises ☐ Yes ☒ No

3. Please describe the type of food that will be served:
American fare, happy hour, brunch

4. The restaurant will offer the following service (check items that apply):
☒ table service ☒ bar ☐ carry-out ☐ delivery

5. If delivery service is proposed, how many vehicles do you anticipate? N/A
Will delivery drivers use their own vehicles? ☐ Yes ☐ No
Where will delivery vehicles be parked when not in use?

6. Will the restaurant offer any entertainment (i.e. live entertainment, large screen television, video games)?
☐ Yes ☒ No
If yes, please describe:

Parking impacts. Please answer the following:

1. What percent of patron parking can be accommodated off-street? (check one)
 - ☐ 100%
 - ☐ 75-99%
 - ☐ 50-74%
 - ☐ 1-49%
 - ☒ No parking can be accommodated off-street

2. What percentage of employees who drive can be accommodated off the street at least in the evenings and on weekends? (check one)
 - ☐ All
 - ☐ 75-99%
 - ☐ 50-74%
 - ☐ 1-49%
 - ☐ None

3. What is the estimated peak evening impact upon neighborhoods? (check one)
 - ☐ No parking impact predicted
 - ☐ Less than 20 additional cars in neighborhood
 - ☐ 20-40 additional cars
 - ☐ More than 40 additional cars

Litter plan. The applicant for a restaurant featuring carry-out service for immediate consumption must submit a plan which indicates those steps it will take to eliminate litter generated by sales in that restaurant.

Alcohol Consumption and Late Night Hours. Please fill in the following information.

1. Maximum number of patrons shall be determined by adding the following:

_____	TBD	Maximum number of patron dining seats
+	_____	Maximum number of patron bar seats
+	_____	Maximum number of standing patrons
=	_____	Maximum number of patrons

2. _____ Maximum number of employees by hour at any one time

3. Hours of operation. Closing time means when the restaurant is empty of patrons.(check one)
 - ☐ Closing by 8:00 PM
 - ☐ Closing after 8:00 PM but by 10:00 PM
 - ☐ Closing after 10:00 PM but by Midnight
 - ☒ Closing after Midnight

4. Alcohol Consumption (check one)
 - ☐ High ratio of alcohol to food
 - ☒ Balance between alcohol and food
 - ☐ Low ratio of alcohol to food

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 6, 2018

TO: CHAIRWOMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: 211 STRAND ARCHEOLOGY CONDITION

Staff is recommending the following change to condition 103 of DSUP2016-0003 for the 211 Strand project:

Condition 103:

Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented **to address the areas of below grade disturbance**. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to ~~submission~~ **the release** of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist.

From: Karl Moritz
Sent: Tuesday, February 06, 2018 5:00 PM
To: Robert Kerns; Ryan Price; Kristen Walentisch; Nancy Williams
Subject: Fwd: Planning Commission Meeting, Feb 6, 2018. DOCKET ITEM #8 Strand project

Please forward to the Planning Commission and have copies on the dais.

Sent from my iPhone

Begin forwarded message:

From: Elizabeth McCall <Elizabeth.McCall@comcast.net>
Date: February 6, 2018 at 4:38:27 PM EST
To: "Karl.Moritz@alexandriava.gov" <Karl.Moritz@alexandriava.gov>
Subject: Planning Commission Meeting, Feb 6, 2018. DOCKET ITEM #8 Strand project

Karl, Could you pass this along to the Planning Commission for today's meeting? I am not 100% sure who this goes to!

Thanks!

Indy

Dear Chairperson Lyman and members of the Planning Commission.

The Old Town Civic Association has had an opportunity to review the plans for 203, 205, and 211 Strand (Docket item 8, Development Special Use Permit #2016-0003 Special Use Permit #2017-0125 Special Use Permit #2018-0003). We would like to express our support for the project. In particular, we welcome the direction of the design, which complements the character and style of the surrounding historic neighborhood. We also appreciate the desire of the developer to work with neighbors, and to seek to ensure that the project contributes to the historic district and to local residents. We do have some reservations about the probable impact of the development density on parking, and ask that the commission consider how to ameliorate the ripple effect into the surrounding residential streets. We note that the staff report overlooks that a number of currently available off-street commercial parking spaces will be eliminated, and that the some of the parking referenced in the study is contained in a private garage that may be redeveloped.

Sincerely,

Elizabeth McCall
President, Old Town Civic Association

Sent from the ether

DSUP2016-0003
Additional Materials

Cecchi project on South Union

Nicholas Carosi, III <nc3@arbancarosi.com>

Wed 1/31/2018 8:36 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Committee Members:

My wife and I are 30 year residents of 215 N Fairfax St., and fully endorse the approval of this exciting project. This is the perfect project for this site.

IDI and the Ceechi family are very honorable people, and we can all trust what they say.

If you have any further questions, please feel free to contact me at the numbers below.

Thank you for volunteering your service to the Planning Board.

Nick Carosi III
Arban & Carosi Inc.
13800 Dawson Beach Rd.
Woodbridge, Va. 22191
Office Direct 703 490 9427
Cell 703 929 6322
Fax 703 490 9425



DSUP2016-0003
Additional Materials

IDI Proposed Residential on S Union/The Strand

Mike <mdlube@aol.com>

Wed 1/31/2018 9:52 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission Members

My wife and I have lived in Old Town Alexandria for over 12 years and have followed and supported the land use changes proposed and those changes adopted for the waterfront and core area of Old Town. We are pleased with the implementation of these changes and look forward to the continued revitalization and redevelopment.

The IDI residential project proposed is in further support of this effort and is proper redevelopment of the areas affected. The increased residential in this area will provide additional 24/7 life and activity and further support the non residential uses in the immediate vicinity, not to mention the additional net tax benefit to the City generated by the proposal.

We urge you to move this project forward with a positive recommendation to the Council.

Mike Lubeley
S Pitt St.

IDI Strand Street Project

DSUP2016-0003
Additional Materials

[Trae Lamond <traelamond@chadwicksrestaurants.com>](mailto:traelamond@chadwicksrestaurants.com)

Wed 1/31/2018 8:57 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Hello,

I am writing to show support for Carlos Cecchi and IDI's development on the Strand.

As a local business owner, resident, and member of the Waterfront Commission, I think this project has merit and will add to a better waterfront.

Thanks,
Trae Lamond
Chadwicks Restaurant

DSUP2016-0003
Additional Materials

IDI residential project proposed for Strand Street.

Jay Thomas <jaythomas@alphagraphics.com>

Thu 2/1/2018 9:46 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Carlos Cecchi <ccecchi@idigroup.com>;

Dear Planning Commission Members:

As a long time business owner here in the city, I was excited to hear about the IDI residential project on Strand Street. To me, it is a perfect addition and fits nicely with the city's efforts to revitalize and redevelop the waterfront. It will add 24\7 life and activity and support the business's in the area. Of course, more taxes to the City is a good thing!

I urge you to move this project forward with a positive recommendation to the Council.

If you have any further questions, please feel free to contact me. My contact info is below.

Thank you for volunteering your service to the Planning Board.

Jay Thomas

Owner

AlphaGraphics Old Town #635

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[1001 North Fairfax Street, Suite 100A • Alexandria, Virginia 22314](#)

Tel: [703.549.2432](tel:703.549.2432) • Email: jaythomas@alphagraphics.com

Web: www.us635.alphagraphics.com [Follow us on Twitter!](#) [Connect with me on Linked-In!](#) [Like us on Facebook](#)

DSUP2016-0003
Additional Materials

Outlook

Print Cancel

Kristen Walentisch

Support for the 211 Strand Project (DSUP2016-0003)

[George Charuhas <charuhasg@outlook.com>](#)

Mon 2/5/2018 1:37 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Hello,

I reviewed the Staff Report for the 211 Strand Project (DSUP2016-0003, SUP2017-0125, SUP2018-0003) and I just wanted to send you a note expressing my support of the project and your findings in the report.

I agree with the staff analysis that the proposed re-development of this site will improve the pedestrian-oriented waterfront presence of Old Town. I believe the building design fits nicely between the existing structures on S. Union Street and offers a nice transition for pedestrian traffic to reach the planned Point Lumley Park. The design is a definite improvement over the existing structures and parking lot on the site. I also appreciate the multi-use aspect of this project and agree that the proposed ratio of residential units (with parking), retail, and restaurants is appropriate for this key area of the historic district.

I appreciate the time and effort that your staff and the development team have put into engaging the community throughout the process. Thank you again for the transparency that you provide during your review and I look forward to following the progress of this project.

George Charuhas
634 S Pitt St.
Alexandria, VA 22314