



DOCKET ITEM #6
Development Site Plan #2017-0014
1101 North Washington Street – Abingdon Place

Application	General Data	
Project Name: Abingdon Place	PC Hearing:	May 1, 2018
	If approved, DSP Expiration:	May 1, 2021 (3 years)
	Plan Acreage:	0.98 acres (42,746 SF)
	Zone:	CD / Commercial Downtown
Location: 1101 N. Washington Street	Proposed Use:	Multifamily Residential
	Dwelling Units:	19
	Gross Floor Area:	58,112 SF
	Net Floor Area:	53,432 SF
Applicant: Toll Bros., Inc., represented by M. Catharine Puskar, attorney	Small Area Plan:	Old Town North
	Historic District:	Old & Historic Alexandria
	Green Building:	LEED Silver or equivalent

Purpose of Application
Consideration of a request for a Development Site Plan with modifications for the construction of 19 townhouse-style multifamily residential units on the site of the current Old Colony Inn hotel.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none">1. Development Site Plan to construct 19 multifamily townhouse units2. Modification to the setback requirement for the north and east side yards3. Modification to the open space requirement4. Modification to the crown coverage requirement

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert M. Kerns, AICP, Chief of Development robert.kerns@alexandriava.gov Gary Wagner, PLA, ASLA, Principal Planner gary.wagner@alexandriava.gov Michael Swidrak, AICP, Urban Planner michael.swidrak@alexandriava.gov



Development Site Plan #2017-0014
1101 North Washington Street



I. SUMMARY

A. Recommendation

Staff recommends approval for the request to construct 19 condominium townhouses on the site of the existing Old Colony Inn hotel with a Development Site Plan (DSP) with modifications, and subject to compliance with Staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- Buildings of high-quality design and architecture at a City gateway of the George Washington Memorial Parkway;
- Enhanced streetscape and pedestrian improvements along Second Street and E. Abingdon Drive, including two (2) BMP tree wells on Second Street;
- Increased tree plantings and landscaping along E. Abingdon Drive;
- Public access easements along the private street (former N. St. Asaph Street) and mid-block walkway between the private street and E. Abingdon Drive;
- Placement of three (3) or four (4) “nostalgia” style street lights along the E. Abingdon Drive frontage;
- A contribution of \$9,500 for tree plantings in the adjacent Memorial Circle;
- LEED Certified (or equivalent) for green building design; and
- A contribution to the City’s Housing Trust Fund (approximately \$139,457).

B. General Project Description & Summary of Issues

The applicant, Toll Brothers, Inc., requests approval for the construction of 19 condominium townhouses on the Old Colony Inn hotel site. The proposal consists of townhouse rows facing E. Abingdon Drive, Second Street and a private street (former N. St. Asaph Street). The townhouses are four (4) stories and will be condominium ownership. The site is bounded by Second Street to the south, E. Abingdon Drive and N. Washington Street to the west, the office building at 1201 E. Abingdon Drive to the north, and private street shared with Canal Way and Pitt Street Station residences to the east. In conjunction with the DSP request, the applicant is asking for site plan modifications related to E. Abingdon Drive front yard and north and east side yard setbacks, and open space and crown coverage requirements.

Key issues that were considered in the staff analysis of this proposal, and which are discussed in further detail in this report, include:

- Mass, scale, height and articulation of the buildings;
- Consideration of the appearance and context for development adjacent to the Memorial Circle of the George Washington Memorial Parkway, and abutting properties;
- Landscaping and pedestrian improvements along the site frontages and along the private street;
- Conformance to policies and provisions set forward in the Old Town North Small Area Plan and Urban Design Guidelines, and Washington Street Standards; and
- Community engagement and resident input.

II. BACKGROUND

A. Site Context

The approximately 1-acre site is located in the northwest portion of Old Town North, facing E. Abingdon Drive from the east. The Old Colony Inn hotel address is on N. Washington Street, as E. Abingdon Drive is a service road for Washington Street as it becomes the George Washington Memorial Parkway (GWMP) going northward. The site is also located in the Old & Historic Alexandria District, and subject to the Washington Street Standards.

The project site is currently occupied by the Best Western Old Colony Inn hotel, which was built in 1967. The building originally served as a conference center, with the main portion of the hotel located on the site that is now Liberty Row condominiums. When the larger hotel site was subdivided and Liberty Row was developed in the early 2000s, the project site became primarily a hotel, though it still includes a meeting room in the basement.

The relationship of the site to Washington Street and the GWMP concerns its western façade. The southern, eastern and northern edges of the site abut residential and office. To the south, along Second Street is a four-story, multifamily building which is part of Liberty Row Condominiums. The eastern elevation of the existing hotel site is served by a private street with front-in spaces for the Canal Way townhouses and parallel spaces for the hotel adjacent to the façade. The eastern property line of the site is located along the centerline of the private street, and portions of the private street to the east of the site are owned and maintained by Canal Way and Pitt Street Station homeowners' associations. The private street is often labeled as the former N. St. Asaph Street; the public street was vacated by the City in the 1940s. The northeast corner of the site borders townhouses that are part of the Pitt Street Station development. To the north, the hotel shares a parking area with 1201 E. Abingdon Drive, a five-story office building.

The development site is generally flat. It features most of its vegetation along its western edge, with shrubs and trees planted between E. Abingdon Drive and the western parking area. A collection of shorter trees and shrubs also line the southern portion of the building, with much of the remaining lot area occupied by parking facilities.

B. Project Evolution/Procedural Background

Interest in the redevelopment of the 1101 N. Washington Street site dates back to at least the 1990s. In 1998, three office buildings were proposed for the former Old Colony Inn hotel complex (prior to the Liberty Row proposal), including a four-story office building at 1101 N. Washington. Both the Planning Commission and City Council denied the request.

In 2015, the current property owner, CIA-Colony Inn, LLC, filed a DSUP application (DSUP2014-0043) with the City to convert the existing two (2)-story hotel into a four (4)-story hotel, with the addition of a restaurant. The proposal included the reskinning of the existing hotel and reconstructing the façades with Colonial Revival architectural elements and adding two (2) stories to the western portion of the building, and one (1) story at the eastern building wall. The project was approved by City Council in May 2016 after review and endorsement by the Board of

Architectural Review and the Urban Design Advisory Committee. The proposal included a permitted (without a Special Use Permit) intensification of a commercial use adjacent to residential neighborhoods and was met with opposition by many nearby residents. The post-approval DSUP never advanced to a Final Site Plan submission.

The current condominium townhouse proposal was submitted for Concept review to the Planning and Zoning Department in July 2017. The project has evolved over the past several months, with substantive changes to the architecture of the townhouses facing E. Abingdon Drive and Second Street, and alterations to landscaping and pedestrian improvements. Two concept reviews by the Board of Architectural Review (BAR) for the Old and Historic Alexandria District (OHAD) and several meetings conducted by the applicant with neighborhood residents have informed the evolution of the concept and preliminary site plan submissions.

The evolution of the building architecture is discussed further in the Building Design and the Board of Architectural Review sections below. The proposed site design evolution, including landscape and streetscape improvements along each site frontage and the private street, are discussed in the Landscape, Pedestrian and Streetscape Improvements section.

C. Detailed Project Description

The applicant proposes to construct 19 condominium townhouses on the site of the existing hotel. Two townhouse rows totaling 11 units will front E. Abingdon Drive, three (3) units will front Second Street, and five (5) units will front the private street. The 14 units with street frontage are designed in a Neo-Victorian architectural vocabulary and are brick-faced. The units fronting the private street are turned 90-degrees (lengthwise), with the facades showing the depth of each unit along the private street and are in a Colonial Revival architectural style. Each unit has two “townhouse-scale” building masses and have a 3-story and 4-story portion. The townhouses are located on a single condominium lot and must comply with CD zone regulations for multifamily development. Each unit will contain a two-car rear-loaded garage, and five (5) visitor spaces located at the northwestern portion of the site will remain.

The internal parking alley is accessed from the former N. St. Asaph Street, north of its intersection with Second Street. The existing curb cut for the hotel on Second Street will be removed. The five visitor parking spaces will remain in the existing location of the parking area accessed from E. Abingdon Drive and shared with the office building to the north.

The applicant is proposing streetscape improvements, including new brick sidewalks, GWMP “nostalgia” street light and street trees along E. Abingdon Drive and Second Street. The City is working with the applicant and the National Park Service (NPS) on a final landscape and streetscape design along E. Abingdon Drive (see Landscape, Pedestrian and Streetscape Improvements below). The site accessibility will be improved with rebuilt curb ramps, pedestrian entrances to all units located along the street frontages and a new sidewalk that is along the private street. Staff will work with the applicant on potential dedications of portions of the site that contain the roadway and adjacent sidewalk of E. Abingdon Drive and the Memorial Circle.

As described in greater detail in the Modifications section below, the applicant requests modifications for the building's encroachment into the northern and eastern side yards and to allow the dwellings along E. Abingdon Drive to be set back from the street, and modifications to the open space and crown coverage requirements.

III. ZONING

Table 1 – Zoning Tabulations

Property Address:	1101 N. Washington Street	
Total Site Area:	0.98 acres (42,746 SF)	
Zone:	CD / Commercial Downtown	
Current Use:	Hotel	
Proposed Use:	Multifamily Townhouse Residential	
	Permitted/Required	Proposed
FAR:	1.25	1.25
Height:	50 Feet	50 Feet
Open Space:	17,098 SF (40.0%)	15,262 SF (35.7%)* 11,388 SF at ground-level
Crown Coverage:	10,687 SF (25%)	9,356 SF (21.9%)*
Setbacks:		
Front:	0 feet	15 feet (E. Abingdon Dr.)* 0 feet (Second St.)
Side:	1:3 ratio, 25 feet minimum	7 feet (North Side)* 21 feet (East Side)*
Parking:	38 – 57 spaces	43 spaces 38 spaces in the 19 units 5 visitor spaces

* Modifications requested front and side yard setbacks, open space and crown coverage.

IV. STAFF ANALYSIS

A. Conformance to the Old Town North Small Area Plan

This development proposal is the second to be sited in Old Town North that is to be reviewed by Planning Commission since the adoption of the Old Town North Small Area Plan (OTN-SAP). The plan was adopted by City Council in September 2017 and envisions a “pedestrian-focused neighborhood” with a “diverse public realm network.” The proposal includes streetscape, landscape and pedestrian-focused improvements that help to implement the OTN-SAP.

The property is included in the map and list of “Potential Redevelopment Sites” (Figures 2.07 and 2.09), however a rezoning was not recommended. The CD zone allows for a floor area ratio (FAR) of 2.5 with a Special Use Permit (SUP), though the proposed multifamily development is capped at a 1.25 FAR.

The OTN-SAP places properties in “subareas” based on the character of neighboring properties. The site is located in “Subarea 2 – Predominantly Residential,” and is adjacent to “Subarea 1 – Washington Street Gateway.”

This proposal complies with the recommendations for Subarea 2 based on the heights of the proposed buildings which “respect the surrounding context and scale,” promoting building designs that “convey residential character” and are oriented to street frontages, and by creating “attractive and active frontages” with landscaping and similar elements. The proposal complies with Subarea 1 through the proposed streetscape and landscape improvements by the Memorial Circle Gateway. This includes providing “landscaping and trees to reinforce the Memorial Circle,” the implementation of the streetscape Design Standards and Guidelines along E. Abingdon Drive and the reflection of the “prominent character” of Washington Street through “building design, orientation, massing, fenestration, materials, etc.”

Historic Interpretation

The OTN-SAP recommends that all DSP and DSUP projects “will incorporate a historic interpretation component as part of the review and approval process.” The Old Town North Historic Interpretation Guide was drafted in concert with the OTN-SAP and provides information on the development history of Old Town North and general guidelines for themes and potential interpretive elements. The Historic Interpretation Guide was created in direct response to community interest in providing more meaningful historic interpretation to convey the broader historical narrative of this area of Old Town in engaging and unique ways. In the Interpretation Guide, potential themes that have been identified for the site include “suburbanization” and “transportation,” which specifically refers to the impact that Washington Street and the GWMP have had on the adjacent area.

Staff recommends that the applicant fulfills its historic interpretation component of the project by adding a historical marker that describes the history of the Alexandria Gateway Memorial Circle and its relationship to the GWMP, and through tree plantings in the Memorial Circle. The marker will be placed in the southwestern portion of the site and will comply with the City’s Wayfinding Design Guidelines Manual.

In lieu of planting trees in the Memorial Circle, the applicant has agreed to contributions for tree plantings in the Memorial Circle. The Memorial Circle plantings are consistent with the Historic Interpretation Guide, which encourages meaningful interpretation beyond the more common historical plaque or marker. The City is working with NPS on creating a planting plan for the Memorial Circle that would allow for the use of the contributions for the placement of plantings to the extent feasible with the funds available. The tree planting species and placement will be coordinated with the City and NPS and will be based on a previously approved planting plan for the Memorial Circle.¹ The addition of tree plantings is also consistent with the mitigation of impacts related to the requested site plan modifications for open space and crown coverage, and the trees will be sited in the portion of the Memorial Circle adjacent to the site. The contribution amount proposed is \$500 per each of the 19 residential units, or \$9,500. The planting plan for the Memorial Circle will be finalized during the Final Site Plan process with NPS and the City.

¹ Planting plans for the Memorial Circle have been approved by the National Park Service in 1932, 1963 and 1996.

Urban Design Standards and Guidelines for Old Town North

The Urban Design Standards and Guidelines for Old Town North (OTN-UDSG) were approved by City Council concurrently with the OTN-SAP. The updated design standards and guidelines make a distinction for project sites that are located in the Old and Historic Alexandria District (OHAD) due to their proximity to Washington Street. Old Town North sites that are also in the OHAD are no longer reviewed by the Urban Design Advisory Committee (UDAC), and only standards and guidelines related to streetscape and the public realm apply. Project review from the Board of Architectural Review for OHAD is discussed below.

The project meets the standards located in the “Public Realm – Streetscape” section of the OTN-UDSG. The project complies with standards relating to streetscape, lighting and “green streets”:

- The streetscape along E. Abingdon Drive, which will include an 8-foot wide brick sidewalk and green strip, which is consistent with street sections for nearby sections of Washington Street. The constructed sidewalk width along E. Abingdon Drive will be determined in coordination with NPS review.
- The applicant will underground utilities adjacent to the site on Second Street.
- BMP tree wells will be installed on Second Street, which is designated as a “green street” in the design guidelines.
- The installation of nostalgia street lights along E. Abingdon Drive.

B. Building Design and Board of Architectural Review

Building Design

The overall building design is an appropriate and high-quality infill project. The design is a thoughtful response to the context which includes a variety of building types and styles, some more successful than others.

The design approach features individual townhouses that are part of a cohesive composition on the E. Abingdon Drive (Washington Street) elevation. Each row features a variety of elements that utilize a common architectural style and character. The architectural style derives from late Victorian styles —Second Empire and Queen Anne— and succeeds at being a modern recalling of the style while not being overly historicist. The townhouses feature variation in roof height and projecting bays to add visual interest and texture. There is a center walkway between the two rows that will draw pedestrians into the site and provide a connection with the private street.

The townhouses on Second Street are an appropriate transition between the various rows of townhouses. They are more stylistically aligned with the townhouses facing Washington Street but are slightly less ornamented. The corner unit at Second Street and East Abingdon Drive has been designed as a transition unit and includes one element that reads as an enclosed porch.

The townhouse designs for the private street take a different approach, with each unit designed in an individual style rather than part of a larger composition. Because these townhouses been turned

90 degrees in their private street orientation, the project architect has sought to maintain the three-bay townhouse rhythm while keeping each unit stylistically consistent. Staff finds the approach to be a creative solution and to introduce building frontage to this private street as the Canal Way townhouses to the east have their rear elevation and parking space facing this private street. These townhouses include a range of materials, varying roof forms and heights and different styles within a contemporary Colonial Revival vocabulary.

In addition to the building design, the project will recall the urban design of the adjacent Memorial Circle that previously existed in this location as the northern gateway to the City until it was removed in the early 1960s. The circle was part of the original GWMP design and was meant to calm traffic as it entered the City and marked a formal transition from the pastoral to the urban portion of the Parkway as it passed through Washington's home town of Alexandria. Despite the removal of the traffic circle, it is still referenced with the curvature of the Abingdon Drive service roads and landscape form.



Figure 1: 1957 aerial view of Memorial Circle showing open space adjacent to circle. (Source: historicaerials.com)



Figure 2: Aerial of Memorial Circle area. Former Memorial Circle outlined in green. The existing building wall on three sides forms a rectangle to frame the former Memorial Circle, shown in solid red line. The dashed red line at the northwest corner shows anomaly to framing of open space around circle. (Map Source: Google)

Old and Historic Alexandria District Board of Architectural Review (BAR-OHAD)

The BAR-OHAD reviewed the project as part of the BAR concept review project in October and November 2017. At the initial concept review, the BAR noted support for the height, scale and mass but noted that the general architectural character needed refinement. At that time, the BAR also inquired about the feasibility of retaining a portion of the 1967 brick serpentine wall. On November 15, 2017, the BAR approved the demolition of the brick serpentine wall after the applicant explained the feasibility challenges to retaining it and the impact it would have on the new design.

At the second concept review, the BAR was highly complementary of the overall project and found it complied with the Washington Street Standards and was an appropriate gateway building at the Memorial Circle. Several members had concerns about the visibility of the top floor from the Parkway and not wanting these to look like the top floor of the townhouses at James Bland/Old Town Commons but to be more architecturally integrated. There was a recommendation for additional sight line studies and to push the top floor further back from the façade and/or to raise the parapet and to use a dark material like slate on the west wall of that level. After approval of the DSP, the applicant will return to the BAR for approval of the Certificate of Appropriateness

which will include all design details and materials. The BAR expects that high-quality and lasting materials will be used with a richness of detail.

Compliance with the Washington Street Standards

Due to the location of the site along the Washington Street Corridor, BAR also reviewed the proposal based on its compliance with the Washington Street Standards. The standards are outlined in Section 10-105 (A)(3) of the Zoning Ordinance. The BAR has found that the concept submission meets the Washington Street Standards. A review of the proposal based on the relevant subsections of the Zoning Ordinance can be found in the Appendix.

C. Conformance to City Policies

The proposed development meets several applicable City policies including:

Green Building

The City adopted the Green Building Policy in 2009, establishing a requisite condition and standard for green building certification for new development. For residential developments, the policy requires the project to be 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.

Affordable Housing

The applicant is providing a voluntary monetary contribution of \$139,457 to the City's Housing Trust Fund based on a Tier 1 contribution of \$2.61 per square foot of new gross floor area. This contribution is consistent with the "Developer Housing Contribution Work Group Report" accepted by the Alexandria City Council on December 14, 2013 (adjusted to 2017 dollars) and supports the goals and strategies of the City's Housing Master Plan.

Public Art

In October 2012, the City Council adopted the Public Art Policy, which established a monetary contribution requirement from development projects to go toward public art. This contribution concerns Development Special Use Permit (DSUP) applications and does not include Development Site Plans (DSPs). The applicant has not provided a public art contribution for the DSP request.

D. Site Design

The site layout proposal balances the site contexts of a residential and mixed-use urban neighborhood with the adjacent gateway to the "pastoral" section of the GWMP. Along E. Abingdon Drive, the proposal includes building massing and location that is compatible with the existing hotel and the buildings fronting E. Abingdon Drive and the Parkway north to Slaters Lane.

The townhouses are set back from the street at a distance that is comparable to Liberty Row to the south and the office building to the north. The addition of greenspace between the townhouses and E. Abingdon Drive enhances the “green room” that encompasses the area around the Memorial Circle. The three townhouses that face Second Street front the southern property line, though up to 22 feet of Second Street right-of-way exists between the townhouses and the curb. This area of right-of-way will contain a rebuilt 6-foot wide concrete sidewalk, two (2) street trees with BMP tree wells and a greenspace area that visually serves as a front yard to these units.

Private street and Internal Alley layout

Five (5) units have their front elevations internally facing the private street, creating an urban presence on the private street that will soften the visual impact of the “back of house” service street. The townhouses with front entrances on the private street will be served by a 4-foot wide sidewalk and foundation plantings between the townhouses and the private street. The sidewalk will be constructed of permeable materials.

The applicant worked extensively with staff and the neighboring residents in Canal Way and Pitt Street Station on a solution to the design of the eastern portion of the site between the internal townhouse rows and the property line at the center of the private street. Limiting any redesign of the private street is an existing 26-foot wide emergency vehicle (EVE) and ingress / egress easement. Any changes to the easement (which encompasses the extent of the private street roadway) requires approval from each party with an interest in the easements, including the Canal Way and Pitt Street Station homeowners’ associations and the office building property owners to the north.

The applicant was unable to secure support for amending the easement language and roadway width to allow for a 4-foot wide green strip with tree plantings adjacent to the planned sidewalk and curb. Staff and the applicant agreed to the proposed sidewalk condition shown on the Preliminary Plan, which facilitates pedestrian access to the front doors of the townhouses with a grade-separated sidewalk and allows for foundation plantings.

Vehicular access to the internal alley is located from the private street, behind the row of townhouses fronting Second Street. The vehicular entryway and the internal alley will be lined with concrete pavers. The internal alley generally runs north-south, with exception of the entryway, and serves each townhouse unit.

Pedestrian access through the alley is facilitated from an east-west mid-block pedestrian walkway connecting the sidewalk along the private street directly with E. Abingdon Drive. The walkway contains a 5-foot wide sidewalk lined with City-standard brick pavers and concrete pavers through the internal alley. Both the internal sidewalk lining the eastern portion of the site and the walkway will have public access easements. The public access easements will add to the porosity of the site and the neighborhood and is consistent with the goals of the OTN-SAP.

E. Landscape, Pedestrian and Streetscape Improvements

Abingdon Drive (GWMP / N. Washington Street) Frontage

The applicant has proposed significant improvements to the primary site frontage and front yard on E. Abingdon Drive. The existing parking area in front of the hotel will be removed and replaced with greenspace, landscaping and walkways to the townhouse units. The internal walkways will be paved with pervious materials and a bioretention area for stormwater management will be located at the southwestern portion of the site. The existing 5-foot wide concrete sidewalk located at the back of curb will be replaced with an 8-foot wide sidewalk and 8-foot wide green strip for tree plantings. Washington Street “nostalgia” street lights will be placed along the street frontage amidst the tree plantings, which will be staggered in both the 8-foot wide green strip and behind the sidewalk.

Coordination with NPS

The property line boundary for the site is reflective of the development history of the GWMP and Memorial Circle. The construction of E. Abingdon Drive in the 1960s as a service road to the GWMP created incongruencies with private property lines and the adjacent right-of-way. As shown in the graphic below, the western property line of the site does not follow the curve of E. Abingdon Drive, which leaves portions of the sidewalk and green strip on private property, and a northwest “leg” of the property that extends through the E. Abingdon Drive roadway into the Memorial Circle.



Figure 3: National Park Service property in relation to the site

The Memorial Circle and the right-of-way for the GWMP and E. Abingdon Drive at this portion of the City is owned by the Federal Government and administered by NPS. In order to construct any landscape or streetscape improvements adjacent to portions of the site that are administered by NPS, the applicant and the City must work with NPS on the review and approval of any improvements. The City has worked with NPS on coordinating the necessary review for the improvements shown on the Preliminary Plan and will work with the applicant during Final Site

Plan on the review. The conditions of approval reflect the potential changes to the landscape and streetscape plan based on NPS input.

In addition to the landscape and streetscape improvements along E. Abingdon Drive, staff is recommending that the applicant contribute to an implementation of a planting plan for the adjacent section of the Memorial Circle. This is further discussed in the Conformance to the Old Town North Small Area Plan section above.

Second Street Frontage

The project frontage along Second Street will see several improvements. The existing concrete sidewalk will be widened to 6 feet and shifted inward to allow for a 6-foot wide landscape strip. The tree planting areas will be designed using the City's Green Sidewalks BMP Design Guidelines to the extent feasible. The proposed Second Street improvements are consistent with the OTN-SAP, which identify Second Street as a "green street." Additionally, the applicant has agreed to underground a stretch of overhead utilities that span across Second Street adjacent to the applicant's site. The undergrounding of area utilities is identified as a streetscape improvement by the OTN-SAP.

Internal Improvements

As discussed in the Site Design section above, the development proposal includes a network of internal walkways, including a sidewalk along the eastern portion of the site and the mid-block walkway. These pedestrian areas will be paved with permeable materials or brick pavers and will contribute to connectivity between the site and neighboring streets and properties.

F. Parking and Transportation

Parking

The proposal meets its parking requirement per the Zoning Ordinance. Each townhouse unit features a rear-loaded two-space garage, accessed from the internal alley via the private street. In addition, the applicant is maintaining the five (5) parking spaces currently belonging to the hotel at the northwest corner of the site. These spaces are located on the property but are accessed from a driveway which is shared with and owned by the office building property owners to the north. Staff supports maintaining these parking spaces for visitors of the townhouse development, as there is no on-street parking available along the site frontages and in the private street.

Traffic

The proposal does not trigger a traffic study based on the City's guidelines for the trip generation for a proposed development. According to the trip generation analysis submitted by the applicant, the redevelopment will generate only half of the AM and PM peak hour trips currently generated by the hotel.

Transit and Bicycle Facilities

This site is served by several transportation alternatives. DASH service is provided by lines AT5 at the bus stop on E. Abingdon Drive adjacent to the site, and AT2 on Pitt Street. Both the AT2 and AT5 lines connect to the West End of the City via Braddock Road Metrorail Station and Old Town. The Braddock Road Metrorail Station is located approximately 0.8 miles from the hotel site. WMATA also provides Metrobus service via line 11Y, which runs along Washington Street. Line 11Y provides service from Mount Vernon to Potomac Park in Washington D.C. The proposal includes the addition of a bus stop pad along E. Abingdon Drive to serve the AT5 and 11Y stop.

The closest Capital Bikeshare station, which holds up to 15 bicycles, is located three blocks to the south of the site, at the southeast corner of Madison and N. St. Asaph Streets. The site is also located two to three blocks from the spur of the Mt. Vernon Trail that runs adjacent to the southern portion of the Pepco/NRG site. The applicant is providing one (1) short-term bicycle rack and five (5) long-term bicycle parking spaces per the City's Bicycle Parking Standards.

G. Modifications:

As part of this DSUP, the applicant is requesting two modifications to the Zoning Ordinance relating to zone transition setback and the landscape island to parking ratio. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications:

1. Are necessary or desirable to good site development;
2. That specific and identified features of the site design compensate for the 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 and Front Setbacks

The applicant is requesting modifications to the required setbacks for the north and east side yards and the front yard along E. Abingdon Drive. The condominium townhouses must meet the setback requirements for multifamily buildings in the CD zone.

For side yards, the CD zone requires a 1:3 height-to-setback ratio, with a minimum 25-foot setback for multifamily buildings. The north side setback is 7 feet and the east side setback is 21 feet. If the site were subdivided into townhouse lots, this setback would be 5 feet. The CD zone also requires buildings to be built at the front lot line (0-foot setback), unless there is a prevailing setback among other existing buildings on a block. The office building to the north is considered to be located on a separate block, so the E. Abingdon Drive townhouses must be built at the front lot line unless a modification is requested.

The required side yards for multifamily developments in the CD zone serve as a mechanism to "build in" open space on a development site. In this development, the open space is not located in the side yards, but primarily in the front yard adjacent to E. Abingdon Drive and NPS property, and adjacent to the green space that is located in the Second Street right-of-way. As discussed

above in the site design section, the applicant worked with staff on a site design that maintains the “green room” around the Memorial Circle and a setback that is compatible with Liberty Row to the south and the office building to the north. The setback for the townhouse rows along the private street is measured from the centerline of the private street, though no townhouse is closer than 67 feet from the rear building façade of any Canal Way townhouse to the east.

Based on the criteria listed above, that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The modification allows for a site design that is necessarily responsive to the development context around the Memorial Circle. The side yard setback modifications allow for a site development that is consistent in scale and placement with adjacent developments.
2. The placement of open space along the E. Abingdon Drive frontage as opposed to the north and east side yards allows for the consolidation of open space adjacent to the Memorial Circle and the GWMP.
3. Staff supports this modification as it does not have a detrimental impact on neighboring properties. The north side yard is adjacent to an office building, and the location of the townhouses on the east side of the site create a presence that enhances the private street.

Open Space

The applicant is requesting a modification to the minimum open space requirement in the CD zone. According to Section 4-506 of the Zoning Ordinance, multifamily development shall include provide 40 percent of the lot area as open and usable space. The project provides a total of 35.7 percent open space, including 26.6 percent ground-level open space (11,388 square feet). The ground-level open space on site is generally located adjacent to the site’s southern and western frontages. The site also contains open space that will have a public access easement, including the sidewalk along the eastern portion of the site and the mid-block pedestrian walkway connecting the eastern and western portions of the site.

The CD zone open space provision includes language for above-ground open space, subject to the Planning and Zoning Director's determination that the above-ground open space “functions as open space for residents to the same extent that ground level open space would.” The rooftop terraces located on each townhouse unit constitute the above-ground open space. These 19 private terraces average over 200 square feet each and are a typical open space amenity in areas of the City with townhouse and multifamily residential developments. Staff feels they are adequate in serving a similar purpose as a back yard for the residents of the units and should be counted toward the applicant’s open space requirement.

Table 2 – Open Space Provided

LOCATION	AREA
Ground-Level	11,388 SF (26.6%)
Rooftop (Townhouses)	3,874 SF (9.1%)
Total	15,262 SF (35.7%)

Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The open space modification is necessary to allow for a viable redevelopment of the site, including the placement of townhouses and internal alley. The site design maximizes building frontage along private and public streets, which enhances the neighborhood and streetscape.
2. The consolidated ground-level open space along the site's western frontage adjacent to NPS-administered land provides adequate space to enhance the "green room" around the Memorial Circle.
3. The development provides an amount of open space that is visually comparable to neighboring residential developments, and on-site open space is oriented toward adjacent areas of open space adjacent to E. Abingdon Drive and the GWMP.

Crown Coverage

The applicant is requesting a modification to the 25-percent-minimum crown coverage requirement that is noted in the City *Landscape Guidelines*, and as required by Section 11-410(CC) of the Zoning Ordinance. The 25 percent crown coverage requirement for the site is 10,687 square feet, and the applicant is providing 9,356 square feet, or 21.9 percent coverage for the site.

Site layout constraints contribute to the crown coverage deficiency, which is equal to less than one large shade tree (per the City *Landscape Guidelines* calculations). Existing and planned tree plantings (including the 30" caliper oak tree to the southwest of the site) in the public right-of-way or on NPS-administered land, and the proposed bioretention area in the southwest corner of the site reduce the area for on-site shade tree plantings. Additionally, issues relating to adding a green strip with plantings adjacent to the sidewalk in the private street additionally reduces on-site planting areas.

The applicant will mitigate the impact of reduced on-site crown coverage through the shade tree plantings along E. Abingdon Drive (in coordination with the City and NPS), two (2) street trees in BMP tree wells on Second Street and plant or provide a contribution for plantings in the Memorial Circle.

Based on the criteria listed above that Planning Commission uses to approve modifications, staff supports this modification for the following reasons:

1. The modification is necessary due to the limitations in planting areas as described above. The addition of off-site plantings along E. Abingdon Drive and in the Memorial Circle will help to offset the impact of the reduced crown coverage.
2. The integration of the open space and landscaping on NPS-administered land and the site, and the retention of the 30" caliper tree past the southwest corner of the site help to compensate for the site's crown coverage deficiency.
3. The on-site planting plan reflects site constraints and takes concerns from adjacent residents into consideration and will not have an adverse effect on adjacent areas.

V. COMMUNITY

The applicant participated in extensive community engagement through neighborhood meetings, and has presented the project to the Board of Architectural Review (BAR). The project was presented to the Old and Historic Alexandria District Board of Architecture Review on two (2) occasions. As discussed in the Building Design section above, the Board endorsed the height, scale, mass and general architectural character at the second concept review session.

In addition to the BAR meetings, the applicant held six (6) public meetings for presentation and discussion with neighborhood residents. The applicant contacted and worked extensively with the Canal Way Homeowners Association, Pitt Street Station Homeowners Association and Liberty Row Condominium Association. The applicant provided project and building design updates, though the majority of discussion with neighborhood residents concerned the treatment of the private street in terms of building massing and placement, and pedestrian amenities, including sidewalk placement and width and the potential addition of a 4-foot landscape strip adjacent to the sidewalk. As discussed in the Site Design section above, the applicant worked with the neighborhood to identify the most desired treatment of the private street in terms of pedestrian amenities. One of the community meetings was conducted in the private street behind the existing hotel to provide perspective to the neighborhood on building and amenity placement. It was at the sixth meeting that residents representing the Canal Way homeowners' association provided strong direction to the applicant that the 26-foot wide EVE should be retained, and that any amenities to be placed adjacent to the townhouses lay outside of the EVE area.

Table 3 – Community and City Meetings

City Board Meetings (Board of Architectural Review - Old and Historic Alexandria District)
October 4, 2017
November 15, 2017
Community Meetings
May 9, 2017
August 17, 2017
September 28, 2017
October 12, 2017
January 11, 2018
February 12, 2018
April 25, 2018 (<i>Staff presentation to the Federation of Civic Associations</i>)

VI. CONCLUSION

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

Staff: Karl Moritz, Director, Planning and Zoning
Robert M. Kerns, AICP, Chief, Development Division
Gary Wagner, PLA, ASLA, Principal Planner, Development Division
Michael Swidrak, Urban Planner, Development Division

VII. GRAPHICS



Figure 4: Site Plan



Figure 5: West Elevation

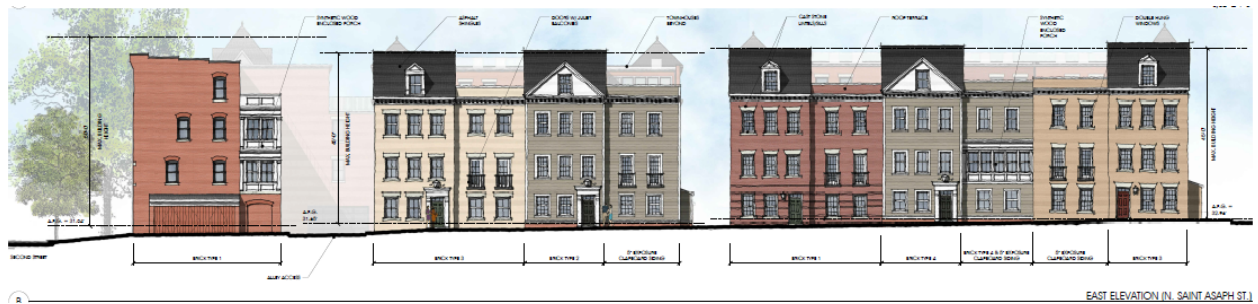


Figure 6: East Elevation



Figure 7: South Elevation

VIII. APPENDIX

Project Compliance with the Washington Street Standards:

Washington Street Standards

Alexandria Zoning Ordinance Sec. 10-105(A)(3): Additional standards—Washington Street.

(a) In addition to the standards set forth in section 10-105(A)(2), the following standards shall apply to the construction of new buildings and structures and to the construction of additions to buildings or structures on lots fronting on both sides of Washington Street from the southern city limit line north to the northern city limit line:

(1) Construction shall be compatible with and similar to the traditional building character, particularly including mass, scale, design and style, found on Washington Street on commercial or residential buildings of historic architectural merit.

i. Elements of design consistent with historic buildings which are found on the street shall be emphasized.

The proposed design intention recalls the late 19th-century Victorian period townhouses found on Washington Street without replicating specific buildings. These townhouses were typically of a larger and grander scale than those found in other parts of the historic district due to the importance of Washington Street.

ii. New buildings and additions to existing buildings shall not, by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which are found on the street.

There are no nearby historic buildings, and the style, size and location of the proposed buildings do not detract from or overwhelm any historic buildings found on Washington Street.

iii. The design of new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street.

A Neo-Victorian architectural character has the ability to complement historic buildings along the street, many of which are constructed in that particular style over a number of years. The revised design represents improvements to the first scheme and the second scheme presented at the BAR hearing. The projecting bay windows, fenestration and roof forms all appropriately derive from Victorian architecture found on Washington Street and in the historic district.

iv. The massing of new buildings or additions to existing buildings adjacent to historic buildings which are found on the street shall closely reflect and be proportional to the massing of the adjacent historic buildings.

There are no adjacent historic buildings. The proposed massing is consistent with nearby late 20th century buildings, many of which are four, five and six stories in height and substantial in scale and massing.

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

The northern row has a footprint of six townhouses with the southern row having four units with a unique end unit at the corner location. Each row of six and four units is designed with a sense of symmetry and balance while allowing a clear differentiation between units. The design reads as an intentional composition balanced by variation in roof lines and façade variation. The two rows are separated by a mid-block pedestrian alley.

- vi. *Applications for projects over 3,000 square feet, or for projects located within 66 feet of land used or zoned for residential uses, shall include a building massing study. Such study shall include all existing and proposed buildings and building additions in the six block area as follows: the block face containing the project, the block face opposite, the two adjacent block faces to the north and the two adjacent block faces to the south.*

The applicant has included digital massing models of the surrounding blocks illustrating that the proposed massing is generally consistent with the context of this area of North Washington Street.

- vii. *The massing and proportions of new buildings or additions to existing buildings designed in an historic style found elsewhere in along Washington Street shall be consistent with the massing and proportions of that style.*

The proposed massing of the building must appropriately use proper proportions for this style. At this time, staff finds that this is satisfied at the concept level. As the design evolves, refinement of fenestration and other design details will enhance this.

- viii. *New or untried approaches to design which result in new buildings or additions to existing buildings that have no historical basis in Alexandria or that are not consistent with an historic style in scale, massing and detailing, are not appropriate.*

Alexandria has a strong tradition of 19th-century building traditions throughout the historic district and on Washington Street. The design shows consistent use of the Italianate and Queen Anne styles with respect to scale, massing and architectural details.

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

The building features townhouse bay widths approximately 20 feet in width.

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

The materials proposed include high-quality, historically-appropriate materials generally found in the district such as red brick and metal. As new construction, the BAR's policy also permits high-quality modern materials.

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

The proposed fenestration generally utilizes traditional solid-void relationships of "punched" windows within what appears to be a traditional load-bearing masonry construction form.

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

The Board's final approval of a Certificate of Appropriateness will require that high-quality materials and appropriate detailing be used consistently throughout the project. The concept plans indicate that this will be fully met.

- (b) *No fewer than 45 days prior to filing an application for a certificate of appropriateness, an applicant who proposes construction which is subject to this section 10-105(A)(3), shall meet with the director to discuss the application of these*

standards to the proposed development; provided, that this requirement for a preapplication conference shall apply only to the construction of 10,000 or more square feet of gross building area, including but not limited to the area in any above-ground parking structure.

- (c) No application for a certificate of appropriateness which is subject to this section 10-105(A)(3) shall be approved by the Old and Historic Alexandria District board of architectural review, unless it makes a written finding that the proposed construction complies with the standards in section 10-105(A)(3)(a).*
- (d) The director may appeal to city council a decision of the Old and Historic Alexandria District board of architectural review granting or denying an application for a certificate of appropriateness subject to this section 10-105(A)(3), which right of appeal shall be in addition to any other appeal provided by law.*
- (e) The standards set out in section 10-105(A)(3)(a) shall also apply in any proceedings before any other governmental or advisory board, commission or agency of the city relating to the use, development or redevelopment of land, buildings or structures within the area subject to this section 10-105(A)(3).*
- (f) To the extent that any other provisions of this ordinance are inconsistent with the provisions of this section 10-105(A)(3), the provisions of this section shall be controlling.*
- (g) The director shall adopt regulations and guidelines pertaining to the submission, review and approval or disapproval of applications subject to this section 10-105(A)(3).*
- (h) Any building or addition to an existing building which fails to comply with the provisions of this paragraph shall be presumed to be incompatible with the historic district and Washington Street standards, and the applicant shall have the burden of overcoming such presumption by clear and convincing evidence.*
- (i) The applicant for a special use permit for an increase in density above that permitted by right shall have the burden of proving that the proposed building or addition to an existing building provides clearly demonstrable benefits to the historic character of Washington Street, and, by virtue of the project's uses, architecture and site layout and design, materially advances the pedestrian-friendly environment along Washington Street.*

IX. STAFF RECOMMENDATIONS:

1. The Final Site Plan shall be in substantial conformance with the Preliminary Plan dated February 13, 2018, and as amended on March 13, 2018, 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 associated with each street frontage and/or private street prior to the issuance of a certificate of occupancy permit for units on that frontage. A phasing plan shall be included in the first final site plan. *
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks in the public right-of-way to City standards. The minimum unobstructed width of newly constructed sidewalks on Second Street shall be 6 feet.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - j. 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.
 - k. To the extent feasible, a flush crossing shall be constructed where the sidewalk along the west side of N. St. Asaph Street crosses the project driveway.
 - l. Provide a minimum 4-foot wide sidewalk along the eastern portion of the property, as shown on the Preliminary Plan. This sidewalk shall be grade-separated from the private street roadway.

- m. Provide permeable materials along internal sidewalks and walkways as shown on the Preliminary Plan.
 - n. Provide a sidewalk connection at the northeastern portion of the site between the site and the existing sidewalk located at the existing property to the north. (P&Z)(T&ES)***
3. The following public access easements and easement language shall be reviewed by the Office of the City Attorney and to the satisfaction of the Directors of P&Z and T&ES:
- a. Portions of the E. Abingdon Drive frontage from the back of sidewalk to the curb that are located on the subject property shall have a public access easement provided, and a maintenance agreement with the City will be required prior to release of Final Site Plan.
 - b. A public access easement along the north-south sidewalk adjacent to the townhouses facing the private street (former N. St. Asaph Street) and the east-west path that connects the private street sidewalk with the sidewalk along E. Abingdon Drive. (P&Z)(T&ES)*

B. 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. Trees shall be planted to avoid conflict with underground utilities.
 - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans. (P&Z)(RP&CA)

5. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
 - a. Provide at least one (1) accessible, external water hose bib for each townhouse row fronting E. Abingdon Drive adjacent to the utility closets.
 - b. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - c. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)
6. The applicant shall coordinate with the City and the NPS on the final design of the landscape, streetscape, bus stop and lighting details along the E. Abingdon Drive frontage during the Final Site Plan process. (P&Z)*
7. Place one tree in each BMP tree well along Second Street per the City's Green Sidewalks Guidelines or Virginia Stormwater BMP Clearinghouse unless found to be technically infeasible. (P&Z)(T&ES)*
8. The applicant shall contribute \$9,500 to the Living Landscape Fund for tree plantings in the Memorial Circle prior to the issuance of the first building permit. The applicant may plant trees in the Memorial Circle in lieu of a contribution prior to final certificate of occupancy to the satisfaction of the Directors of P&Z and RP&CA per a planting plan approved by the National Park Service. (P&Z)(BAR)(RP&CA) **,***

C. TREE PROTECTION AND PRESERVATION:

9. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. Tree protection measures shall be provided for the tree identified as the 30-inch oak at the site's southwest corner. * (P&Z)(RP&CA)
10. A fine shall be paid by the applicant in an amount not to exceed \$10,000 if the 30-inch caliper oak tree at the southwest corner of the site is destroyed and/or the City may request that replacement trees of similar species and equal in total caliper be provided for the damaged tree if the approved tree protection methods have not been followed. The replacement trees shall be installed at a location to the satisfaction of the Director of P&Z and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)
11. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated March 13, 2018 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

D. BUILDING:

12. The building design, including the quality of materials, final detailing, and fenestration shall be consistent with the elevations dated February 13, 2018, the approved Certificate of Appropriateness from the Board of Architectural Review – Old and Historic Alexandria District, and the following conditions. (P&Z)
13. 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 **consistent with the Certificate of Appropriateness approval** during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
14. Building materials, finishes, and relationships shall be subject to review and approval of a Certificate of Appropriateness by the Old and Historic Alexandria District Board of Architectural Review and 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 Final Site Plan, as part of the Certificate of Appropriateness approval. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)(BAR)
15. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified or Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*

- b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's release of Final Site Plan will apply. (P&Z)(T&ES)
16. 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)
17. Energy Star labeled appliances shall be installed in all residential units. (T&ES)
18. At least one parking space per dwelling shall have necessary infrastructure installed for future level 2 electric vehicle chargers. *** (T&ES)
19. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)

E. SIGNAGE:

20. All proposed signage is subject to approval by the BAR and should comply with Section 9-300 of the Zoning Ordinance. (P&Z)(BAR)
21. 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)
22. Provide one (1) historical marker at the southwest portion of the site that provides information on the history of the Alexandria Gateway Memorial Circle.
- a. Hire a historian or preservation consultant to provide text and graphics for the historical marker per the City's Wayfinding Guidelines. The marker text and graphics shall be approved prior to the release of Final Site Plan and shall be installed prior to the final certificate of occupancy.

- b. The applicant may provide a contribution of \$2,500 to the Old Town North Streetscape and Open Space Fund in lieu of providing the historical marker. The contribution will cover the costs of producing signage text and graphics, fabrication, shipping and installation *,*** (P&Z)(BAR)

F. HOUSING:

- 23. A voluntary contribution of \$139,457 to the Housing Trust Fund would be consistent with the conclusions of the Developer's Housing Contribution Work Group accepted by The Alexandria City Council in December 2013.

G. PARKING:

- 24. Provide one (1) short-term bicycle rack and five (5) long-term bicycle parking spaces 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)
- 25. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. (T&ES)
- 26. 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. The townhouse garages shall contain a minimum unobstructed interior dimension of 18 feet x 18.5 feet to enable two adjacent parking spaces. The parking space dimensions shall not include columns, walls, or obstructions. Dimension lines for interior garages for each of the unit types shall be provided.
 - b. 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. Each of the townhouse units shall provide a sufficient area within each unit, garage, or in an enclosed area for a City standard super can and recycling container exclusive of the area required for parking.
 - c. Individual townhouse garages shall be utilized only for parking and cannot be converted to living space; storage which interferes with the use of the garages for vehicle storage is prohibited. (P&Z)(T&ES)(Code Administration)
- 27. 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)

H. BUS STOPS AND BUS SHELTERS:

28. Install an unobstructed 24-foot long, parallel to the roadway, by 8-foot wide, perpendicular to the curb bus stop passenger loading pad at E Abingdon Dr. along the northwest site frontage in its existing location, subject to approval by the National Park Service and to the satisfaction of the Director of T&ES.
 - a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk. The loading pad's cross slope shall be less than 2 percent. The existing width of the sidewalk may be counted towards the 8-foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)
29. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 foot zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 foot departure zone and the 20 foot approach zone (on either side of the 40 foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
 - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - d. Installed with a minimum 6 feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
 - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

I. SITE PLAN:

30. Submit the plat and all applicable easements and/or dedications prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan.* (P&Z)(T&ES)
31. 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)
32. 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)
33. 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. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - n. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)(Code)
34. The existing street lights located on the E. Abingdon Drive frontage shall be replaced with the George Washington Memorial Parkway Nostalgia type street lights as approved by the National Park Service. The applicant, submitting engineer and staff will work together to finalize the design and construction/replacement of these lights through the Final Site Plan Approval process. The electrical/lighting design shall include a meter with appropriate screening, to the satisfaction of the Director of P&Z.* (T&ES)(P&Z)
35. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements and layers are correctly located and will connect.* (P&Z)(DPI)
36. Within 30 days of written request from the City, which notice shall be provided no later than the second submission of the Final Site Plan, the applicant shall provide the documents necessary to dedicate the following to the City:
- a. The narrow northwest “leg” of the parcel which extends over the E. Abingdon Drive right-of-way into the Memorial Circle, to the west and exclusive of the existing parking spaces
 - b. Any portions of the sidewalk and landscape strip along E. Abingdon Drive that are located on the applicant’s property, including any areas covered under the existing street widening easement.
 - c. Any dedications requested by the City shall be recorded on the plat prior to the issuance of a building permit.** (P&Z)(T&ES)

J. CONSTRUCTION MANAGEMENT:

37. 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)
38. 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)
39. 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 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the 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)
40. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
41. No major construction staging shall be allowed within the public right-of-way . The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

42. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
43. 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)
44. 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)
45. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified 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)
46. 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 T&ES. (P&Z)(T&ES)
47. 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)

48. 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)
49. 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)
50. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
51. 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)

K. WASTEWATER / SANITARY SEWERS:

52. The project lies within the Combined Sewer System (CSS) area district, therefore, stormwater management and compliance with the state stormwater quality and quantity requirements and the City's Alexandria Water Quality Volume Default shall be coordinated with the City's CSS Management Policy. (T&ES)
53. The project lies within the Combined Sewer System (CSS) area; therefore, the applicant shall be required to comply with the CSS Management Policy requirements set forth in Memo to Industry 07-14, effective July 1, 2014. With respect to the CSS stormwater requirement, the applicant is proposing bioretention and permeable pavement to help mitigate stormwater impacts on combined sewer discharges. Staff has determined that the size of the proposed green infrastructure would meet 49 percent of their combined sewer stormwater requirement based on a formula of \$200,000 per acre (total site equals 0.98 acres). Therefore, the applicant shall provide a contribution of \$105,000 prior to release of the final site plan. * (T&ES)
54. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)

L. SOLID WASTE:

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

M. STREETS / TRAFFIC:

57. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)
58. The setback between the buildings and the drive aisles shall be a minimum of 2 feet to provide adequate turning movements. The setback shall have a maximum length of 4 feet or a minimum of 18 feet, if a driveway is provided. (T&ES)
59. Create an attractive shared drive aisle condition for rear loaded townhouses in conformance with the Preliminary Plan by:
 - a. Using decorative concrete, pavers or other quality materials and/or enhanced landscaping to the satisfaction of the Director of P&Z.
 - b. Integrate all service pedestals and transformers for the dry utilities into the building design and/or screen these utilities to the satisfaction of the Director of P&Z. (P&Z)
60. 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)
61. 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)

62. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
63. Show turning movements of standard vehicles in the internal alley and private street. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
64. Asphalt patches larger than 20% of the total asphalt surface on each City-maintained roadway, 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)
65. The shared private street partially owned by partially owned by the applicant, its successors and assigns that provides access to the proposed development shall be maintained to the satisfaction of the Director of T&ES. A disclosure shall be provided in each deed placing Abingdon Place home buyers on notice that their condominium / homeowners' association is partially responsible for alley maintenance for the portion of the alley owned by Abingdon Place. *(T&ES)
66. Eradicate the median and slip lanes and extend the curbs on the north side of Second Street, creating a perpendicular intersection to the extent possible per engineering and turning constraints. Propose stop controls as necessary.
 - a. The applicant may provide a contribution of \$20,000 to the Complete Streets Program for streetscape improvements on Second Street in lieu of delivering the improvements outlined in this condition. (T&ES)

N. UTILITIES:

67. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
68. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
69. No transformer and switch gears shall be located in the public right of way. (T&ES)
70. Remove the utility pole and overhead wires located at the south east corner of the site. The utility wires should be placed underground eastward to the next utility pole on the south side of Second Street, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)***

O. SOILS:

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

P. WATERSHED, WETLANDS, & RPAs:

72. 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:

73. 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)
74. 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)
75. 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)
76. 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)
77. 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)
78. 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)
79. 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)
80. With the exception of the BMP tree wells that will be transferred to the City for maintenance, the applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
81. The applicant shall be responsible for the maintaining the BMP tree wells until acceptance by the City for maintenance. The City shall accept the structural elements of the BMP tree wells constructed and installed in the right of way for maintenance upon passing inspection and termination of the maintenance bond for public improvements. The City shall accept the plantings installed in BMP tree wells located in the right of way upon passing inspection and termination of the maintenance bond for landscaping. ****(T&ES)
82. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical

equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.

- b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
83. 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)
84. 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:

85. 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)
86. 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)
87. 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)
88. 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:

89. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum

board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

- 90. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.* (T&ES)
- 91. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
- 92. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

T. AIR POLLUTION:

- 93. 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)
- 94. No material may be disposed of by venting into the atmosphere. (T&ES)

U. DISCLOSURE REQUIREMENTS:

- 95. 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 DSP 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 Site Plan approved by Planning Commission.
 - a. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - b. All spaces in the parking area shall be made generally available to residents and/or visitors.
 - c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - d. Exterior building improvements or changes by future residents shall require the approval of the Planning Commission, as determined by the Director of P&Z.
 - e. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.

- f. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
 - g. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. ***(P&Z) (T&ES)
96. 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)
97. 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)
98. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, T&ES and the City Attorney:
- a. That Washington Street is a major arterial and that future traffic is expected to increase significantly as development in the area continues. (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)

Transportation and Environmental Services

- F - 1. Applicant has confirmed that they will request to opt out of City pickup for solid waste and recycling. (T&ES)
- F - 2. 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 - 3. 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 - 4. 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 - 5. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 6. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 7. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 8. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 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)
- F - 9. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 10. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a

distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)

- F - 11. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 12. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (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 - 1 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

C - 2 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 - 3 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 - 4 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 - 5 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 - 6 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 - 7 (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 - 8 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 - 9 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 10 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 - 11 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 - 12 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 - 13 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 - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 15 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. 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 - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25 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 - 26 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 - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than

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

- C - 29 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

VAWC Comments:

1. VAWC has no comments.

AlexRenew Comments:

99. Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
100. 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.
101. 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.

Fire Department:

- F - 20. 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 - 21. 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 - 30 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 31 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 - 32 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 33 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 34 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 35 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 - 36 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 - 37 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 - 38 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

Landscape Recommendations

- R - 1. 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.

Miscellaneous

- R - 2. 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 - 3. 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 - 4. 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 - 22. 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 - 39 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

**APPLICATION****DEVELOPMENT SITE PLAN****DSP #** 2017-0014**Project Name:** Abingdon Place**PROPERTY LOCATION:** 1101 N Washington Street**TAX MAP REFERENCE:** 044.04-05-02**ZONE:** CD**APPLICANT****Name:** Toll Brothers Inc.**Address:** 5162-A Jacobs Creek Place, Haymarket, VA 20169**PROPERTY OWNER****Name:** CIA Colony Inn, LLC**Address:** 3147 Woodland Lane, Alexandria, VA 22309

PROPOSED USE: The Applicant proposes to redevelop the site with 19 townhouse style-condominiums.
The Applicant requests modifications for open space and front and side yard setbacks.

[] **THE UNDERSIGNED** hereby applies for Development Site Plan 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.

M. Catharine PuskarPrint Name of Applicant or Agent
Walsh Colucci Lubeley & Wash, P.C.
2200 Clarendon Blvd, Suite 1300Mailing/Street AddressArlington, VA 22201City and StateZip CodeSignature703-528-4700Telephone #703-525-3197Fax #cpuskar@thelandlawyers.comEmail addressDecember 20, 2017Date**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:

ALL APPLICANTS MUST COMPLETE THIS FORM.

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.

Toll Brothers Inc., which is a publicly traded company, owns 100% of Toll Holdings, Inc.

Toll Holdings Inc. owns 100% of the Applicant, Toll Mid-Atlantic LP Company Inc.

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

N/A

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than 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. Toll Holdings, Inc.	250 Gibraltar Road, Horsham, PA 19044	100%
2. 100% of Toll Holdings, Inc. is owned by Toll Brothers, Inc., which is publicly traded.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1101 N Washington 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. See attached.		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose any business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

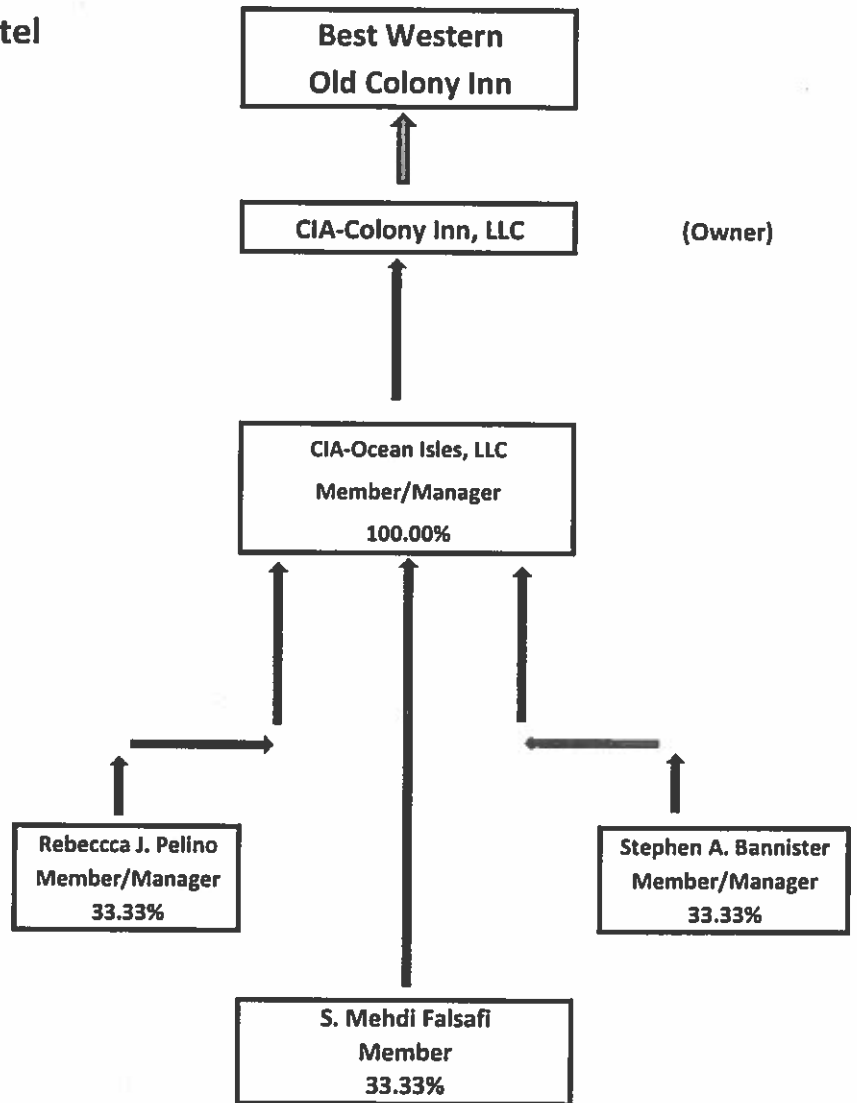
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None	None	None
2.		
3.		

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.

12/22/17 M Catherine Puskal M C Puskal
 Date Printed Name Signature

The Best Western Old Colony Inn Hotel Organization Chart



- None of the Members of the Organizational Entities have any business or financial relationships with the members of City Council, Planning Commission, BZA or Boards of Architectural Review.

Toll Brothers

AMERICA'S LUXURY HOME BUILDER®

December 18, 2017

Toll Mid-Atlantic LP Company, Inc.
5162-A Jacobs Creek Place
Haymarket, VA 20169

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Authorization to File Application for a Development Site Plan
1101 N. Washington Street; Tax Map ID: #044.04-05-02 ("The Property")

Dear Mr. Moritz:

Toll Mid-Atlantic LP Company, Inc. hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Site Plan on the Property and any related requests.

Very Truly Yours,

TOLL MID-ATLANTIC LP COMPANY, INC.,
A Delaware corporation

By: 

Date: 12/18/17

CIA Colony Inn, LLC
3147 Woodland Lane
Alexandria, VA 22309

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File Application for a Development Site Plan
1101 N. Washington Street; Tax Map ID: #044.04-05-02 ("The Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, CIA Colony Inn, LLC hereby consents to the filing of an application by Toll Mid-Atlantic LP Company, Inc. for a Development Site Plan on the Property and any related requests.

Very Truly Yours,

CIA Colony Inn, LLC

By: _____

Its: _____

Date: _____