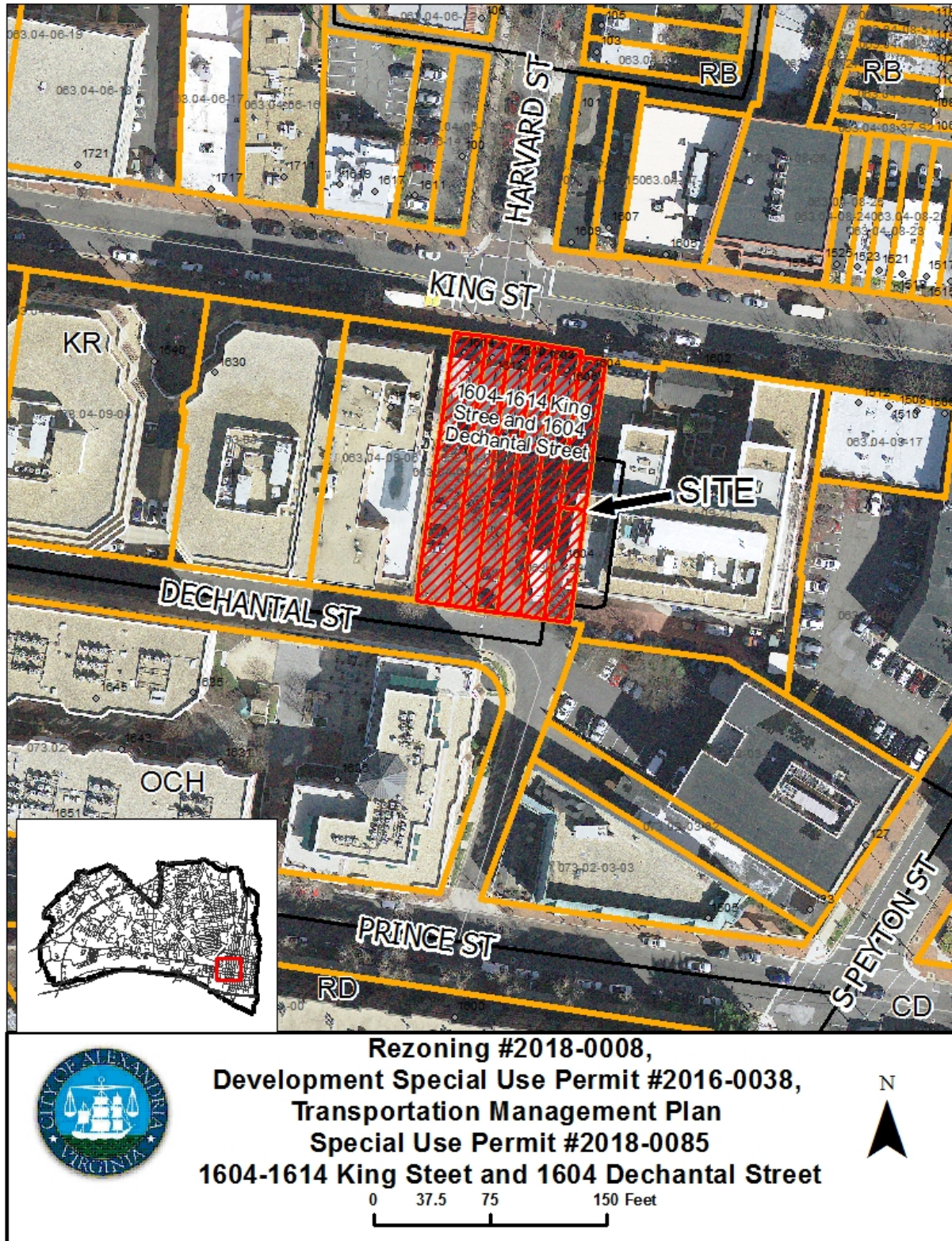


***DOCKET ITEM #3
Rezoning #2018-0008
Development Special Use Permit #2016-0038
Transportation Management Plan SUP #2018-0085
1604-1614 King Street – King Street Condos***

Application	General Data	
Project Name: King Street Condos	PC Hearing:	November 8, 2018
	CC Hearing:	November 17, 2018
	If approved, DSUP Expiration:	November 17, 2021 (3 years)
	Plan Acreage:	0.40 acres (17,480 SF)
Location: 1604-1614 King Street and 1604 Dechantal Street	Zone:	KR / King Street Urban Retail and OCH / Office Commercial High
	Proposed Use:	Multifamily Residential
	Dwelling Units:	59
Applicant: Dechantal Associates, Inc., and the City of Alexandria (rezoning only)	Gross Floor Area:	72,187 SF
	Net Floor Area:	52,440 SF
	Small Area Plan:	King Street Metro / Eisenhower Avenue and King Street Retail Strategy
	Historic District:	Old & Historic Alexandria
	Green Building:	LEED Certified or equivalent

Purpose of Application
Consideration of a request for a development special use permit and site plan with modifications to construct a 49-unit multifamily dwelling and convert the existing townhouses at 1604 to 1614 King Street to 10 multifamily dwelling units.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. A Rezoning of 1604 Dechantal Street from OCH to KR; 2. Development Special Use Permit and Site Plan with modifications for multifamily development in the KR zone; 3. Special Use Permit for an increase in FAR to 3.0 in the KR zone; 4. Special Use Permit for a transportation management plan; 5. Modification to the height-to-centerline setback; and 6. 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, ASLA, Principal Planner gary.wagner@alexandriava.gov Michael Swidrak, AICP, Urban Planner michael.swidrak@alexandriava.gov



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends approval of the proposal for 59 multifamily units in a midrise building and five rehabilitated townhouses, subject to compliance with staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- The rehabilitation of historic townhouses facing King Street;
- Enhanced streetscape and pedestrian improvements along King Street, including a new bus bulb-out and a \$3,600 donation to the Living Landscape Fund;
- Green building design, including LEED Silver (or equivalent) for the rehabilitated townhouses and LEED Certified (or equivalent) for the midrise building;
- A publicly accessible internal courtyard;
- On-site public art installation with a minimal value of \$5,244;
- A contribution of \$10,000 for Capital Bikeshare; and
- An affordable housing contribution of \$242,490.

B. General Project Description & Summary of Issues

The applicant, Dechantal Associates, Inc., requests approval for 59 multifamily residential units through the rehabilitation of five historic townhouses on King Street and the construction of a eight-story residential building behind the existing townhouses. The site is bounded by King Street to the north, Dechantal Street to the south, and the Hampton Inn and Lorient Hotel to the west and east, respectively.

The applicant is requesting the following approvals with this project:

- A Development Special Use Permit (DSUP) with Site Plan and including:
 - The construction of a 49-unit multifamily building and the rehabilitation of existing townhouses into 10 multifamily units, including requests for a Special Use Permit to increase the floor area ratio from 2.0 to 3.0 in the KR zone;
 - A Special Use Permit for a transportation management plan; and
 - Modifications to the height-to-centerline setback from Dechantal Street and crown coverage requirement.

Additionally, the City is requesting an amendment to the official zoning map to change the zone at 1604 Dechantal Street from OCH to KR.

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 detailing of the midrise building;

- Residential development in a floodplain;
- The impact of development on adjacent residences;
- Site design, including building footprint of the midrise building and the design of the internal courtyard
- Streetscape, including construction of a bus bulb-out; and
- Tree canopy and open space.

II. BACKGROUND

A. Site Context

The 17,480 square-foot site currently consists of seven parcels, with frontage on King Street at the intersection with Harvard Street, and Dechantal Street. Six of these parcels front King Street and consist of six townhouses designed in the “Washington style,” a local name for a style characterized by two-to-three story buildings, usually with front porches, that were popularized in Washington, DC and often attributed to the work of Harry Wardman and one of his employees, George Santmyers. Five of the six parcels with frontage on King Street are “through” lots, and also have frontage on Dechantal Street. The parcel addressed at 1604 Dechantal Street, is located to the south of 1604 King Street, and is currently vacant. The six parcels fronting King Street are currently zoned KR, while 1604 Dechantal Street is zoned OCH. The townhouses are currently used for offices, though 1614 King Street has been vacant since it was damaged in a fire.

The uses adjacent to the site are generally commercial, with office and hotel uses on King and Dechantal Streets. The site is located adjacent to the Lorien Hotel to the east, the Hampton Inn to the west and the future Hyatt Centric hotel across King Street to the north. The nearest residential neighborhood is located to the north along Harvard Street. The 1600 block of King Street is considered a transitional block between the Old Town Central Business District and the King Street Metrorail Station area.

The development site is generally flat and slopes slightly downward to the south and west. The site is located within the Timber Branch Watershed with the southern half of the site located in the 100-year floodplain. The applicant must receive a Letter of Map Revision (LOMR-F) from FEMA prior to obtaining a certificate of occupancy to confirm that the average finished grade of the site is sufficiently raised out of the floodplain. The LOMR process is discussed in the Staff Analysis below.

The site is located within the boundaries King Street Metro / Eisenhower Avenue Small Area Plan and the King Street Retail Strategy. The site is also located in the Old & Historic Alexandria District, and subject to review for a Certificate of Appropriateness by the Board of Architectural Review.

B. Project Evolution/Procedural Background

The proposal has been revised and refined over the last several years, and issues relating to parking, building massing and location, open space and issues with the floodplain have been addressed during the concept review process. Additionally, the applicant has presented to the Board of Architectural Review four times since 2014, and the proposed materials, detailing and architectural character of the midrise building has changed based on BAR review. This included a contemporary design that was primarily clad with glass with brick-pier accents. The character of the midrise building has also changed due to community input from neighboring residents on Harvard Street, who have stated their support for a midrise building with more traditional architecture and a reduced amount of glass in favor of brick.

C. Detailed Project Description

The applicant is proposing 59 multifamily units through the construction of a 49-unit multifamily building and the conversion of the existing townhouses fronting King Street into 10 multifamily units. The primary pedestrian entrance to the site is from King Street, with the townhouses maintaining their entrances from the existing front porches, and the midrise building accessed from a gateway entrance located in the existing location of the 1614 King Street townhouse. The Dechantal Street frontage will serve parking and loading activities for the site.

The eight-story midrise building will be located on the southern half of the site and will contain 49 multifamily units. The building will be clad in brick with large window openings, a stone base and a two-story expression that wraps around each building façade. The applicant has proposed a metal-arch framing for this two-story expression, though the final detailing is subject to review by the Board of Architectural Review as part of the certificate of appropriateness. The building features balconies on the northern and southern facades, rooftop open space access and private terraces accessed from the eighth floor for the seventh-floor units.

The applicant has proposed 10 multifamily units to be located in the townhouses fronting King Street. The proposal calls for the rehabilitation and partial demolition of five of the six townhouses, with the rear additions of these townhouses removed. The foundation and first floor of the sixth townhouse (currently at 1614 King Street) will be removed, and the townhouse will be reconstructed as an entrance gateway into the site. The second floor will remain and serve as added floor area for the adjacent townhouse at 1612 King Street. Each townhouse will have two units – a unit on the first and second floor with rooftop deck access, and a basement unit. The applicant plans the townhouse units as flexible spaces that could potentially convert to commercial uses in the future. In order to serve future commercial tenants, the applicant is proposing a wheelchair lift and raised walkway behind the townhouse units for ADA-compliant building access.

The multifamily units are served by a 62-space parking garage, located on two underground levels and accessed from Dechantal Street. A loading space has been proposed adjacent to the building within the property line, accessed from a mountable curb on Dechantal Street.

The project meets open space through at-grade and above-ground amenities. In addition to rooftop amenities stated above, the midrise building and townhouses are connected through a publicly accessible internal courtyard. The courtyard accessed from King Street will be lined with pavers and planters and is the location of the proposed public art installation.

The applicant is proposing streetscape improvements, including new brick sidewalks, street trees, Alexandria Historic Street Lights, a storm drain inlet and a bus bulb-out along its King Street frontage. As described in greater detail in the Staff Analysis section (Section IV) below, the applicant requests modifications for the building's encroachment of the height-to-centerline setback from Dechantal Street and crown coverage requirements. This is in addition to the Special Use Permits (SUPs) requested, which include a floor area ratio (FAR) increase in the KR zone and a required transportation management plan (TMP). The City-initiated rezoning of 1604 Dechantal Street from OCH to KR is also discussed below.

III. ZONING

Table 1 – Zoning Tabulations

Property Address:	1604 King Street	
Total Site Area:	0.40 acres (17,480 SF)	
Zone:	KR / King Street urban retail	
Current Use:	Office and vacant	
Proposed Use:	Multifamily residential	
	Permitted/Required	Proposed
FAR	2.0 (3.0 with SUP)	3.0
Height:	77 Feet	77 Feet
Open Space:	8,850 square feet (based on 150 square feet per unit)	9,643 SF (55.2%) 3,163 SF at ground level
Crown Coverage:	4,370 square feet (25%)	543 square feet (3.1%) <i>Modification requested</i>
Parking:	55 – 64 spaces	62 spaces
Loading spaces:	0	1

IV. STAFF ANALYSIS

A. Conformance with the Master Plan

King Street Metro / Eisenhower Avenue Small Area Plan

The site is located within the boundaries of the King Street Metro / Eisenhower Avenue Small Area Plan. Adopted in 1992, the plan provides long-range guidance for neighborhoods surrounding the King Street and Eisenhower Metrorail Stations. The Plan acknowledges the transit-rich location of this neighborhood, and one principle states “mixed use development at relatively high densities should be encouraged near the two transit stations” (p.46). The Plan also specifies which uses are intended for this area, noting as a primary goal “to create lively, mixed use office, retail, residential and hotel development supported by open space, recreational, entertainment and

cultural amenities” (p.55). The applicant has proposed residential development (with the potential conversion of the townhouse units to commercial), and the increase in residents in the King Street Metro area will help to support area businesses and enhance the mixed-use character of the area. The proposed development implements the small area plan land use objective that encourages quality, high density mixed use development” near the Metrorail station. The preservation of the historic townhouses with the midrise building set farther back from King Street is in compliance with the small area plan goal that ensures “development protects and enhances the character of the City, its landmarks and its neighborhoods.”

King Street Retail Strategy

Adopted in 2005, the King Street Retail Strategy provides a detailed assessment and blueprint for the continued health, preservation, and expansion of the retail environment on King Street. The Retail Strategy provided the framework for what became the King Street urban retail zone (KR). The retail strategy was adopted with a Master Plan Amendment that incorporated it into the King Street Metro / Eisenhower Avenue Small Area Plan (MPA#2005-0002). Each chapter in the Retail Strategy covers a specific Guiding Principle such as Urban Design, Land Use, and Parking and has detailed Planning Recommendations that are designed to implement the plan. Table 2 below illustrates how the King Street Condos site conforms to and is in the general spirit of the King Street Retail Strategy.

Table 2 – King Street Retail Strategy Elements

Element	Goals/Recommendations	Proposed
Sidewalks	Guiding Principle: Require all sidewalks to be paved in brick, but allow the pattern to vary	Sidewalks along King Street frontage will be brick
	Guiding Principle: Require landscaped tree wells or tree grates	Street trees are conditioned to be provided on King Street
	Planning Recommendation: Maintain a minimum 7 to 8 foot-wide pedestrian way between sidewalk landscaping area and the building face and/or stoop.	The pedestrian way will be a minimum 7 feet clear with the addition of street tree wells
Vital Retail Environment	Guiding Principle: Encouraging residential uses on upper floors to provide 16-hour activity and lights on the street in the evening	Addition of multifamily units will increase activity on Upper King Street during evenings and weekends

Compliance with KR Zone Regulations

Section 6-702 of the Zoning Ordinance defines the permitted “ground floor uses” and “upper floor uses” in the KR zone. Ground floor uses are reserved for primarily active commercial uses, while

upper floors allow a greater variety of commercial and residential uses, including office and multifamily. The ground floor uses designation apply to uses “to be located in the space within the first 50 feet of a building... with a first floor of the building within four feet above the sidewalk grade.” As shown in the figure below, the first-floor entrances of the townhouses fronting King Street are greater than 4 feet above the sidewalk grade and are thus the first floor of these townhouses are not required to have ground floor uses. The definition for upper floor uses states that:

“All space that is not located within the ground floor of a building, as that is defined [by the ground floor uses definition]. Upper floor uses may be located on floors above the ground floor, in the space on the ground floor beyond the 50 feet threshold for ground floor uses, and in buildings not considered retail appropriate because they are elevated above grade or set back an excessive distance from the street as expressed above.”

The uses in the townhouse buildings are guided by the upper floor uses definition, and the permitted uses in Section 6-702 of the Zoning Ordinance. Staff encourages the applicant to pursue commercial uses in the future for the townhouse units, and the conditions of approval allow flexibility for any permitted or special uses in the KR zone.

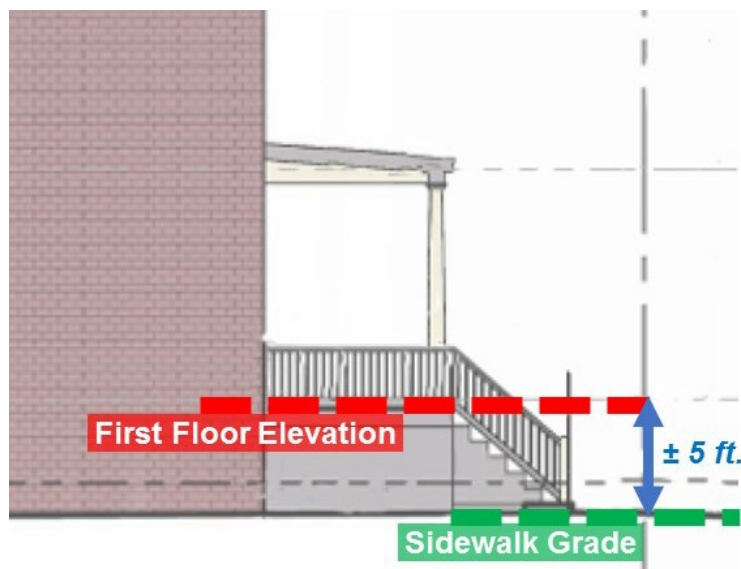


Figure 1: The distance between the first floor elevation and sidewalk grade for the townhouse entrances on King Street

B. Rezoning

The City is requesting a rezoning of the 1604 Dechantal Street parcel from OCH to KR as part of the approval of the DSUP application. The request can be considered a “technical” rezoning to ensure that the project site is consolidated under one zone, and the rezoning has minimal impact on the development rights of the parcel. The adoption of the KR (King Street urban retail) zone in 2005 was concurrent with the adoption of the King Street Retail Strategy and had the intention of placing parcels fronting King Street in a single zone. Parcels fronting on King Street at the time of the adoption of the KR zone were rezoned. The 1604 Dechantal Street parcel does not have

frontage on King Street and has remained OCH. The City typically conditions applicants to consolidate their parcels with the approval of a Development Site Plan (DSP) or DSUP, though the lot consolidation does not automatically rezone split-zoned sites.

The rezoning of 1604 Dechantal Street has a minimal impact on the development potential of the project. Regarding FAR, both the OCH and KR zones allow for an FAR of 3.0 within 1,000 feet of a Metrorail Station. Building height for the site is regulated by the King Street Metro Station Height District (Section 6-405 of the Zoning Ordinance) and is not affected by a rezoning. In terms of open space, the OCH zone mandates 40 percent of the site area as open space for residential uses, while the KR mandates 150 square feet per residential unit. The applicant has provided 55 percent of site area as open space and meets both zone requirements. Staff supports the rezoning of 1604 Dechantal Street to consolidate the zoning on the site, the entirety of which will have frontage on King Street after lot consolidation.

It should be noted that a portion of the Lorien Hotel parcel to the east of the site also contains a remnant OCH zoning on a portion of the parcel, and this portion was not rezoned as part of the 2007 DSUP approval prior to parcel consolidation. Staff contacted the property owners of the Lorien Hotel but were unable to commence talks on a potential rezoning of the OCH portion of their parcel.

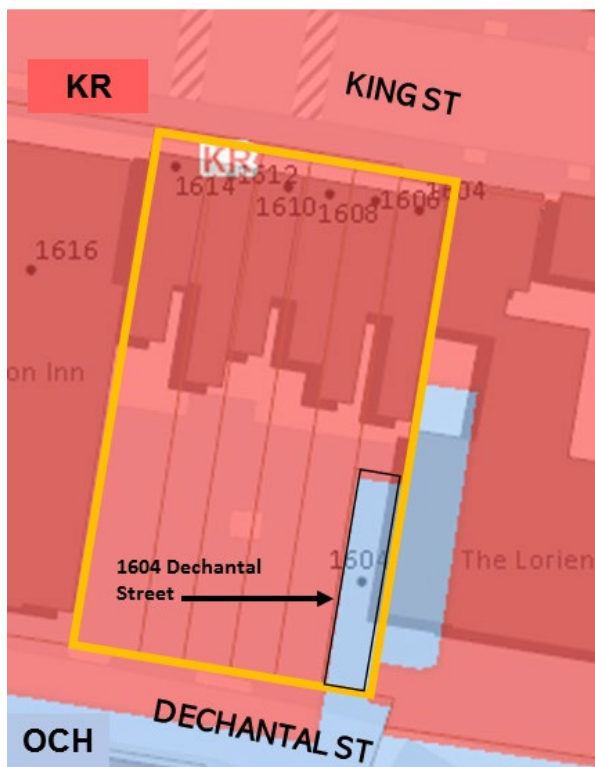


Figure 2: Current zoning, showing KR and OCH zones

C. Conformance to City Policies

The proposed development meets several applicable City policies including:

Affordable Housing Policy

The applicant is providing a voluntary monetary contribution of \$242,490 to the City's Housing Trust Fund based on a Tier 1 contribution of \$2.56 and Tier 2 contribution of \$5.13 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 2016 dollars) and supports the goals and strategies of the City's Housing Master Plan.

Green Building Policy

The City adopted the Green Building Policy in 2009, establishing a requisite condition and standard for green building certification for new development. For non-residential developments, the policy requires the project to be LEED Silver or an equivalent certification, and for residential development, the policy requires the project to be LEED Certified from another third-party program. The applicant has agreed to conditions requiring LEED Certified for the midrise multifamily building and LEED Silver for the townhouse rehabilitations. Staff requested the applicant pursue LEED Silver for the townhouse units based on their potential to be reconverted to commercial uses in the future. Attainment of LEED Silver or equivalent for the townhouses and LEED Certified or equivalent for the midrise building 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 certification program will be finalized during the final site plan process.

Public Art Policy

The applicant proposes to include public art at the project site, pursuant to the City's Public Art Policy adopted on December 13, 2014. The value of the on-site art should be a minimum of \$5,244, based on the added square footage on site and the \$0.30 per square foot that is asked for public art contributions on projects without on-site public art. The applicant will work with City staff during Final Site Plan to incorporate a public art installation in the publicly accessible courtyard.

D. Building Design

The proposal features two main building components: the row of rehabilitated townhouses fronting King Street, and the proposed midrise building located behind the townhouses. The design juxtaposes early historic 20th-century townhouses with a more contemporary midrise building, though the building parti reads as compatible with the townhouse through their use of brick and similar fenestration patterns.

Townhouses

The applicant proposes to rehabilitate the townhouses currently located at 1604-1614 King Street into 10 multifamily units. Five of the six townhouses fronting King Street will remain, though they will be repaired and modified to address some of the deferred maintenance issues due to their under-use or vacancy over the past few years. The terra cotta mansard roofs and the front porches will remain, as these are character-defining features of the historic townhouses. On the rear, the existing “ells” will be demolished, and a simple rear elevation will be installed. Because the front doors are elevated, ADA access to the rear of the townhouses will be facilitated through an elevated platform, accessed from stairs in the courtyard and a wheelchair lift. Each townhouse will have a rooftop deck for use by future residents.

The westernmost townhouse at 1614 King Street will be carefully dismantled and the second floor will be reconstructed such that it cantilevers over the at-grade entrance to the proposed residential building behind the townhouses. This townhouse was damaged by fire in the 1990s and sustained additional damage over the preceding years. The reconstructed second-floor square footage will be connect to the adjacent townhouse at 1612 King Street.

Midrise Building

The proposed new eight-story midrise building will be constructed behind the King Street townhouses and will contain 49 multifamily units and an underground parking garage. The northern and southern facades will have a two-story stone base with brick cladding from the third through six floors, and an arched element framing the top two floors of the building. The brick cladding reads as piers due to the way it frames the large window openings, and the metal detailing that divides the brick and glass expressions into four vertical elements. The top portion of the building will likely be clad with cast stone / concrete detailing, as discussed during BAR concept review. The northern and southern facades also feature stacked balconies. The applicant has proposed two columns of glass (including spandrel glass) in the central portion of the eastern and western facades, although given the setback from the King Street right-of-way and the presence of existing hotels on either side, it is likely that only the upper floors of the side elevations will be visible.

The multifamily units are spread across each of the floors of the building, including three units on the first floor facing the internal courtyard. The units on the seventh floor are two-story units, with portions of the building extending to the eighth floor, which the applicant refers to as a mezzanine floor for the units. The eighth floor also leads to private “sunken terraces” that are located behind the top floor element and parapet on the eastern and western building facades. The rooftop features common open space on its northern portion.

The lower levels of the midrise building on King Street are generally obscured from view by the townhouses in front, although some views will be visible from King Street through the open entrance. The upper stories, specifically the treatment of the top two stories, have been a subject of continuing discussion with the applicant through the development and BAR review processes. The applicant has currently proposed a solid-arched top that is anchored above the brick piers and placed over the window grid of the top two stories. These arches will be either cast stone or metal. Staff has added conditions that allow for a degree of flexibility in the final design of the top of the building through the BAR Certificate of Appropriateness review and approval.

E. Old and Historic Alexandria District Board of Architectural Review (BAR)

The Old and Historic Alexandria District (OHAD) Board of Architectural Review (BAR) has seen this project at four separate concept reviews over the past few years. The project was first brought to the BAR in 2014 but the project was put on hold by the applicant until the development process could be initiated. The three proceeding meetings (December 2016, March 2017 and July 2017) were held concurrently with the Concept and Preliminary stages of review for the current DSUP proposal.

The BAR concept review process is an optional, informal process at the beginning of a DSUP application whereby the BAR provides the applicant, staff, the Planning Commission and City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character.

The applicant first presented the proposed project on May 15, 2014 (BAR#2014-0129), and although the details were schematic, the Board endorsed the overall concept, including the demolition of the rear ells of the townhouses, and the height, scale and mass of a proposed midrise building at the rear of the site, but not the architectural character of the new building. After working to resolve zoning and floodplain issues with City staff, the applicant returned to the Board on December 21, 2016 (BAR#2016-0419) with an updated design for the midrise building. As figure 3 shows, the first proposal was for a much glassier building, at least at the upper stories.

The applicant presented a glassier scheme to the Board in December 2016. This design was generally well-received by the Board, though was not seen favorably by neighborhood residents, who asked the applicant to design a building with more traditional brick building elements. At the March 2017 work session, the applicant presented a building design that added brick to the middle floors, reduced the amount of glass and added a metal tracery top. This design was supported by neighborhood residents and Old Town Civic Association (OTCA), though was submitted to the Board just prior to the work session, limiting the Board's evaluation of the scheme. The Board discussed that the location of the project at the edge of the Old and Historic Alexandria District allowed for a more contemporary building, though some members affirmed that the new building should be compatible with the historic townhouses in the foreground and the more traditional architectural typography of Old Town.

At the July 2017 meeting, the Board endorsed the townhouses and design of the tower up to the top two floors. The Board did not select any of the three proposed alternatives for the top floors (including the solid cast stone or metal arch), though the majority seemed to favor the segmental arches and some combination of the solid segmental arch. The BAR directed the applicant to return with refinements to the top floors during the certificate of appropriateness review following approval of the DSUP.

With respect to the demolition and careful dismantling of the townhouse at 1614 King Street, the applicant received feedback from the BAR at its December 2016 meeting that they could support the project provided that the second floor of the townhouse was either retained during construction or reconstructed over the new entrance to the site. The applicant must come back to the Board for

a permit to demolish for the townhouses in addition to the certificate of appropriateness after City Council approval of the project.



May 2014



December 2016



March 2017



March (alternate) and July 2017

Figure 3: Design evolution of the midrise building as presented at BAR concept reviews

F. Open Space

The project site is located primarily in the KR zone, which requires 150 square feet of open space per unit, instead of a percentage of the site area (which is commonly 40 percent in many zones). The KR zone also explicitly allows for above-ground open space to meet this requirement, including space on “balconies, terraces and rooftops.” The KR zone is currently unique in its inclusion of balconies as open space amenities. Based on the Zoning Ordinance definition, only balconies that are a minimum 8 feet deep by 8 feet wide count toward the open space requirement.

The project meets the KR zone open space requirement, which amounts to 55 percent of the site area reserved for open space. The majority of the open space provided is located above ground, though the interior at-grade courtyard counts for approximately one-third of the open space provided on site. The entrance to the courtyard on King Street will be located under the partially demolished townhouse at 1614 King Street and lead directly to the midrise building entrance. This portion of the courtyard will be the location of the proposed public art and will have a public access

easement. The portion of the courtyard located between the townhouses and midrise building will be lined with pavers and planters, which form the northern building wall of the midrise building at the ground floor. Staff will work with the applicant on refining the design of the courtyard during Final Site Plan, including the type of paving treatment and any addition of planters and other amenities. The applicant has provided a variety of above-ground open space, including the eighth-floor terraces, rooftop common area and balconies. The balconies fronting Dechantal Street are deep enough to count toward the open space requirement.

Table 2 – Open Space

Open Space	Amount
Required per KR Zone	8,850 SF ¹ (50.7% of site area)
Total Provided	9,643 SF (55.2% of site area)
Ground-level Provided	3,163 SF (18.1% of site area)
Above-grade Provided	6,480 SF ² (37.1s% of site area)

G. Special Use Permit Requests

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUPs), two of which are included with this application. The Zoning Ordinance requires that the approval of the SUPs associated with the development application:

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

Increase in FAR to 3.0 in the KR Zone

As part of the development proposal, the applicant is requesting an SUP to increase the FAR in the KR zone. Section 6-705(C) of the Zoning Ordinance allows for residential uses within 1,000 feet of the King Street Metrorail Station a maximum 3.0 FAR with a special use permit.

The applicant has placed the majority of the building massing on site in the midrise building, placed at the southern half of the property. The midrise building is set back nearly 80 feet from the

¹ Based on 150 square feet per 59 multifamily units.

² Includes 384 SF for the 8-foot-deep balconies fronting Dechantal Street, per KR zone regulations and the open space definition in the Zoning Ordinance.

King Street right-of-way, with the massing set near the property line with Dechantal Street, which serves as a service street for commercial uses.

Based on the three criteria City Council considers in their approval of SUPs, staff supports this approval due to the following:

1. The proposed midrise building will have a modest impact on the neighborhood in terms of height, scale, mass and intensity of the use. The building is located close to the King Street Metrorail Station, in adjacency to buildings of similar massing. All “back of house” functions for the site are located on Dechantal Street away from townhouses to the north, including parking access and loading.
2. The proposal has been presented to neighboring residents in the community, who have shown general support for the location and massing of the midrise building. The massing is placed at the rear of the site, where it is a significant distance from the townhouses on Harvard Street.
3. The development is in compliance with the King Street Metro / Eisenhower Avenue Small Area Plan, which encourages density close to Metrorail stations.

Transportation Management Plan (SUP#2018-0085)

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support the TMP, the applicant has agreed to the City’s standard TMP rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the City’s TMP fund.

The TMP will require a coordinator to implement and oversee the TMP program for the facility. The TMP requires annual reporting and surveys. Specific elements of plan implementation are included in the conditions and allow for flexibility based on the needs and interests of the future residents of the development.

H. Modifications

As part of this DSUP, the applicant is requesting two modifications to the Zoning Ordinance relating to building height to centerline setback and the crown coverage requirement. Pursuant to Section 11-416 of the Zoning Ordinance, 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.

Height to Centerline Setback

The applicant is requesting a modification to the height-to-centerline setback that is outlined in Section 6-403(A) of the Zoning Ordinance. This provision requires that the “allowable height of any building at any point shall not exceed twice the distance from the face of the building at that point to the centerline of the street facing such building.” As shown in the figure below, a portion of the seventh and eighth stories, and a portion of the balconies of the sixth and seventh floors do not comply with the height-to-centerline setback. Staff supports the modification of this setback due its minimal impact on the neighboring area. Dechantal Street is used as a service street for adjacent commercial buildings, and the condition proposed by the applicant is consistent with that of neighboring properties.

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 to place the building massing of the midrise building farther back from King Street and townhouses to the north, and allows for a larger internal courtyard between the midrise building and townhouses.
2. The reduction in the visual impact of the midrise building as it appears from King Street and the enhancement of the internal courtyard are site design aspects that offset the requested modification.
3. The requested modification reduces the impact on neighboring residential properties to the north of the site.



Figure 4: The height-to-centerline setback encroachment from Dechantal Street.

Crown Coverage

The applicant is also 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 4,370 square feet, and the applicant is providing 543 square feet. On-site crown coverage includes three ornamental trees in raised planting beds adjacent to the front porches of the townhouses and a variety of shrubs. The increase in building coverage for the site and the construction of the underground garage under the interior courtyard limits the quantity and type of plantings that the applicant can place on the site. The site is located in an urban, high-density portion of Old Town that generally has minimal crown coverage on private property. The applicant is providing street trees on King Street and a \$3,600 contribution to the Living Landscape Fund to offset the impacts of the crown coverage modification.

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 for the adequate development in an urban area, and the placement of the underground parking garage under the site limits the viability and number of shade tree plantings.

2. The planting of street trees on King Street, landscaping in the internal courtyard on the roof of the midrise building, and contribution to the Living Landscape Fund offset the impacts of the modification.
3. The reduced amount of crown coverage will not have an adverse impact on neighboring properties. The most common place for crown coverage in the area is in the public right-of-way, and the applicant is adequately contributing to off-site crown coverage.

I. Floodplain Compliance Process

The City of Alexandria's Floodplain Ordinance (Section 6-300 of the Zoning Ordinance) requires all new development in the Special Flood Hazard Area (SFHA) to set the lowest floor of each building to a minimum of 1 foot above the Base Flood Elevation (BFE) established by the Flood Insurance Study (FIS) and Flood Insurance Rate Maps (FIRMs) that became effective on June 16, 2011.

In order for this development proposal to comply with the City's Floodplain Ordinance, the development must be removed from the floodplain which requires a Letter of Map Revision based on fill (LOMR-F), issued by the Federal Emergency Management Agency (FEMA). To accomplish this, the site must be re-graded by adding fill material to an elevation above the BFE. Once FEMA issues the LOMR-F and removes the site from the floodplain, the project will comply with the City's Floodplain Ordinance, and can proceed as proposed. The LOMR-F from FEMA will be required prior to release of Final Site Plan. Partial early release for grading may be granted to raise the site for LOMR-F submittal.

J. Pedestrian and Streetscape Improvements

The proposal features significant improvements to the streetscape along its King Street frontage. The applicant will provide the following improvements:

- New brick sidewalks in front of the site and reconstruction of brick curb ramps;
- Construction of a bus bulb out for DASH buses and the King Street Trolley to the east of the King Street and Harvard Street intersection;
- Installation of up to two new street trees;
- Installation of Alexandria Historic Street Lights to replace the existing Gadsby lights; and
- The construction of a storm drain to the east of the bus bulb out.

In addition to improvements in the right-of-way, the applicant will be providing a public access easement and a public art installation in a portion of the internal courtyard. The installation and access easement will encourage pedestrian interaction with the site and activity in the area.

K. Parking and Transportation

Parking and Loading

The proposal meets the Zoning Ordinance requirement for multifamily parking. Based on 59 multifamily residential units within 0.5 miles of a Metrorail station, the applicant must supply between 55 and 64 parking spaces. The applicant is supplying up to 62 parking spaces in the underground parking garage for both the townhouse and midrise units. The parking garage has two underground levels and is accessed from Dechantal Street. Off-street parking for any future commercial uses located in the townhouses would most likely not be required by the Zoning Ordinance, based on the square footage of the townhouse units and parking exemption from minimum requirements for commercial uses in Section 8-100 of the Zoning Ordinance.

Off-street loading is provided adjacent to the midrise building, accessed via mountable curb from Dechantal Street. The nature of Dechantal Street as a service street to adjacent commercial uses makes it ideal for parking and loading activities.

Traffic

The proposal does not trigger a traffic study based on the City's guidelines for the trip generation for a proposed development. However, the applicant issued a traffic impact study for new trips on the intersections close to the garage entrance on Dechantal Street: – Prince Street and Daingerfield Road, and King Street, Daingerfield Road and Commonwealth Avenue. The study found 14 additional a.m. peak trips and 22 additional p.m. peak trips from existing conditions.

The applicant will be participating in the City's Transportation Management Plan (TMP) program. The TMP focuses on encouraging alternate means of transportation other than single occupant vehicle use, with particular emphasis on encouraging walking, bicycling and mass transit during the AM and PM weekday peak hours.

Transit and Bicycle Facilities

This site is served by rail, bus and bike share stations. The King Street Metrorail Station is located two blocks to the west, with Yellow and Blue Line service. The site is directly served by DASH buses AT2, AT7, AT8 and the King Street Trolley. The bus stop in front of the site serves eastbound and Old Town-bound traffic, while the bus stop across King Street serve routes that terminate in the West End of the City. The nearest Capital Bikeshare stations are located within two blocks, adjacent to the King Street Metrorail Station. The applicant is providing a contribution of \$10,000 for the implementation of Capital Bikeshare infrastructure near the site.

V. COMMUNITY

The applicant has presented the project several times publicly, including four times to the Board of Architectural Review and three times to the community (including to members of the Upper King Street Neighborhood Association) at a meeting held by the applicant. The proposal has evolved based on community input, most notably the architectural character of the midrise building. Community members advocated for a midrise building with traditional architecture and building materials, which influenced the currently proposed design. Staff and the applicant have been in contact with Harvard Street residents to provide project updates.

Table 3 – Community and City Meetings

DATE	MEETING
Community Meetings	
January 11, 2017	Meeting held by applicant
February 26, 2017	Meeting held by applicant
July 3, 2017	Meeting held by applicant
City Meetings	
May 15, 2014	BAR Concept Review
December 21, 2016	BAR Concept Review
March 1, 2017	BAR Concept Review
July 5, 2017	BAR Concept Review

VI. CONCLUSION

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

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

VII. GRAPHICS

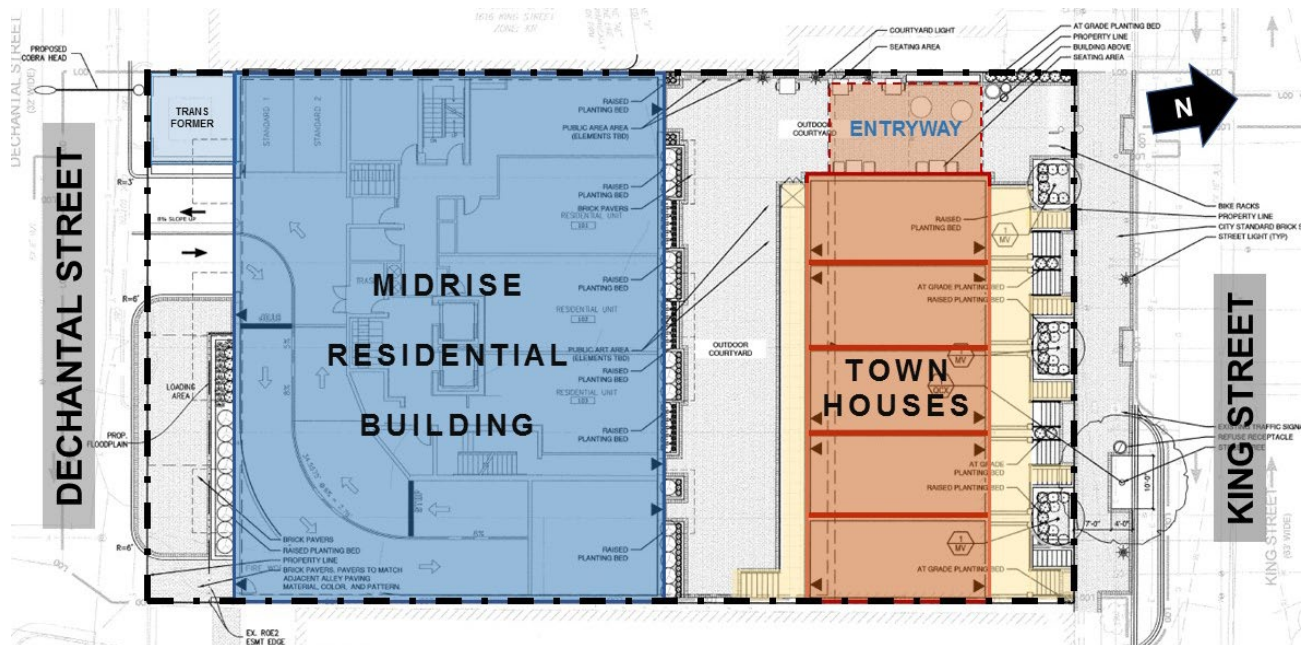


Figure 5: Site plan



Figure 6: King Street elevation



Figure 7: Dechantal Street elevation

VIII. STAFF RECOMMENDATIONS:

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated August 21, 2018 and as amended on September 21, 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 prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. The applicant shall construct a new brick sidewalk along the site frontage on King Street and shall retain the existing stone curb.
 - 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 the King Street sidewalk shall be brick with detectable warning and shall conform to current VDOT standards.
 - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - h. 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.
 - i. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
*** (P&Z)(T&ES)
3. The applicant shall plant two street trees along the site frontage on King Street in standard City tree wells (4 feet by 10 feet), in coordination with the bus bulb-out and adjacent underground utilities, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z)(RP&CA)

B. *PUBLIC ART:*

4. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)
 - a. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) *, ***
 - b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA)(P&Z) ***

C. OPEN SPACE/LANDSCAPING:

5. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings in the interior courtyard to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features.
 - c. Provide details and specifications for the pavers and raised planters with the first Final Site Plan submission. *(P&Z)(T&ES)
6. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES.* (P&Z)(T&ES)
7. A public access easement shall be granted for the approximately 20-foot-wide linear portion the interior courtyard between the entrance from King Street at the property line and the entrance to the midrise building. The public access easement shall be granted, including determination of the rules and regulations (to include access and hours), prior to issuance of final Certificate of Occupancy. A plat delineating the public access easement shall be prepared by the applicant and approved by the Directors of P&Z and RP&CA and the City Attorney prior to

release of the Final Site Plan. The final approved plat and restriction language shall be recorded among the land records. *,*** (P&Z)(RP&CA)

8. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the Final Site Plan, the consultant shall provide text and graphics for the interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z.* (Arch)(P&Z)

D. BUILDING:

9. The building design, including the quality of materials, final detailing, and building refinements shall be consistent with the elevations dated September 21, 2018, the Board of Architectural Review (BAR) Certificate of Appropriateness, and the following conditions. (P&Z)
10. The materials and fenestration pattern on the top two floors of each façade and on all floors of each side are subject to design refinements by the BAR as part of the Certificate of Appropriateness approval. (P&Z)(BAR)
11. Balconies on the midrise building must conform to the following, to the satisfaction of the Director of P&Z:
 - a. Balconies will be stacked on each frontage, and the second-floor balcony on the front of the tower shall be broken up and match the balcony patterns above.
 - b. The balconies on the front of the tower facing King Street can be no deeper than 6 feet and/or cannot extend farther northward than shown on the Preliminary Plan.
 - c. The underside of all balconies shall have a high-quality finish and present a visually cohesive appearance.
 - d. Balcony width and locations shall be consistent with the BAR concept review endorsement, dated July 5, 2017. (P&Z)
12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)

13. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials, as approved by the BAR:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
14. Building materials, finishes and architectural details shall be subject to review and approval by the Old and Historic Alexandria Historic District Board of Architectural Review. A materials board shall be submitted as part of the Certificate of Appropriateness approval. (BAR)
15. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent for the townhouses and LEED Certified or Equivalent for the midrise building 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 midrise residential building and LEED Silver (or equivalent) for the townhouse buildings will be evaluated by City staff, and if staff determines that a good

faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.

- f. If the applicant pursues retail or restaurant tenants in any of the townhouse units, provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (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 multi-family residential units. (T&ES)
- 18. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required parking spaces 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. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)
- 20. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)
- 21. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. SIGNAGE:

- 22. Proposed signage for the site and building exteriors is subject to review by the Board of Architectural Review as part of the Certificate of Appropriateness. (BAR)

23. 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)

F. HOUSING:

24. A voluntary contribution of \$242,490 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.*** (Housing)

G. PARKING:

25. Provide 20 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)
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. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition. (P&Z)(T&ES)(Code)
27. Parking for the residential and commercial uses shall be consistent with the requirements of the Zoning Ordinance. (P&Z)(T&ES)
28. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
29. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and shall at a minimum include the following:
 - a. General project information/summary and development point of contact.
 - b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.

- c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - f. Information/circulation diagram noting how cyclists will reach the bicycle storage.
 - g. Information on location of spaces for carpool/vanpool, monthly account permits and transient day parkers.
 - h. Information on the location of any carshare vehicle or electric vehicle spaces.
 - i. A description of and plan showing access control equipment and locations.
 - j. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - k. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - l. How rates will be determined and details of validation program if proposed.
* (P&Z)(T&ES)
30. Parking spaces within the underground parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
 - b. Provide a copy of the lease or other agreement to be used for market rate parkers.
- Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z) [For projects that may have excess parking]
31. 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. TRANSPORTATION MANAGEMENT PLAN:

32. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)
33. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to encourage participation and inform residents and tenants about benefits available to them. *** (T&ES)
34. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development (in March 2014 dollars) shall be \$68.952 per residential unit, \$0.173 per square foot of retail space, \$0.216 per square foot of commercial space, \$34.476 per hotel room and \$0.086 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
35. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.
36. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.

I. BUS STOPS AND BUS SHELTERS:

37. Show all existing and proposed bus stop(s) and bus stop bench(es) (if existing, proposed, or conditioned) in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant. The final bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and

specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/6548>.(T&ES)(Code)

38. Provide a bus bulb-out along King Street that covers the width of the parking lane, to the satisfaction of the Directors of P&Z and T&ES.
 - a. The bulb-out shall include the crosswalk on the eastern half of the intersection with Harvard Street and extend eastward to accommodate both the length of a DASH bus and the crosswalk width.
 - b. The bulb-out shall be paved with City Standard brick to match the adjacent sidewalk. The existing stone curb shall be retained and incorporated into the bulb-out and/or streetscape. (P&Z)(T&ES)
39. 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)

J. SITE PLAN:

40. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
41. Submit the plat of consolidation and all applicable easements 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)

42. 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)
43. Coordinate with the City and/or the Lorient Hotel on the vacation and/or modification of the access easement at the southeast corner of the site prior to the recording of the plat.** (P&Z)(T&ES)
44. Construct the storm drain inlet shown on the plan located to the east of the site on King Street, to the satisfaction of the Director of T&ES.
 - a. The applicant shall confirm with the City during Final Site Plan that the Ductile Iron ADA Slotted Grate scupper drain in the bus bulb-out as shown on the Preliminary Plan is not necessary, based on submitted stormwater calculations.(T&ES)
45. 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)
46. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the

- property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
 - i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
 - n. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
 - s. Replace existing Gadsby street lights on King Street frontage with Alexandria Historic Street Light based on the photometric plan calculations and replace the proposed cobra head light on Dechantal Street with an Alexandria Historic Street Light. (P&Z)(T&ES)(Police)(BAR)(Code)
47. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
48. Provide a georeferenced CAD file in .dwg format [insert elements needed] of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all [elements/layers] are correctly located and will connect.* (P&Z)(DPI)

K. CONSTRUCTION MANAGEMENT:

49. 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)
50. 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. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Include the location and size of proposed construction trailers, if any;
 - e. 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.
 - f. 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.
 - g. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
51. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. In this plan:
 - 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 are needed for safety during the construction on the site and how it is to be installed.
 - d. Include the location and size of proposed construction trailers, if any;
 - e. 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;
 - f. Include references to appropriate details and standards to be used in the development of Maintenance of Traffic Plans (MOTs) that will be required for right of way permits, to include references for proposed controls for traffic movement, lane closures, construction entrances and storage of materials;

- g. 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.
 - h. Copies of the MOT(s) approved for the right of way permits shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
52. 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)
53. 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)
54. No major construction staging shall be allowed within the public right-of-way on King and Dechantal Streets. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
55. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the nearby stop at King and Harvard Streets, 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)

56. 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)
57. 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)
58. 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)
59. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
60. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
61. 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)
62. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building

footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

63. 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)
64. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
65. 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)

L. FLOODPLAIN MANAGEMENT:

66. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. *(T&ES)
67. Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No Final Site Plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Modification of the effective FEMA computer model to include the proposed project and quantifying the impacts to the existing flood heights. Computations shall be made by modifying the existing FLO-2D model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. Available upon request. (T&ES)
68. No filling of any kind shall be allowed within the boundaries of any A or AE zone except where such filling, when considered in conjunction with all other uses, existing and proposed, will not increase the base flood elevation more than 0.5 foot.

Persons proposing such filling shall furnish specific engineering data and information as to the effect of their proposed action on future flood heights and shall obtain approval from the director of transportation and environmental services prior to any filling.

69. In order for this residential development proposal to comply with the City's Floodplain Ordinance, the development must first be removed from the floodplain which requires a Letter of Map Revision based on fill (LOMR-F), issued by the Federal Emergency Management Agency (FEMA). To accomplish this, the site must be re-graded by adding fill material to an elevation above the BFE. Once FEMA issues the LOMR-F and removes the site from the floodplain, the project will comply with the City's Floodplain Ordinance, and can proceed as proposed. The LOMR-F from FEMA will be required prior to release of Final Site Plan. Partial early release for grading may be granted to raise the site for LOMR-F submittal.
70. In any case, no Certificate of Occupancy shall be issued before FEMA grants a Letter of Map Revision based on Fill for the floodplain boundary revision, taking the site out of the floodplain.

M. WASTEWATER / SANITARY SEWERS:

71. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
72. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)

N. SOLID WASTE:

73. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection, as needed to the satisfaction of the Director of T&ES. 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)
74. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection, as needed to the satisfaction of the Director of T&ES.. 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)

O. STREETS / TRAFFIC:

75. 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)
76. 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)
77. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
78. Show turning movements of standard vehicles in the parking structure and. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
79. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
80. All 90-degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)

P. UTILITIES:

81. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
82. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
83. No transformer and switch gears shall be located in the public right of way. (T&ES)

Q. SOILS:

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

R. WATERSHED, WETLANDS, & RPAs:

85. The project site lies within the Braddock Road West (Timber Branch) Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
86. The stormwater collection system is located within the Timber Branch Watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
87. Provide Environmental Site Assessment Notes that clearly note the presence or absence of the RPA. The Environmental Site Assessment shall also clearly describe, map or explain the presence or absence of intermittent streams and associated buffers; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

S. STORMWATER MANAGEMENT:

88. 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)
89. 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)
90. 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)

91. 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 (NAD83) (T&ES)
92. 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)
93. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)
94. The applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA) and/or master association for the mix of uses and owners for the development, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA and/or master association, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA and/or master association. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
95. If units will be sold as individual units and a homeowner's association (HOA) or master association established the following two conditions shall apply:
 - a. The applicant shall furnish the Homeowner's Association /Master Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a

- copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
- b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners/property owners and the Homeowners Association (HOA)/Master Association with respect to maintenance requirements. Upon activation of the HOA/Master Association,, the Developer shall furnish five copies of the brochure per unit to the HOA/Master Association, for distribution to subsequent homeowners and property owners. (T&ES)
96. 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)
97. 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)
98. Prior to the release of the performance bond, the applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance with the approved plan. (SWM)

T. CONTAMINATED LAND:

99. 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)
100. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading 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)
101. 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)
102. 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)

U. NOISE:

103. 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). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, 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)
104. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.* (T&ES)
105. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
106. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
107. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

V. AIR POLLUTION:

108. 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)
109. No material may be disposed of by venting into the atmosphere. (T&ES)
110. No paint or coatings shall be applied outside the paint spray booth. (T&ES)
111. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

W. CONTRIBUTIONS:

112. Contribute \$10,000 towards the Capital Bikeshare fund prior to the release of the Final Site Plan. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled.* (P&Z)
113. Provide a fee in lieu to the City's Living Landscape Fund to fully comply with the 25-percent canopy coverage not met on-site as required by the Zoning Ordinance. The fee shall equal the cost and quantity of trees in the City Landscape Guidelines including labor and installation associated costs not to exceed \$3,600, or \$900 per tree. (P&Z)(RP&CA)*

X. ARCHAEOLOGY:

114. Hire an archaeological consultant to complete an Archaeological Evaluation. The applicant shall contact Alexandria Archaeology to obtain a Scope of Work for the Archaeological Evaluation by the next concept submittal. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
115. *The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at 703-746-4399.
116. *The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
117. *The applicant/developer shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays.

118. The three statements in archaeology conditions above (marked with an asterisk “*”) shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, and Sheeting and Shoring) so that on-site contractors are aware of the requirements.
119. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.

Y. DISCLOSURE REQUIREMENTS:

120. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. All landscaping and open space areas within the development shall be maintained by the Homeowners’ and/or Condominium Owners’ Association.
 - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - f. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants and disclose this by-law to all involved at the time of sale or lease agreement.
 - g. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. ***(P&Z)
 - h. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.

- i. 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)
121. 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 King Street Condos 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)
122. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, Director of T&ES and the City Attorney:
- a. That the site is located on King Street within 1,000 feet of the King Street Metrorail Station, and is subject to noise and traffic impacts in this portion of the City.
 - b. The site is located in the Old and Historic Alexandria District, and future building façade improvements are subject to review and approval by the Board of Architectural Review. (P&Z)(T&ES) (City Attorney)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- F - 1. Any future commercial uses to be located in the townhouse or midrise buildings are subject to the use regulations of the KR zone.
- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C – 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)
- C - 4 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

- F - 1. 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. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
- F - 8. 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 - 9. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class

52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES) [Include this condition on all plans.]

- F - 10. 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 - 11. 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 - 12. 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 - 13. 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 - 14. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 15. 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 - 16. 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 - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 18. 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 - 19. 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 - 20. 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 - 21. 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 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C – 6 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 – 7 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 – 8 (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 – 9 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 – 10 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 – 11 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 – 12 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 – 13 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 – 14 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 – 15 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys and with the City's Complete Streets Guidelines. (T&ES)
- C – 16 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

- C – 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C – 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C – 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C – 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C – 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C – 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards and the City's Complete Streets Design Guidelines.. (T&ES)
- C – 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C – 25 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C – 26 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C – 27 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C – 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C – 29 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. *(T&ES)

VAWC Comments

1. No comments received.

AlexRenew Comments

- C - 1. Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
- C - 2. 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 Commonwealth Interceptor during wet and average flow conditions.
- C - 3. 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 - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

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

Landscape Recommendations

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

Parks

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

Miscellaneous

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

Archaeology

- F - 1. In 2007, a cultural resources consulting firm completed a documentary study and archaeological assessment for the properties at 1604-1614 King Street. The authors of the final documentary and assessment report concluded that the properties as a whole retained a high level of archaeological potential.
- F - 2. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 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 SPECIAL USE PERMIT with SITE PLAN

DSUP #2017-0038

Project Name: King Street Condo

PROPERTY LOCATION:

TAX MAP REFERENCE: 063.04-09-07,08,09,10,11,12 and 18

ZONE: KR AND OCH

APPLICANT:

Name: Dechantal Associates,
LLC
Address: 510 Wolfe Street,
Alexandria, VA 22314

PROPERTY OWNER:

Name: Dechantal Associates,
LLC
Address: 510 Wolfe Street,
Alexandria, VA 22314

SUMMARY OF PROPOSAL:

Proposed new construction of multi-family residential building over 2 levels of underground parking with partial demolition, renovation, reconstruction and additions to 6 existing rowhouse units fronting on king street with a total of up to 59 units.

MODIFICATIONS REQUESTED

- a. MODIFICATION TO BUILDING HEIGHT TO SETBACK, PURSUANT TO SECTION 6-403.
- b. MODIFICATION TO CROWN COVERAGE REQUIREMENTS, PURSUANT TO SECTION 11-410.
- c. MODIFICATION TO PERMIT MORE THAN ONE PENTHOUSE, PURSUANT TO SECTION 6-403.
- d. MODIFICATION TO MAXIMUM PARKING PERMITTED TO PERMIT PROPOSED PARKING, PURSUANT TO SECTIONS 8-100 AND 11-500.
- e. MODIFICATION TO BUILDING HEIGHT TO SETBACK, PURSUANT TO SECTION 6-403.
- ~~f. MODIFICATION TO CROWN COVERAGE REQUIREMENTS, PURSUANT TO SECTION 11-410.~~
- ~~g. MODIFICATION TO PERMIT MORE THAN ONE PENTHOUSE, PURSUANT TO SECTION 6-403.~~
- ~~h. MODIFICATION TO MAXIMUM PARKING PERMITTED TO PERMIT PROPOSED PARKING, PURSUANT TO SECTIONS 8-100 AND 11-500.~~

SUP's

REQUESTED

- a. SUP TO INCREASE THE FAR TO 3.0, PURSUANT TO SECTION 6-705.
- b. SUP TO INCREASE THE FAR TO 3.0, PURSUANT TO SECTION 6-705.

c. SPECIAL USE PERMIT FOR TRANSPORTATION MANAGEMENT PLAN PURSUANT TO SECTION 11-201

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

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

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

Print Name of Applicant or Agent

510 Wolfe Street

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Signature

703-684-3975

Telephone #

Fax #

pclabovitz@gmail.com

Email address

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Sharon M. Labovitz Trust No. 1	510 Wolfe Street, Alexandria, VA	50%
Sharon M. Labovitz Trust No. 2	510 Wolfe Street, Alexandria, VA	50%

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

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

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Sharon M. Labovitz Trust No. 1	510 Wolfe Street, Alexandria, VA	50%
2. Sharon M. Labovitz Trust No. 2	510 Wolfe Street, Alexandria, VA	50%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at (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. Sharon M. Labovitz Trust No. 1	510 Wolfe Street, Alexandria, VA	50%
2. Sharon M. Labovitz Trust No. 2	510 Wolfe Street, Alexandria, VA	50%

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Sharon M. Labovitz Trust No. 1	none	
2. Sharon M. Labovitz Trust No. 2	none	
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.

7/24/2017
PETER L. LABOVITZ, AGENT


Date
Printed Name
Signature

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

THIS SITE IS APPROXIMATELY 17,480 S.F. (0.401 AC) AND IS ZONED KR AND OCH AND HAS SIX (6)

ROWHOUSES THAT ARE CURRENTLY USED FOR OFFICE, RETAIL AND RESIDENTIAL PURPOSES.

THE APPLICANT PROPOSES TO PRESERVE THE ROWHOUSES BY DEMOLISHING AND REBUILDING THE REAR PORTIONS AND RENOVATING THE ROWHOUSES AT 1604-1612 KING STREET AND DEMOLISHING

AND REBUILDING THE 2ND FLOOR FAÇADE AND PART OF THE 2ND FLOOR OF 1614 KING STREET

PROVIDING 10 CONDO UNITS IN THE ROWHOUSES WHICH COULD BE USED FOR RESIDENTIAL, OFFICE OR

RETAIL USES PURSUANT TO SECTION 6-702 AND TO BUILD A MID-RISE BUILDING OVER 2 PARKING

GARAGE LEVELS (BELOW GRADE) WITH UP TO 49 RESIDENTIAL CONDOMINIUM

UNITS. AN EXTERIOR COURTYARD WILL SEPARATE THE RENOVATED ROWHOUSES AND THE NEW

BUILDING. THE MID-RISE BUILDING IS SET BACK 16.5 FEET FROM THE PROPERTY LINE AT DECHANTAL

STREET.

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

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

Only if Retail Use of part or all of rowhouses. TBD

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

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

Only maintaince employees for residential condominium. TBD if any retail or office use.

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

Day

Hours

Day

Hours

For Residential uses-normal hoursFor partial Office or Retail- TBD

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<hr/>	<hr/>	<hr/>	<hr/>

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

- A. Describe the noise levels anticipated from all mechanical equipment and patrons. Normal noise associated with residential uses proposed. TBD if retail or office, no Unusual noises anticipated.

- B. How will the noise from patrons be controlled?

Noise insulation in all exterior walls of all units

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

None expected except ordinary odors for uses proposed.

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

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

Normal residential trash and garbage for residential units.
No exception trash or garbage expected from Office and Retail uses if any.

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

Standard residential trash and garbage generation. Retail and office use are
Expected to have similar trash generation.

C. How often will trash be collected?

Several times weekly.

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

A trash room is provided on the 1st floor with access from all units and trash
Chutes from units on upper floors.

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

☐ Yes. ☒ No.

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

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

☐ Yes. ☒ No.

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

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

The mid-rise building will be continuously monitored. All units will have secure locks and may have security systems. See building plans for other security provisions.

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

☐ Yes. ☒ No.

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

PARKING AND ACCESS REQUIREMENTS**13. Provide information regarding the availability of off-street parking:**

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?
 44 spaces for all residential uses, 50 spaces for maximum retail or office use with residential

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

	<u>14</u>	Standard spaces
C.	<u>43</u>	Compact spaces
	<u>3</u>	Handicapped accessible
	<u> </u>	spaces Other

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the Zoning ordinance? 0

- B. How many loading spaces are available for the use? 1

- C. Where are off-street loading facilities located?
Off Dechantal Street.
-

- D. During what hours of the day do you expect loading/unloading operations to occur?
Normal business hours.
-

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

Trash pick up- up to 4 or more times a week, Move-ins: from time to time after initial Occupancy. Package delivery- several times daily. Maintenance, service and misc. use-occasional

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

Street access is adequate.



2017 City of Alexandria Business License

Finance Department, Revenue Administration Division, City of Alexandria
301 King Street, Room 1700, Alexandria, VA 22314
Phone: 703.746.3903 <http://www.alexandriava.gov/>

Dominion Real Estate Advisors, LLC
510 WOLFE ST
Alexandria, VA 22314

License Number: 139912-2017
Account Number: 139912
Tax Period: 2017
Business Name: Dominion Real Estate Advisors, LLC
Trade Name: Dominion Real Estate Advisors, LLC
Business Location: 510 WOLFE ST
Alexandria, VA 22314

License Classification(s):

Business Svcs & Occupations
9-073-073
Other Business Svc/Occupant/Consult

February 14, 2017

Dear Taxpayer:

This is your 2017 City of Alexandria Business License. The bottom portion of this page is perforated to allow you to tear off and post the business license in your establishment.

If you paid for your business license via check, please be aware that if your check is not honored by your financial institution, this business license shall be invalid.

As with all taxes, our goal is to administer Business License taxes fairly and in accordance with Commonwealth and Locality code. Our staff strives to provide professional assistance and quality customer service. Your satisfaction is important to us and your comments are always welcome.

If you have any questions regarding this letter, please visit <http://www.alexandriava.gov/> or contact my office via phone at 703.746.3903.

Finance Department, Revenue Administration Division, City of Alexandria

Keep this letter for your records.

City of Alexandria Business License

Revenue Administration Division, City of Alexandria, 301 King Street, Room 1700, Alexandria, VA 22314



License Number: 139912-2017
Account Number: 139912
Tax Period: 2017
Business Name: Dominion Real Estate Advisors, LLC
Trade Name: Dominion Real Estate Advisors, LLC
Business Location: 510 WOLFE ST
Alexandria, VA 22314
License Classification(s): Business Svcs & Occupations
9-073-073
Other Business Svc/Occupant/Consult

This license has been issued by the Revenue Administration Division of the City of Alexandria and is granted to:

Dominion Real Estate Advisors, LLC
510 WOLFE ST
Alexandria, VA 22314



2017 City of Alexandria Business License

Finance Department, Revenue Administration Division, City of Alexandria
301 King Street, Room 1700, Alexandria, VA 22314
Phone: 703.746.3903 <http://www.alexandriava.gov/>

Peter C Labovitz
510 WOLFE ST
Alexandria, VA 22314

License Number: 139914-2017
Account Number: 139914
Tax Period: 2017
Business Name: Labovitz, Peter C
Trade Name: Peter C Labovitz
Business Location: 1604 KING ST
Alexandria, VA 22314

License Classification(s):

Financial Svcs & Occupations
9-711-001
Broker, Other Than Pawn Or Loan

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City of Alexandria Business License

Revenue Administration Division, City of Alexandria, 301 King Street, Room 1700, Alexandria, VA 22314



License Number: 139914-2017
Account Number: 139914
Tax Period: 2017
Business Name: Labovitz, Peter C
Trade Name: Peter C Labovitz
Business Location: 1604 KING ST
Alexandria, VA 22314

This license has been issued by the Revenue Administration Division of the City of Alexandria and is granted to:

Labovitz, Peter C
1604 KING ST
Alexandria, VA 22314

License Classification(s): Financial Svcs & Occupations
9-711-001
Broker, Other Than Pawn Or Loan