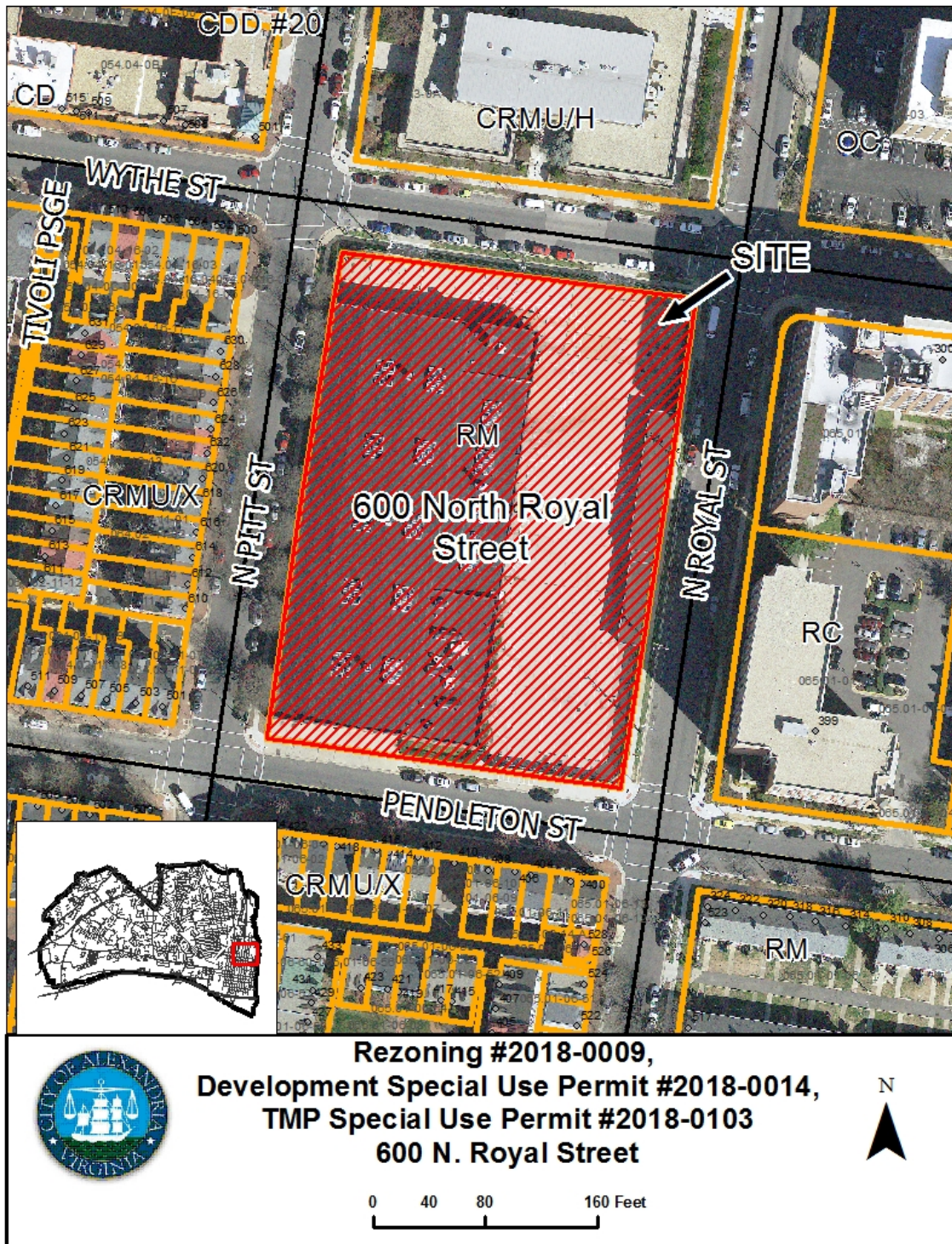




DOCKET ITEM #4
Rezoning #2018-0009
Development Special Use Permit #2018-0014
Transportation Management Plan Special Use Permit #2018-0103
Royal Street Bus Garage

Application	General Data	
Project Name: Royal Street Bus Garage	PC Hearing:	February 7, 2019
	CC Hearing:	February 23, 2019
	If approved, DSUP Expiration:	February 23, 2022
	Plan Acreage:	2.08 Acres (90,580 SF)
Location: 600 N. Royal Street	Current Zone:	RM/Townhouse zone
	Proposed Zone:	CRMU-X/Commercial residential mixed use (Old Town North) zone
	Proposed Use:	Multifamily Residential
	Dwelling Units:	287
	Gross Floor Area:	288,675 (Residential) 124,238 (Parking Garage)
Applicant: Maple Multi-Family Land SE, L.P. d/b/a Trammel Crow Residential; represented by Cathy Puskar, attorney	Small Area Plan:	Old Town North
	Historic District:	N/A
	Green Building:	Complies with Policy
Purpose of Application		
Consideration of requests for a Rezoning from RM to CRMU-X and a Development Special Use Permit with site plan to construct a multifamily residential building with 287 units.		
Special Use Permits and Modifications Requested:		
1. Special Use Permit for an increase in FAR to 2.5 in the CRMU-X zone; 2. Special Use Permit for bonus density for the provision of affordable housing pursuant to Section 7-700; and 3. Transportation Management Plan Special Use Permit		
Staff Recommendation: APPROVAL WITH CONDITIONS		
Staff Reviewers: Rob Kerns, AICP; Chief of Development robert.kerns@alexandriava.gov Catherine Miliaras, AICP; Principal Planner catherine.miliaras@alexandriava.gov Stephanie Free, PLA, LEED GA; Urban Planner III stephanie.free@alexandriava.gov		

REZ #2018-0009
DSUP #2018-0014
TMP SUP #2018-0103
600 N. Royal Street
Royal Street Bus Garage



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends approval of the request for a rezoning and Development Special Use Permit (DSUP) with site plan and associated applications to construct a multifamily residential apartment building with 287 units, subject to compliance with the conditions of approval. This proposal provides a number of benefits for the City and the surrounding community, including:

- Redevelopment of an existing, vacant bus storage facility;
- Twelve on-site affordable dwelling units and a voluntary contribution of \$846,470 to the City's Housing Trust Fund;
- High-quality architectural and urban design;
- Green building certification consistent with the City's Green Building Policy;
- Undergrounding of all utilities serving the site and along the frontage of the property;
- Streetscape improvements, including implementation of N. Royal Street and Wythe Street as "Green Streets" as recommended by the Old Town North Small Area Plan (OTN SAP);
- Narrowing of the perimeter streets to right-size the travel and parking lanes;
- Bioretention street tree wells around the perimeter of the block that will capture and treat stormwater runoff;
- On-site bioretention and extensive green roof areas for additional stormwater treatment;
- A publicly accessible pocket park on N. Pitt Street and seating areas integrated with the design on Wythe Street;
- Traffic calming techniques including bulb-outs at the corners of the block;
- Historic interpretation elements incorporated on-site consistent with the Old Town North Historic Interpretation Guide;
- An \$815,220 (in 2018 dollars) contribution to the Old Town North Streetscape and Open Space Fund;
- A \$30,000 contribution to the City's Capital Bike Share Fund; and
- On-site public art consistent with the City's Public Art Policy at a value of at least \$75,000.

B. General Project Description & Summary of Issues

Maple Multi-Family Land SE, L.P. d/b/a Trammel Crow Residential (the "Applicant," "Trammel Crow") proposes to develop the property located at 600 N. Royal Street with 287 multifamily residential apartment units (including 12 affordable units) within a four to six story building with two levels of below-grade parking and one off-street loading space. Both the parking garage and the loading space are accessed from N. Royal Street. The proposal also includes open space in the form of a private courtyard interior to the building for use by the building's residents, rooftop

amenity space, a publicly accessible pocket park on N. Pitt Street, and publicly accessible seating areas on Wythe Street.

The proposed building fills the majority of the existing block that is bound by Wythe Street to the north, N. Royal Street to the east, Pendleton Street to the south, and N. Pitt Street to the west. The building footprint is generously set back from the curb on Wythe Street and N. Royal Street in response to the designation of these streets as “Green Streets” by the OTN SAP. The building footprint is also sufficiently set back from the curb on both Pendleton and N. Pitt Streets to allow for streetscape improvements including widened sidewalks, street trees and bioretention.

The proposed building height is consistent with the maximums designated by the Small Area Plan for this block, stepping in respect to the existing town homes and multifamily buildings that surround this site. As such, a maximum building height of 50 feet is proposed along Pendleton Street and N. Pitt Street and a maximum building height of 70 feet fronts the majority of N. Royal Street and Wythe Street.

The following approvals are requested with this project:

- A map amendment to rezone the property from RM to CRMU-X;
- A Development Special Use Permit (DSUP) with site plan to construct a multifamily residential building;
 - A Special Use Permit (SUP) to increase the maximum permitted floor area ratio to 2.5
 - A Special Use Permit (SUP) for bonus density for the provision of affordable housing pursuant to Section 7-700
- A Transportation Management Plan Special Use Permit (TMP SUP).

Key issues that were considered and are discussed in further detail in the Staff Analysis section of this report include:

- Building Design
 - Providing physical breaks in the building massing to minimize the scale of the overall full-block development;
 - Enhancing the urban streetwall in Old Town North and relating the building frontages to the surrounding neighborhood; and
 - Creating variation in building height, materials, colors and textures.
- Site Design
 - Creating physical and visual porosity through the site;
 - Location of the parking garage entrance and off-street loading;
 - Incorporation of historic interpretation elements consistent with the Old Town North Historic Interpretation Guide; and
 - Streetscape design, including “Green Streets” on Wythe and N. Royal Street, and consideration for existing street trees on N. Pitt Street.

- Resident Parking and Loading
 - Providing parking consistent with Zoning Ordinance requirements for multifamily residential parking and the Policy for Residential Parking Permits for New Development.
- Affordable Housing
 - Utilization of bonus density in exchange for affordable housing units on-site consistent with the provisions of Section 7-700, and
 - A voluntary contribution consistent with the Affordable Housing Master Plan standards.
- Open Space
 - Designing open space on-grade with visual and physical accessibility to the public, and
 - Maximizing use and program of private open spaces.

II. BACKGROUND

A. Site Context

The approximately two-acre site is located in the Old Town North neighborhood and is comprised of one parcel on a single city block. The parcel is addressed 600 N. Royal Street and is the location of the former Washington Metropolitan Area Transit Authority (WMATA) bus garage, which is commonly referred to as the WMATA “bus barn.” This existing two- and three-story bus facility was erected in 1945 and primarily occupies the western half of the site. A narrow secondary structure lines the eastern edge of the property and the remainder of the site area is covered with surface paving.

The site was first mapped by the Sanborn Map Company in 1912. At that time, there was a row of eight two-story frame rowhouses on the west side of the block, along N. Pitt Street. By 1921, the number of homes had grown to include eight two-story frame rowhouses with accessory structures on the south side of the block, along Pendleton Street. The block remained largely consistent in the 1941 Map until 1945 when the existing bus garage was constructed on the site.

The 600 N. Royal Street block is surrounded by a mix of uses with primarily residential character. Immediately opposite this block to the west is a townhouse and condominium community known as Portner’s Landing and to the south is the townhouse community known as Chatham Square. Located to the east are two high-rise residential developments, Annie B. Rose House and the Ladray High-Rise. Land uses to the north are mixed, with the Kingsley apartment building located at the corner of Wythe and N. Pitt Streets, ARHA offices and Alexandria House condominiums directly opposite of the site to the north, and an office building is located to the northeast at the corner of Wythe and N. Royal streets.

The site is primarily accessed via regional and local street networks. Regional access to the site is provided by N. Washington Street (George Washington Memorial Parkway), US Route 1 (Henry Street and Patrick Street), Braddock Road, King Street (Route 7), and Duke Street (Route 236). Local access to the site is provided via N. Pitt Street, N. Royal Street, Wythe Street, and Pendleton Street. Pedestrian access to the site is provided primarily via the City's public sidewalk system which connects to the Mount Vernon Trail, located approximately one quarter mile east of the site, and via Wythe Street which is a designated "walking street" to and from the Braddock Road Metro.

The site topography slopes significantly from northwest (high) to southeast (low), with approximately nine feet of grade change in total. No vegetation exists on the site; however, there are nine existing street trees located within the public right of way along the western edge of the property lining N. Pitt Street. These trees were planted approximately 20 years prior when the Portner's Landing development was constructed.

B. Project Evolution/Procedural Background

In May 2015, WMATA announced release of a solicitation for bid for redevelopment of the Royal Street Bus Garage located at 600 N. Royal Street. In anticipation of this site's redevelopment, the Royal Street Bus Garage Ad Hoc Advisory Committee was established to provide guidance to the City and WMATA with regard to the redevelopment of the site, specifically in the creation of the redevelopment parameters and design standards. The Committee included appointed officials, adjacent residents, major property owners and representatives of civic, community and business organizations with an interest in the site. The Committee met four times between February and April 2014 and a public Planning Commission Work Session was held in May 2014. Ultimately, the redevelopment parameters and design standards established by the Committee were to be incorporated in the Request for Proposals (RFP) to be developed and issued by WMATA in consultation with the City. Subsequently, the 2015 solicitation for proposals was cancelled, and the property was later listed for sale in 2017 following City Council's approval of the Old Town North Small Area Plan update.

The Old Town North Small Area Plan (OTN SAP) was originally adopted as part of the City's Master Plan in 1992. The 1992 OTN SAP recognized the WMATA bus garage as a potential redevelopment site and, in observation that the surrounding area was predominantly residential, recommended rezoning the 600 N. Royal Street property from commercial to residential. The Plan stated that the WMATA bus garage site is "wholly incompatible with residential development existing to the north, east and south. When the site is redeveloped it should be developed for townhouses at moderate densities." Therefore, the site was rezoned to RM, a residential townhouse zone.

The Old Town North Small Area Plan was updated in 2017 with support from the Old Town North Small Area Plan Advisory Group which was established by City Council to represent the

viewpoints of a variety of stakeholders in the plan area. This Advisory Group, who unanimously supported the recommendations of the updated plan, worked together with the surrounding community and City staff to build on the recommendations of the 1992 OTN SAP while establishing a framework for future planning and development in the area that addresses the emerging needs of the community. As a result, the 2017 update of the OTN SAP recommends rezoning of eight redevelopment sites throughout the core planning area to CRMU-X, including the parcel at 600 N. Royal Street. The redevelopment parameters and design standards established by the Royal Street Bus Garage Ad Hoc Advisory Committee in 2014 were also incorporated into the 2017 update of the Old Town North Small Area Plan and the Old Town North Urban Design Standards and Guidelines.

Trammel Crow is the contract purchaser and developer of the property. Their proposal includes rezoning the property to CRMU-X, as recommended by the OTN SAP, demolition of the existing, vacant bus facility and construction of one building containing 287 multifamily residential apartments with two levels of below-grade parking. Since the project's initial concept submission in June 2018, the Applicant has remained active in addressing comments from Staff, the community and the Urban Design Advisory Committee (UDAC). As a result, the site design and architecture have evolved positively since the Applicant's first submission. Significant improvements include:

- Site Design:
 - Optimizing a pedestrian-friendly treatment of the parking and loading entrances,
 - Enhancing the design of Wythe Street and N. Royal Street as “Green Streets,”
 - Design of various private open spaces and public open space at the street level,
 - Integrating historic interpretive elements into the open space, and
 - Incorporation of stormwater management with the streetscape design.
- Building Massing and Architectural Design:
 - Providing visual porosity through the site with physical breaks in the building that reduce the overall scale and massing of the full-block development;
 - Diversifying building materials and colors in a manner that complements the surrounding uses while utilizing a contemporary architectural vocabulary; and
 - Providing varied façade expressions and heights on each blockface with different architectural designs and texture provided by recesses and projections.

C. Detailed Project Description

The Applicant proposes to demolish the existing WMATA bus garage at 600 N. Royal Street and construct a new multifamily residential apartment building with 287 apartment units and 298 parking spaces within a below-grade parking garage. The proposed building will occupy nearly one city block bound by N. Royal, Pendleton, Wythe, and N. Pitt streets. The proposed building

steps in height from a maximum height of 50 feet, or four stories, facing Pendleton and N. Pitt streets to a maximum height of 70 feet, or six stories, facing N. Royal and Wythe streets. The proposed building heights are consistent with the maximum heights permitted by the OTN SAP, which were established in respect to the height of the adjacent town homes opposite this site on Pendleton and N. Pitt streets and the high-rise residential buildings located opposite this site on Wythe and N. Royal streets.

As shown in Figure 1, a physical break occurs in the building footprint between the four-story masses on N. Pitt Street and the four- and six-story masses on N. Royal Street creating two distinct forms. These forms are connected by transparent pedestrian bridges which link the second, third, and fourth floors of the building with a complete separation provided on the first floor to maintain visual porosity through the site. In addition, the main lobby /entrance space facing Wythe Street will provide a high level of transparency and clear views through to the amenity courtyard beyond, enhanced by the creation of a double-height space facing south into the courtyard.

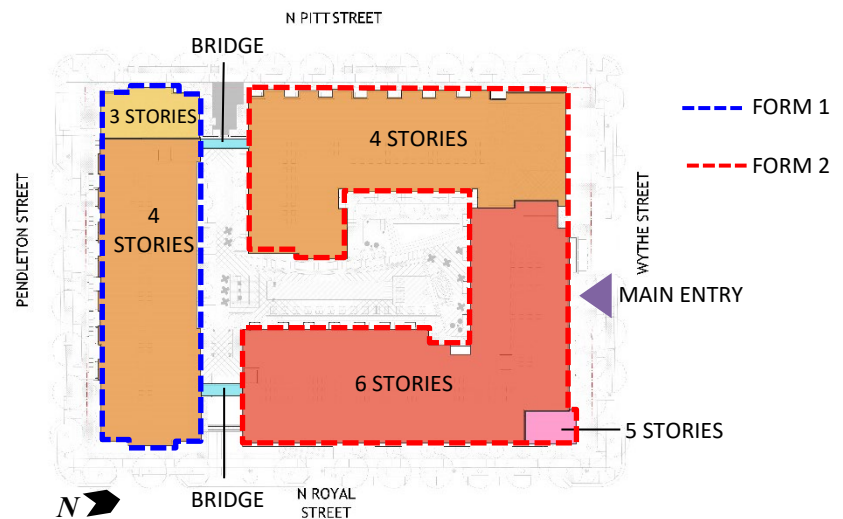


Figure 1 – Massing Diagram

The site design features an interior courtyard above two levels of below-grade parking. This courtyard is designed with amenities such as grilling stations, seating areas and a swimming pool for private use by the residents. Although the courtyard is not publicly accessible, the ground-level breaks in the footprint of the building, as described above, provide views through the block. Due to the approximate nine-foot drop in grade from the west side of the site to the east side of the site, the courtyard extends over the parking garage ramp with a planted edge that steps from the courtyard level to the street level on N. Royal Street, providing a visual link between the private and public portions of the site.

Other resident amenities are provided on rooftop terraces located on the fourth, fifth and sixth floor rooftops at the northwest, northeast, and southwest corners of the building. Publicly accessible open space is provided at the ground level within a pocket park on N. Pitt Street and the enhanced streetscape area along Wythe Street. Both Wythe Street and N. Royal Street are designed as “Green Streets.” Green Streets are streets designated by the OTN SAP that connect existing and/or planned parks and provide connections to the Alexandria Waterfront. Consistent

with the Plan, Wythe and N. Royal streets are designed to include enhanced landscaping, tree canopy, green infrastructure facilities, and curb bulb-outs to emphasize the views and enhance the pedestrian experience.

Streetscape improvements are also proposed on Pendleton Street and N. Pitt Street. These improvements include widened sidewalks, new street lights, and street tree wells with bioretention facilities. A new bus stop is also planned for at the corner of Pendleton Street and N. Pitt Street which will be built by the Applicant if recommended by the City's Transit Vision Plan to be completed in 2019.

This proposal meets the City's tree canopy requirements and the open space requirements of the CRMU-X zone. Addition detail and analysis of this information, the building design and the requested applications is provided in the Staff Analysis section (Section IV) of this report.

III. ZONING

Table 1 – Zoning Tabulations

Property Address:	600 N. Royal Street	
Total Site Area:	2.08 acres (90,580 square feet)	
Existing Zone:	RM/Townhouse zone	
Proposed Zone:	CRMU-X/Commercial residential mixed use (Old Town North) zone	
Current Use: Proposed Use:	Bus Storage Multifamily Residential	
	Permitted/Required	Proposed
FAR:	3.25 ¹	2.86 ²
Height:	N. Royal & Wythe: 70 feet Pendleton & N. Pitt: 50 feet	N. Royal & Wythe: 70 feet Pendleton & N. Pitt: 50 feet
Open Space:	25% (22,645 square feet)	25% (22,645 square feet)
Crown Coverage:	25% (22,645 square feet)	25.25% (22,875 square feet)
Parking:	292 spaces	298 spaces
Loading Spaces:	1 space	1 space

¹ Includes a SUP for an increase in the floor area ratio from 1.5 to 2.5 in the CRMU-X zone and a SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance.

² The applicant requests a SUP for an increase in the floor area ratio from 1.5 to 2.5 in the CRMU-X zone and a SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance.

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

This site is one of 23 redevelopment sites identified in the Old Town North Small Area Plan (OTN SAP, Figure 2.07) and one of eight sites with recommended rezoning to CRMU-X. An illustrative site layout was included in the Plan (Figure 2) which demonstrates the full-block redevelopment of the current bus storage facility with a “building defining the street with appropriate scale and massing” along Wythe and N. Royal streets, “appropriate scale transitions to adjoining townhouses” facing N. Pitt and Pendleton streets, and “streetscape improvements on Wythe Street to provide a green connection to the Waterfront open space.” The Plan further outlines objectives for the redevelopment of this site to follow, including potential affordable housing, streetscape and tree canopy improvements, and improved urban design.

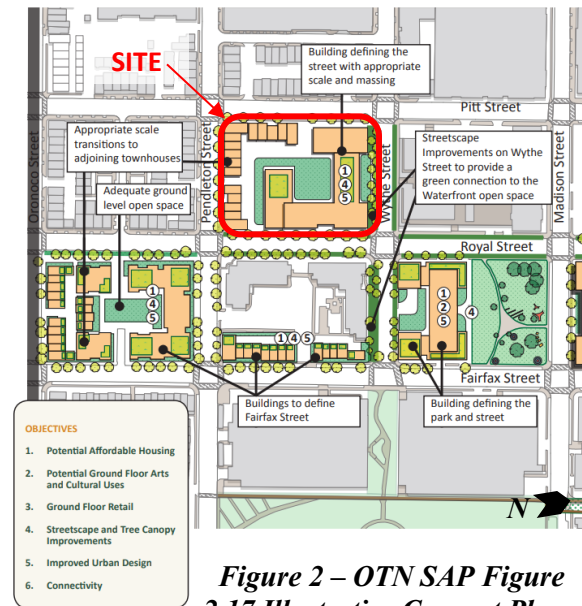


Figure 2 – OTN SAP Figure 2.17 Illustrative Concept Plan for 600 N. Royal Street

This application is consistent with the principles and objectives of the concept plan identified in the OTN SAP for this site as outlined below:

- “Building defining the street with appropriate scale and massing” (as depicted along N. Royal and Wythe streets)

The proposed building defines the streetwall along N. Royal and Wythe streets with a five- to six-story mass that measures a maximum of 70 feet (69 feet - 3 inches, actual) in height. This tallest portion of the building is appropriately concentrated at the northeast quadrant of the block where it transitions to the existing, adjacent high-rise residential buildings of Alexandria House, the Ladray and Annie B. Rose located immediately opposite of this site on Wythe and N. Royal streets.

- “Appropriate scale transitions to adjoining townhouses” (as depicted along Pendleton and N. Pitt streets)

A maximum building height of 50 feet (47 feet -1 inch, actual) is proposed along N. Pitt Street and Pendleton Street. The building varies between three and four stories within this maximum height which appropriately transitions to the three- and four-story town homes, which range from 44 feet to 50 feet in height, on the south and west sides of Pendleton and N. Pitt Street. Further, the majority of the building that faces these existing townhouses is designed with a townhouse-like appearance and scale including front stoops and lead walks that commonly occur with traditional townhouse developments.

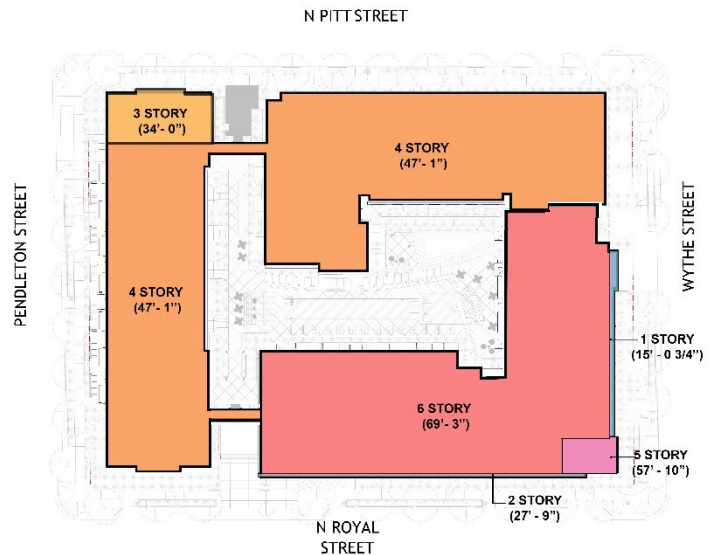


Figure 3 – Building Height Diagram

- “Streetscape improvements on Wythe Street to provide a green connection to the Waterfront open space.”

The building is set back approximately 28 feet from the edge of Wythe Street providing ample space for the proposed landscape and streetscape improvements along this “Green Street.” The Green Street design along Wythe Street includes an allée of shade trees that border a six-foot wide sidewalk with bioretention tree wells proposed along the street’s edge that will capture and treat stormwater runoff from the street. Further, seating areas with special paving are surrounded by generously planted landscape beds between the building and the sidewalk.

- Objective 1: Potential Affordable Housing

The applicant proposes 12 on-site units for households with incomes up to 60% AMI for 40 years. The 12 units will consist of studio, junior one-bedroom, one-bedroom, and two-bedroom units.

- Objective 4: Streetscape and Tree Canopy Improvements

This proposal exceeds the 25% crown cover area required on-site. Further, the applicant will plant new street trees along all four blockfaces within bioretention and standard tree

wells. The tree species will be diversified on along each street, consistent with the recommendations of the OTN SAP.

- **Objective 5: Improved Urban Design**

Redevelopment of this site will implement several key urban design principles, including:

- Form a new urban streetwall in respect to the surrounding uses;
- Provide widened, tree-lined sidewalks along all four sides of the development that will enhance connectivity to the surrounding neighborhood;
- Improve pedestrian street crossings with bulb-outs at each corner;
- Offer visual porosity through the block consistent with that found in other full-block developments in the city; and
- Right-sizing the width of the streets around the perimeter of the block.

In summary, this proposal advances the site-specific objectives set forth by the Plan and implements the Plan's overarching vision for a framework that builds on the community's many strengths while enabling new developments to become a 21st century model of urban planning.

B. Rezoning

The OTN SAP recommends rezoning of anticipated redevelopment sites as shown in Plan Figures 2.08: Development Table Summary and 2.12: Recommended Zoning. These recommendations were formed as a result of extensive public input through the planning process of the OTN SAP update as well as support from the Old Town North Small Area Plan Advisory Group as described earlier in this report. Per the Plan, the recommended rezoning of the 600 N. Royal Street property is CRMU-X/Commercial residential mixed use (Old Town North) zone from its current zone designation of RM/Townhouse zone.

The Plan also recommended establishment of a policy for monetary developer contributions in order to mitigate the impact of the added floor area as a result of the Plan-recommended rezoning. Subsequently, a policy was established by City Council in May 2018 which requires developers to pay a contribution rate of \$9 per additional net square foot achieved through rezoning (exclusive of bonus density). These contributions will be used to fund future improvements of the Old Town North Linear Park (Segment 1), conversion of Montgomery Street from one-way to two-way traffic, and streetscape improvements throughout the plan area. The Applicant is expected to contribute \$815,220 (in 2018 dollars¹) to the Old Town North Streetscape and Open Space Fund.

¹ The developer contribution rate will be adjusted for inflation annually based upon the Consumer Price Index for all Urban Consumers (CPI-U) for the Washington-Baltimore area.

Staff supports the Applicant's request for a map amendment to rezone the property from RM to CRUM-X which demonstrates the proposal's compatibility with the goals of the OTN SAP and the public process in which the rezoning proposal was reviewed.

C. Compliance with Other City Plans and Policies

The proposed development meets several applicable City policies, including:

Green Building

The City's Green Building Policy was adopted in 2009 and established that newly constructed residential buildings should achieve a minimum green building certification level of LEED Certified (or equivalent) and a minimum green building certification level of LEED Silver (or equivalent) for non-residential buildings. The Applicant agrees to comply with the green building standards of the Policy for residential developments.

Public Art Policy

The applicant also 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 will be a minimum of \$75,000. Opportunities to incorporate public art include the publicly accessible pocket park on N. Pitt Street and the streetscape design along Wythe Street. The applicant will work with City staff to integrate public art with the site and/or building design through the Final Site Plan review process.

Affordable Housing

Principles stated in the approved OTN SAP envision a variety of housing choices and building types in the plan area that are affordable and accessible to a diverse range of ages, incomes, abilities, and household sizes. Plan recommendations include prioritizing the provision of on-site affordable housing units in high-quality, mixed-income residential development and maximizing affordability through use of bonus density, among other tools. Consistent with these recommendations, the Applicant requests approximately half of the available 30 percent bonus density pursuant to Section 7-700 of the Zoning Ordinance in addition to a rezoning from the RM to the CRMU-X zone.

In exchange the applicant will provide 12 on-site affordable rental units (one studio, one junior one-bedroom, seven one-bedroom, and three two-bedroom units) proportional to the building's planned unit mix². This will increase the number of new committed affordable rental units to 21 of the 765-821 residential units proposed to date in Old Town North. The rents (adjusted for utilities) will be affordable to households with incomes at 60% of the area median income (equivalent to \$49,260-\$70,320 in 2018 for a household with one to four members) for a 40-year period. The units will also serve to greatly enhance housing opportunities for eligible households

² Bedrooms in one- and two-bedroom units are defined as having a door, window, and closet.

with Housing Choice (Section 8) Vouchers. It should be noted that the HCVs potentially may not apply to the junior one-bedroom unit since the Housing Quality Standards administered by the Alexandria Redevelopment Housing Authority (ARHA) and established by the U.S. Department of Housing and Urban Development (HUD) require at least one operable window, a closet and a door in every sleeping area.

The Applicant has agreed to provide a voluntary monetary contribution of \$876,470 consistent with the City's standard procedures regarding affordable housing contributions. Further clarity regarding voluntary contributions in the case of rezoning applications when additional density is requested is anticipated from the upcoming housing contribution work group.

At its January 9, 2019 meeting, the Alexandria Housing Affordability Advisory Committee (AHAAC) reviewed and unanimously approved the applicant's Affordable Housing Plan dated November 16, 2018. The approved AHP received one amendment to reflect a revised affordable unit mix to substitute one junior one-bedroom for one of the one-bedroom units. This change was made to ensure the affordable unit mix was proportional with the development's overall unit mix.

D. UDAC and Urban Design Standards & Guidelines for Old Town North

The Urban Design Standards & Guidelines for Old Town North (OTN UDSGs) were approved as part of the OTN SAP and are an update to the Urban Design Guidelines for Old Town North that were adopted in 1994. The OTN UDSGs aim to promote "high quality architectural and urban design within an established urban context and to encourage a cohesive and attractive environment" within the planning area. The Standards and Guidelines were utilized by Staff and the Urban Design Advisory Committee (UDCA) in the review of the development, and were influential in setting building massing and location, general site design and streetscape for the proposal.

Per Section 6-505 of the Zoning Ordinance, UDAC has an advisory role in reviewing development applications and the review of development projects for compliance with the OTN UDSGs. As a result, UDAC is responsible for considering any variation from the OTN UDSGs in their endorsement of the project.

The Applicant presented the proposal to UDAC a total of three times between September 2018 and December 2018. Over the course of these three meetings, the Committee provided feedback and guidance to the applicant on the following items:

- The overall massing of the building and the ability to provide increased visual and/or physical porosity through the site;
- Reducing uniformity in the building facades, diversifying material colors and maximizing depth in each façade;

- Increasing the size of the public pocket park on N. Pitt Street; and
- The treatment of the parking garage entrance as it relates to the pedestrian realm on N. Royal Street.

The guidelines included in the OTN UDSG are “defined criteria” that should be incorporated into a development proposal to the “extent possible,” while standards “necessitate a higher level of review.” The proposal complied with the applicable standards in the OTN UDSG, though the applicant was unable to fully comply with Standard 2.2 – Building Heights – Transitions, and Standard 2.3 – Building Heights – Variety³. Therefore, variation from these 2 standards was requested by the applicant (see Attachment #2) and the following analysis was provided to the Urban Design Advisory Committee (UDAC) for their consideration:

- Standard 2.2. Building Heights-Transitions: “Building height transitions shall be required at the locations shown on Figure 2.04 and shall utilize approaches such as building setbacks, stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those depicted in Figure 2.05.”

Analysis: Figure 2.04 indicates that building height transitions are required on N. Pitt Street and Pendleton Street. The transitions proposed on these streets include a pocket park on N. Pitt Street and landscape buffers along both frontages. While the proposed transitions strive to meet the intent of this Standard, the extent of the height transition is limited on these specific blockfaces in comparison to the diagrams shown in Figure 2.05; however, the design does provide for a full story height transition at the west end of the low block along Pendleton Street, from three stories to four stories.

- Standard 2.3 Building Heights-Variety: “Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 15% to 25% of the building footprint below the maximum provided height (Figure 2.06). The specific allocation of the variation shall be determined as part of the development review process.”

Analysis: The applicant proposes variation in building height throughout the entire building (or block), rather than within the individual 50-foot portion and 70-portion of the building as the Standard implies. Variation from this standard is requested as the project is utilizing Section 7-700 of the Zoning Ordinance for the provision of affordable housing, which is a recommendation of the Old Town North Small Area Plan, without an increase in the maximum allowable building height.

Upon review and discussion of the requested variations and the analysis, the Committee found that the development proposal met the intent and purpose of the OTN UDSGs. At the meeting

³ Applicable pages from the Old Town North Urban Design Standards and Guidelines are included as Attachment #1 at the end of this report.

on December 12, 2018 the Committee endorsed the project in a 4-0 vote as it relates to general compliance with the OTN UDSGs. An endorsement letter drafted by the chair of the Committee, Steve Kulinski, is included as an attachment (Attachment #3) to this report and further outlines UDAC's review of the proposal.

E. Building Design

As described in Section C., the building is designed as two distinct forms connected by pedestrian bridges on the upper floors. The first form spans the block from west to east along Pendleton Street while the second form is U-shaped, hugging the majority of the block facing N. Royal, N. Pitt and Wythe streets. The building height is varied throughout both forms to respect the surrounding residential uses. The form facing Pendleton Street has a maximum height of 50 feet with three and four stories adjacent to the Chatham Square townhouses opposite the street to the south. This three- to four-story expression carries around the west edge of the block, facing N. Pitt Street in respect to the Portner's Landing townhouse development opposite the street. A break occurs at the ground level between these maximum 50-foot tall volumes on N. Pitt Street with a glass and metal, highly transparent bridge connecting the second, third and fourth floors of the building. This physical break carries through to the east edge of the block also separating the two forms as they meet N. Royal Street and are again connected with a metal and glass bridge on the upper floors.

The architectural design of the building façades on Pendleton and N. Pitt streets also responds to the scale of the adjacent townhouses. These façades feature townhouse-scaled bays with a variety of colors that relate to the neighboring properties. Street-level entrances with stoops and lead walks which connect to the sidewalk are provided on the first floor of these units to further emphasize an appropriate transition to the townhouses across the street. Additionally, landscaped plant beds are located in between the stoops to soften their appearance and to further reinforce the residential nature of the development.

The second form steps up in height to a maximum of 70 feet, or five and six stories along portions of N. Royal and Wythe streets. This increase in building height is an appropriate transition to the multifamily high-rise buildings located to the north and east of the site. The façades of this five- to six-story portion of the building have a more contemporary, multifamily appearance than the three- and four-story segments of the building. The N. Royal Street façade has a distinct two-story base wrapped in red brick. The upper floors transition to a warm gray colored brick blend and paneling defining the building columns and the vertical expression of the fenestration. To the north, this façade is capped with a series of open-air balconies and a rooftop terrace on the sixth floor. This element transitions to Wythe Street which has a primarily glass façade at the base as it meets the main residential lobby entrance. The upper floors of the Wythe Street façade continue the warm gray brick and panel materials of the east façade prior to stepping the building height down to 50 feet as it approaches N. Pitt Street.

Staff finds the building design to be successful as it respects the surrounding uses while also providing a distinct character consistent with the vision of the OTN SAP and Urban Design Standards and Guidelines. Of notable interest is the way in which the building transitions height from the lower volume to the taller volume through use of three distinct “small building” corner elements (one at three stories and two at four stories) which read as distinct from both the townhouse-like façades on Pendleton and N. Pitt streets and the multifamily appearance of the façades on N. Royal and Wythe streets. While visually and volumetrically distinct, these elements are kept in harmony with the overall building design through integration of the materials utilized throughout the building facades. The four elevations provide a successful balance of variety of architectural expression, height and material in a cohesive design framework.

The Applicant worked diligently with Staff to advance the architectural design and incorporate the comments from both Staff and UDAC. Overall, the design successfully progressed from the initial submission through the Preliminary Plans and will enhance the aesthetic quality of the neighborhood.

F. Site Design and Open Space

Staff supports the Applicant’s open space plan for the project, which includes areas of open space on-grade and accessible to the public, private street-level open space, private rooftop amenity spaces, and monetary contributions to the Old Town North Streetscape and Open Space Fund. Approximately 4,500 square feet of open space is provided on-grade and is accessible to the public. Another 18,151 square feet of open space is proposed on-structure in the form of private amenity spaces for use by residents of the building. As shown in the table below, the total amount of open space accounts for 25 percent of the site area, which meets the open space requirements within the CRMU-X zone.

Table 2 – Open Space

	Required (Per Site Area: 90,580 sf)	Provided
Ground-Level Open Space (public)	22,645 sf (25%)	4,494 sf (5%)
Ground-Level Courtyard Amenity Space (private)		15,901 sf (18%)
Rooftop Amenity Space (private)		2,250 sf (2%)
Total		22,645 sf (25%)

On-grade Open Space and Streetscape Design

The proposed on-grade, publicly accessible open space is incorporated within the design the Wythe Street streetscape as a “Green Street” and a pocket park near the corner of N. Pitt Street and Pendleton Street. As previously described, the streetscape along Wythe Street includes an allée of trees lining the six-foot wide sidewalk with both traditional and bioretention street tree wells. The nearly 21-foot wide space between the south edge of this sidewalk and the building is designed with a series of seating areas to accommodate individuals or small groups separated by generous planting areas with shade trees and understory plantings. A subsurface transformer vault is also located with this space to the west of the main residential lobby entrance. The surface of the transformer vault is incorporated seamlessly into the design of Wythe Street as a Green Street with special paving and seating areas inset to the lid of the vault and planting areas between them to match the streetscape treatment on the east side of the main entrance.

Streetscape improvements continue around the perimeter of the block with areas of bioretention and standard street tree wells, new colonial-style street lights, and six-foot wide concrete sidewalks. Additionally, all utilities fronting the site will be placed underground. On N. Royal Street, which is also designated a Green Street in the OTN SAP, an eight-foot wide plant bed is provided between the edge of the sidewalk and the building. This plant bed is enhanced with a line of ornamental trees which complement the street trees planted on the opposite side of the sidewalk and further emphasize the residential nature of the development.

As described previously, there are nine existing street trees located within the public right of way along the western edge of the site lining N. Pitt Street. These trees were planted approximately 20 years ago when the development of Portner’s Landing was constructed immediately west of this site. The Applicant’s Tree Inventory Plan indicates these trees are in “Good” condition based on a formula provided by the Guide for Plant Appraisal published by the International Society of Arboriculture (ISA).

In acknowledgement of the environmental benefits provided by such trees, and with interest from the community to preserve these trees, Staff requested that the Applicant hire a professional arborist to evaluate the likelihood of these trees surviving demolition of the existing building, excavation for the below-grade parking garage, utility work, and construction of the new building and sidewalk. The Applicant’s consulting arborist determined that the trees would not survive construction impacts and recommended the trees be removed. Staff also met on-site with the City Arborist to conduct an evaluation. The City Arborist noted that in addition to the construction impacts, the trees are located in a narrow planting strip with highly compacted soil; therefore, the longevity of these trees is questionable even without redevelopment of the property. It was also observed that the tree roots are buckling the existing sidewalk which is a trip hazard for pedestrians.

Based upon the analysis of the City Arborist and the Applicant’s consulting arborist, it was determined that the existing street trees on N. Pitt Street should be removed. The benefits

provided in place of these trees include narrowing N. Pitt Street (as described below), a widened tree planting strip, bioretention and typical street tree wells with interconnected soil panels, and 12 new street trees planted along this frontage. The 12 new trees will be a caliper size of 3-1/2 – 4 inches at the time of planting, which is larger than typically requested. Other streetscape improvements on N. Pitt Street include a new, widened concrete sidewalk, new colonial style street lights, and step-off areas which connect the curb and sidewalk to prevent pedestrians from walking over the tree wells to access parked vehicles and therefore compact the soil. Collectively, these streetscape improvements will provide optimal growing conditions for the new trees.

A publicly accessible pocket park is proposed on N. Pitt Street offering respite to those passing by. This space is designed with special paving, benches, planting areas with ornamental trees, and a potential location for historic interpretive elements. This space offers visual access through the site to the east. As described previously, the bridges which connect the second, third, and fourth floors of the building are designed to be as transparent as possible in order to maximize this view through the block.

Private Amenity Space

The remaining open space is provided in the form of private resident amenities. The main amenity space is a spacious courtyard on the ground level, located on the roof of the below-grade parking garage. This courtyard features a swimming pool, grilling stations and seating areas surrounded by private terraces with raised planters and bioretention planting for privacy. Three rooftop amenity spaces are provided on the upper floors of the building, offering opportunity for more intimate gatherings and an urban garden. Further, the rooftop amenity spaces on the west side of the building overlook extensive green roof areas which provide stormwater management benefits on-site.

Historic Interpretation

The OTN SAP includes a requirement that all DSP or DSUP projects “will incorporate a historic interpretation component as part of the review and approval process.” The Old Town North Historic Interpretation Guide (“The Interpretation Guide”) provides a framework for the interpretation of the neighborhood’s cultural landscape from early settlement through the 1960s and helps contribute to a sense of place rooted in history.

The Interpretation Guide identifies the 600 N. Royal Street block as a general area of concentrated use and outlying elements related to the cultural themes of African American Life, Native American Life, (Sub) Urbanization, and Transportation. As such, the Applicant has identified the pocket park on N. Pitt Street as a potential location for historic interpretive elements that focus on the related nomenclature of “the Berg” which was a free African American neighborhood that had developed in the early nineteenth century between Princess, Cameron, Royal and Fairfax streets to the south of Old Town North. During the Civil War, this neighborhood became known as “the Berg”, a reference to Petersburg, Virginia, from where

many freedmen escaped. Although originally located south of the subject site, tax records demonstrate that the Berg neighborhood eventually spread northward to Madison Street and westward to St Asaph in Old Town North after the Civil War. Staff notes that there is limited interpretation related to the Berg in this area and this provides an excellent opportunity to shed light on this important historic African-American neighborhood.

Staff conceptually supports the location of the historic interpretation elements in the pocket park on N. Pitt Street finding that it permits for the opportunity for enhanced and integrated interpretative elements as they relate to the Berg neighborhood. Staff's recommended conditions of approval reflect continued discussion with the applicant regarding location of the interpretive elements at the project site as the applicant's research and scope develops.

G. Parking & Transportation

Parking & Loading

As proposed, this project meets the Zoning Ordinance requirements for off-street parking and loading. Per the Ordinance, a minimum of 292 on-site parking spaces and one loading space is required for this project. The minimum parking space requirement includes a credit for a Walkability Index between 90-99 and service by four or more bus routes within a quarter-mile of the development. To meet the parking and loading requirements, the applicant proposes two levels of below-grade parking with 298 spaces and one off-street loading space which are both accessed from N. Royal Street, similar to the location of the existing parking and loading facilities for the adjacent multifamily development, thereby minimizing impacts on the adjacent townhomes. Parking calculations for the proposed development are provided in Table 3 below.

Table 3 – Residential Parking

Residential Parking		
	Market Rate Units	Affordable Units
Number of Units	275	12
Number of Bedrooms	334	N/A ¹
Base Ratio	1.0	0.75
Base Minimum # Spaces	334	9
Credits		
Proximity to BRT	0%	0%
Walkability Index	10%	10%
4 or more bus routes	5%	5%
20% or more studios	0%	0%
Braddock Metro Walkshed	0%	0%
Total Credits	15%	15%
Resulting Ratio	.80 spaces per bedroom	.67 spaces per unit
Resulting Minimum # Spaces	284	8
Parking Spaces Required	292	
Parking Spaces Provided	298	

¹ The parking ratio for affordable units is based upon the number of units rather than the number of bedrooms.

This application also includes 42 on-street parking spaces around the perimeter of the block and a short term on-street loading/unloading area adjacent to the main residential lobby entrance on Wythe Street.

In 2017, City Council approved the Policy for Residential Parking Permits for New Development which states that future residents of a development within an existing residential parking district with more than 10 units reviewed through an SUP, DSP or DSUP are not eligible for obtaining a City issued residential parking permit when either of the following conditions exist: 1) The average on-street parking occupancy is 85 percent or higher at the time of the project's approval, or 2) More than 50 percent of the total occupied ground floor street frontage is a non-residential use.

Consistent with this policy, the Applicant submitted a parking occupancy survey for the assumed peak hour and day of the week for the area. This survey demonstrated the average on-street parking occupancy is less than 85 percent during such time. Further, the development proposal for 600 N. Royal Street does not include a non-residential use; therefore, neither of the disqualifying conditions for on-street residential parking permits are met and the future residents of this development may apply for on-street parking permits.

Traffic

Wells & Associates performed a Multimodal Traffic Impact Analysis (TIA) for this site which models existing and future traffic conditions with and without anticipated development. For purposes of this study, the entire development at 600 N. Royal Street was assumed to be fully constructed and occupied by 2022. Other anticipated developments included in this analysis include 530 First Street (Edens), 1101 N. Washington Street (Colony Inn), 800 N. Washington Street, and 901 N. Fairfax Street (Crowne Plaza).

The residential development at 600 N. Royal Street is projected to generate 97 AM peak hour trips, 122 PM peak hour trips, and 1,293 daily trips once complete. The results of the traffic analyses indicate that the additional vehicle trips generated by this development would have negligible impact to the roadway network, with only minor increases in overall intersection and turning movement delays. Further, the analysis found the signalized study intersections at Wythe Street and N. Washington Street, Pendleton Street and N. Washington Street, and Pendleton Street and N. St Asaph Street would experience a minor decrease to the level of service but overall continue to operate at generally acceptable levels.

Transit and Bicycle Facilities

The subject site is served by numerous bus lines with bus stops located along Pendleton Street, N. Royal Street, N. Fairfax Street and N. Washington Street. These stops are serviced by both DASH and WMATA Metrobus lines. With development of this site, a bus stop with bench is planned for on Pendleton Street near the intersection of N. Pitt Street. However, the City is in the process of updating its Transit Vision Plan which will determine if a bus stop is warranted at

this location. If it is determined that a bus stop is not necessary at this location, the curb will be constructed as a traditional corner bulb-out consistent with the OTN UDSAGs.

The closest Capital Bikeshare facility to the subject site exists at the N. Saint Asaph Street and the Pendleton Street intersection. Additional Capital Bikeshare stations are also available within proximity on the N. Fairfax Street and Madison Street intersection as well as at the N. Saint Asaph Street and Madison Street intersection. The Applicant will also provide a \$30,000 contribution to the City's Capital Bikeshare Fund for implementation of a Bikeshare facility within the plan area. Further, the Applicant will provide a dedicated bicycle room on-site with space for 87 bicycles to serve the residents of the building and 6 additional bicycle spaces are proposed near the main lobby entrance to the building for outside visitors. Additionally, this site is located .8 miles east of the Braddock Road Metro station which is approximately a fifteen-minute walk.

Narrowing Perimeter Streets

The perimeter streets which surround the block at 600 N. Royal Street (Pendleton Street, N. Royal Street, Wythe Street, and N. Pitt Street) currently measure 40 feet in width from curb to curb. This 40-foot width accommodates two travel lanes and a parallel parking lane on both sides of the street. Per the City's Complete Streets Design Guidelines, a 40-foot width is several feet wider than the maximum width recommended for neighborhood residential streets with this travel and parking configuration.

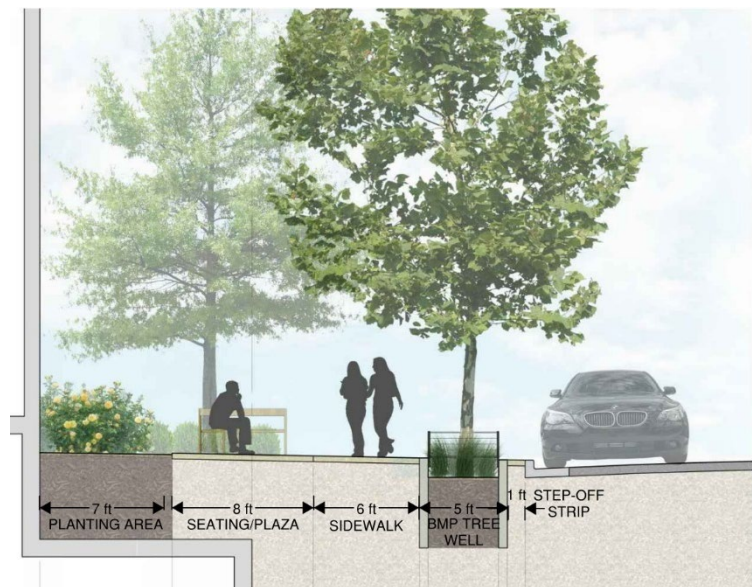


Figure 4 – Wythe Street, Streetscape Section

With approval of this application, all four streets that line the perimeter of the 600 N. Royal Street block will be narrowed to approximately 37 feet wide. This width comfortably accommodates two travel lanes with parking on both sides of the street and is consistent with the Complete Streets Design Guidelines. These streets will be narrowed by moving the curb adjacent to the development site outward. Narrowing the streets in this manner also allows additional space for tree wells, landscape strips, and sidewalks around the perimeter of the site, further enhancing the public realm.

H. Special Use Permits

Section 11-500 of the Zoning Ordinance gives authority to City Council to approve Special Use Permits (SUPs), three of which are included in 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.

Staff supports approval of the three SUPs requested with this application, as evident through the summary and analysis provided below that each of the request SUPs meet the criteria listed above.

Increase of FAR to 2.5 in CRMU-X Zone (Included in DSUP)

The CRMU-X zone allows an increase in FAR from 1.5 for up to 2.5 with approval of a Special Use Permit (SUP). Per Figure 2.08: Development Table Summary on Page 36 of the OTN SAP, the recommended FAR for this site is 2.5, exclusive of bonus density. Staff supports the Applicant's request for a SUP to increase the permitted FAR to 2.5 based upon the recommended rezoning in the OTN SAP, which as stated previously, included an extensive Staff analysis and public outreach process.

Special Use Permit for Bonus Density (Included in this DSUP)

In addition to the requested SUP for increased density in the CRMU-X zone, the applicant requests to utilize a density bonus for the provision of affordable housing. This density bonus incentive is outlined in Section 7-700 of the Zoning Ordinance. Per the Ordinance, increases in allowable floor area ratio, density, and height may be allowed for a building which contains one or more dwelling units through a Special Use Permit when the following conditions are met:

- *The applicant for the special use permit commits to providing low and moderate income sales or rental housing units in conjunction with the building or project which is the subject of the permit application.*

The Applicant proposes 12 on-site affordable units in exchange for bonus density pursuant to Section 7-700. However, the Applicant does not intend to utilize the full 30 percent bonus density allowance. The permitted FAR for this site with the maximum bonus density is 3.25. In respect to the building height limitations of the Small Area Plan, the open space requirements for this zone, and the setbacks required for Green Streets on Wythe and N. Royal streets, the actual proposed FAR for this development is

2.86. As a result, the Applicant is utilizing approximately half of the bonus density permitted. A summary of these figures is provided in Table 3.

Table 3 – Bonus Density

Site Area: 90,580 sf				
	PERMITTED		PROPOSED	
	Square Feet (sf)	FAR	Square Feet (sf)	FAR
CRMU-X Zone¹	226,450 sf	2.5	226,450 sf	2.5
w/Bonus Density²	294,385 sf	3.25	259,268 sf	2.86
Bonus Density Available			Bonus Density Applied	
	67,935 sf	.75	32,818 sf	.36

¹ With a SUP for an increase in the floor area ratio from 1.5 to 2.5 in the CRMU-X zone.

² With a SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance.

- *The units may be provided within the building or project which is the subject of the permit application, or with the consent of the applicant and the director of housing and the director of planning and zoning and approval of this special use permit, the units may be provided at an off-site location, by a cash contribution to the City of Alexandria Housing Trust Fund, or some combination of off-site units and cash contribution.*

The 12 affordable units proposed with this development will be located on-site and mixed within the market-rate units. The affordable units will be provided as studio, junior one-bedroom, one-bedroom and two-bedroom units.

- *The applicant for the special use permit agrees and provides sufficient assurance, by way of contract, deed or other recorded instrument acceptable to the city attorney, that the low-and/or moderate-income housing units to be provided will remain in these categories for the period of time specified in the special use permit.*

The conditions of the project's Affordable Housing Plan for set aside units are included in the Staff recommended conditions of approval. Therefore, once this application is approved by Council it provides a means of sufficient assurance acceptable that the affordable housing units provided will remain in effect for a period of 40 years as specified in this Special Use Permit.

- *City council determines that the building or project which is subject to the special use permit, with the increase in allowable floor area ratio, density and height, meets the standards for the issuance of a special use permit outlined in Section 11-500.*

Staff supports the requested SUP for increased density pursuant to Section 7-700 for the provision of affordable housing as it meets the criteria, as outlined above, for provision of such bonuses. This request will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use and will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood because the additional density does not intensify the height, massing or scale of the building. As such, the proposal meets the open space and tree canopy requirements for the site and respects the maximum height allowances designated by the OTN SAP. Approval of this Special Use Permit will also substantially conform to the master plan of the City by advancing the stated priority of providing affordable housing throughout the City.

Transportation Management Plan Special Use Permit (TMP SUP #2018-0103)

According to Section 11-700 of the Zoning Ordinance, the Applicant is required to participate in a Transportation Management Plan (TMP) to encourage alternate modes of transportation resulting in a decrease of Single Occupancy Vehicle (SOV) trips. 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.

Based on the size of the proposed development the proposed project is classified as a Tier 2 TMP. Therefore, this project will be required to join the Citywide TDM program or partner with an adjacent program in order to satisfy the need for the TMP.

As part of the TMP, the Applicant will designate a TMP Coordinator. The Coordinator will be the point of contact with the City's Transportation Planning Division and will work with Staff to implement the TMP. The duties of the TMP Coordinator include maintaining updated contact information with Staff, distributing annual electronic surveys, managing and accounting the TMP fund, submitting reports to the City, and administering the program as required by the Zoning Ordinance.

I. School Impacts

Student generation rates represent the ratio of enrolled Alexandria City Public Schools (ACPS) students who live in Alexandria to the number of residential housing units in Alexandria. ACPS and the City's Department of Planning and Zoning (P&Z) use these rates to estimate the number of students that are expected from new (constructed within the last 30 years) residential development.

Student generation rates for mid- and high-rise apartment buildings is .03 students per dwelling unit and the generation rate for income-restricted housing is 0.8 per dwelling unit. Therefore, the projected student generation rate this for development is 17.85, or approximately 18 new

students based upon a total of 275 market rate units and 12 affordable housing units. This project is located within the Jefferson-Houston school district and the projected student generation is accounted for in school enrollment forecasts.

V. COMMUNITY

Over the course of the proposal's evolution, this project has been presented to the local community association for this area of Old Town North, the North Old Town Independent Citizens Association (NOTICE), in addition several adjacent property owner associations including Alexandria House, Chatham Square, Portner's Landing and the Oronoco as well as the Alexandria Redevelopment and Housing Authority and Old Town Civic Association.

Table 4 – Community Meetings

Date	Meeting
June 13, 2018	NOTICE Board
July 17, 2018	Portner's Landing
August 15, 2018	Chatham Square
September 12, 2018	Urban Design Advisory Committee
September 25, 2018	Alexandria House
October 22, 2018	Portner's Landing
October 31, 2018	Urban Design Advisory Committee
November 12, 2018	NOTICE Board
November 28, 2018	The Oronoco
December 12, 2018	Urban Design Advisory Committee
January 9, 2019	Old Town Civic Association ¹
January 30, 2019	Federation of Civic Associations

¹The Old Town Civic Association is outside of the designated Civic Associations boundary for this site.

The proposal was generally well received by the community with some concerns stated for the preservation of the existing street trees on N. Pitt Street, on-street resident parking eligibility and narrowing the width of the perimeter streets. Staff and the Applicant have worked to address the concerns of the community through the review process. As previously described, the nine existing street trees on N. Pitt Street will be replaced with 12 new trees with greater biodiversity, planted at a larger than average caliper and with enhanced growing conditions. Further, the project meets the multifamily parking standards as outlined in the Zoning Ordinance and Policy for Residential Parking Permits for New Development, and the proposed street widths will be consistent with the Complete Streets Guidelines.

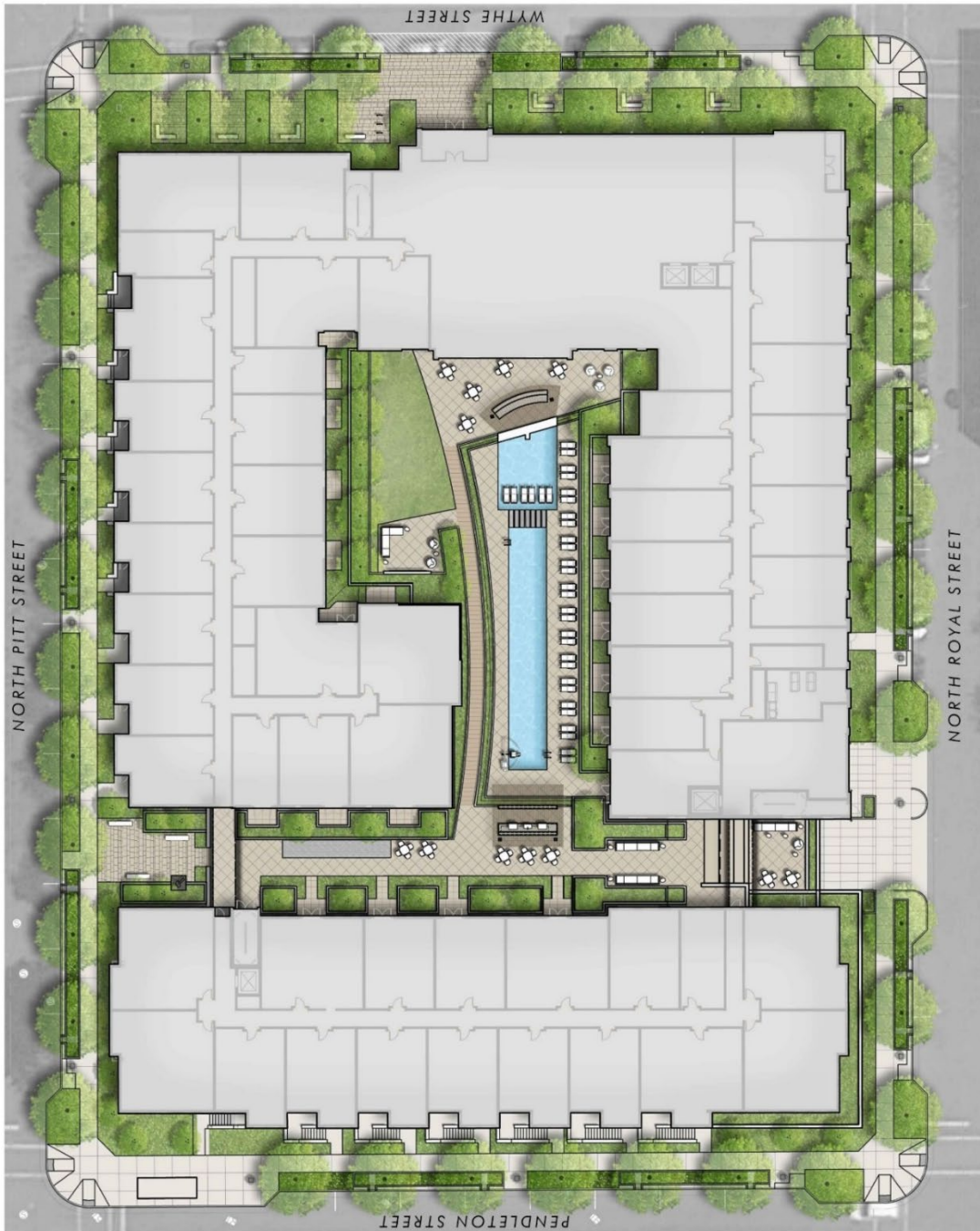
REZ #2018-0009
DSUP #2018-0014
TMP SUP #2018-0103
600 N. Royal Street
Royal Street Bus Garage

VI. CONCLUSION

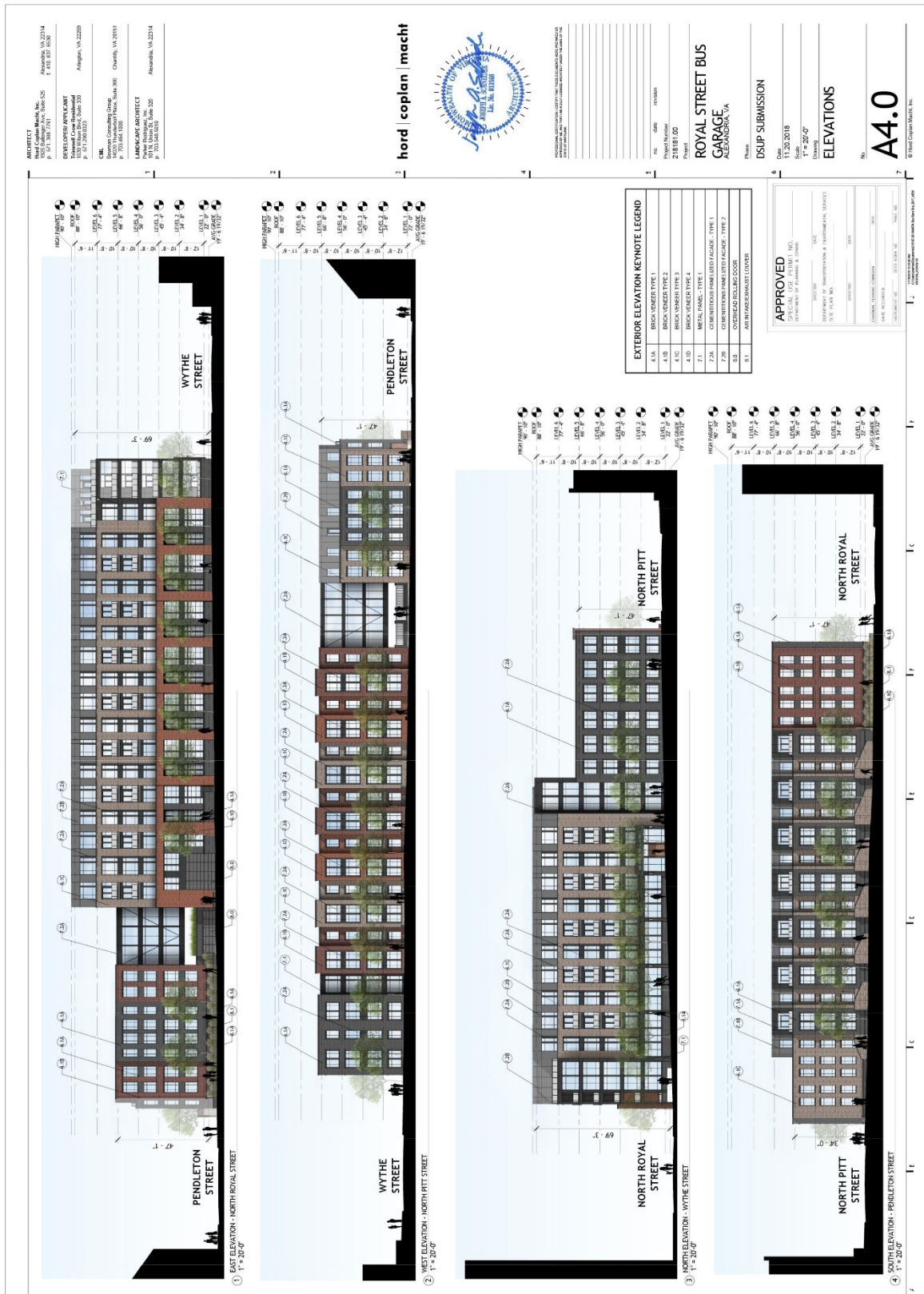
Staff recommends approval of the rezoning and Development Special Use Permit with site plan and all associated Special Use Permits subject to compliance with all applicable codes and the following staff recommendations.

VII. GRAPHICS

Site Plan



REZ #2018-0009
 DSUP #2018-0014
 TMP SUP #2018-0103
 600 N. Royal Street
 Royal Street Bus Garage



REZ #2018-0009
DSUP #2018-0014
TMP SUP #2018-0103
600 N. Royal Street
Royal Street Bus Garage



AERIAL AT CORNER OF PITT STREET AND PENDLETON STREET



AERIAL AT CORNER OF N.ROYAL STREET AND WYTHE STREET

REZ #2018-0009
DSUP #2018-0014
TMP SUP #2018-0103
600 N. Royal Street
Royal Street Bus Garage



VIEW AT CORNER OF N. ROYAL STREET AND WYTHE STREET



VIEW AT CORNER OF PITT STREET AND PENDLETON STREET

REZ #2018-0009
DSUP #2018-0014
TMP SUP #2018-0103
600 N. Royal Street
Royal Street Bus Garage



VIEW AT CORNER OF WYTHE STREET AND PITT STREET



VIEW AT CORNER OF PENDLETON STREET AND N. ROYAL STREET



VIEW AT PITT STREET WALK-UP UNITS



BUILDING HYPHEN SETBACK ON ROYAL STREET

REZ #2018-0009
DSUP #2018-0014
TMP SUP #2018-0103
600 N. Royal Street
Royal Street Bus Garage



VIEW AT PENDLETON STREET WALK-UP UNITS



MAIN RESIDENTIAL ENTRY ON WYTHE STREET

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated November 20, 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. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) along the frontage of the property. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - 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. Pedestrian paving materials within the public right of way shall be City-standard concrete, except in such areas where special paving is shown on the Preliminary Plan. A maintenance agreement shall be submitted to and approved by the Director of T&ES prior to the release of the Final Site Plan for any materials that are not a City-approved standard within the public right of way.* (T&ES)

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) *, ***

C. OPEN SPACE/LANDSCAPING:

5. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of Planning & Zoning. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
 - a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.

- e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)
6. Provide the following modifications to the landscape plan and supporting drawings:
- a. Diversify the species of the street trees on N. Pitt Street.
 - b. Coordinate tree symbols on the landscape plan with the plant schedule.
 - c. Label the quantity and species of landscape areas, including individual trees and shrubs and areas of perennials and groundcovers.
 - d. Provide dimensions between street trees. Spacing between street trees shall comply with the City's Landscape Guidelines.
 - e. Provide underdrainage in all street tree wells, including bioretention tree wells. Underdrainage shall be shown on the utility plan and in section details of street trees.(P&Z)
7. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of Planning & Zoning, and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)
8. Develop a palette of site furnishings in consultation with staff.

- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of Planning & Zoning and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles and other associated features. (P&Z)(T&ES)
9. 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 Planning & Zoning and T&ES.
* (P&Z)(T&ES)
10. 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 site design and to prepare interpretive elements, which shall be erected as part of the development project consistent with the adopted Old Town North Historic Interpretation Guide. The site plan shall indicate historical themes, forms of historic interpretation to implement and locations of interpretive elements. A historic interpretation program for the site shall be provided by the consultant and approved by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of Planning & Zoning and RP&CA prior to the release of the Final Site Plan. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed and interpretive markers have been erected.*,** (Arch)(P&Z)(RP&CA)
11. A public access easement shall be granted for the open space along Wythe Street between the right of way and the face of the building, and the approximately 34 foot wide by 34 foot deep pocket park located on N. Pitt Street. 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, T&ES, 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 prior to issuance of the building permit
*,**,*** (P&Z)(RP&CA)(T&ES)

D. BUILDING:

12. The building design, including the quality of materials and final detailing shall be consistent with the elevations dated November 20, 2018 and the following conditions. (P&Z)
13. Provide the following building refinements to the satisfaction of the Director of Planning & Zoning:
 - a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design.
 - b. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8 inches.
 - c. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.(P&Z)
14. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
15. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan submission. *
 - 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 on-site or to the satisfaction of the Directors of T&ES and P&Z, and shall remain in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
16. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent to the satisfaction of the Directors of Planning & Zoning, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
17. 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)
18. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
19. 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)

20. 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)

E. SIGNAGE:

21. The building signs shall be designed to relate in material, color and scale to the building to the satisfaction of the Director of P&Z.
 - a. The building signs shall be designed of high quality materials.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
22. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
23. Freestanding monument signs shall be prohibited. (P&Z)
24. Install a temporary informational sign as required 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:

25. Monetary Contribution Condition:
The applicant has agreed to provide a voluntary contribution of \$846,470 to the Housing Trust Fund. (Housing)***
26. Set Aside Units:
 - a. The applicant has agreed to provide 12 affordable set-aside rental units, to include one (1) studio, one (1) junior one-bedroom, seven (7) one-bedroom and three (3) two-bedroom units, or with a mix of units to the satisfaction of the Director of Housing.
 - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C.

Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.

- c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit, or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.
- d. Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance to those units that meet Housing Quality Standards as defined by the Department of Housing and Urban Development (HUD) and administered by the Alexandria Redevelopment Housing Authority (ARHA). A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- e. The applicant agrees that residents of set-aside units shall have access to all amenities offered within the entire Development.
- f. The set-aside units shall be of comparable size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
- g. For the parking spaces attributed to the set-aside units, residents of the set-aside units may be charged a monthly parking fee of up to \$50 (in 2018 dollars) or the standard fee whichever is lower. Any additional parking spaces will be subject to standard fees.
- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable

set-aside units until 45 days after written notification has been provided to the Office of Housing.

- i. The applicant shall list all set-aside units in www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent. (Housing)

G. *PARKING:*

- 27. Provide 92 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)
- 28. Locate a minimum of 292 parking spaces in the underground garage for residents. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)
- 29. 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)
- 30. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents. (P&Z)
- 31. 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. Describe the 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 the location of any carshare vehicle or electric vehicle spaces.
 - h. A description of and plan showing access control equipment and locations.
 - i. An explanation of how the garage will be managed. Include information on access for residential, property management and building operations parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.). (P&Z)(T&ES)*
32. 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 parking management plan to include, at a minimum, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.
 - c. 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)

33. 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:

LARGE PROJECTS (Tier 2 or 3)

34. 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. Below are the basic conditions from which other details originate. (T&ES)
35. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
36. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
37. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$84.076 per residential unit. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)
38. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *** (T&ES)

39. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
40. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year.. (T&ES)
41. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

I. BUS STOPS AND BUS SHELTERS:

42. Install a bus stop and a 6-foot bench as shown on the Preliminary Plan on Pendleton Street unless the final recommendation of the Transit Vision Plan (to be completed in late 2019) determines that the stop at this location is not necessary. The City shall confirm the final curb alignment on Pendleton Street prior to release of the Final Site Plan.* (T&ES)(P&Z)
43. Show all existing and proposed bus stop(s) and bus shelter(s) in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant and bus stop bench design shall meet City standards and the approval of the Director of T&ES. (T&ES) (Code)
44. The bus stop on Pendleton Street shall meet ADA requirements and City Standards per the following:
 - a. Install an unobstructed 10 foot wide, parallel to the roadway, by 8 foot wide, perpendicular to the curb, bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter (if present or if installed) and adjacent sidewalk. The

- loading pad's cross slope shall be less than 2 percent. The existing width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
- b. At minimum, a bulb out for a bus stop shall be at least 35 feet in length parallel to the curb (does not include the taper) and extend at minimum 7 feet into the roadway. (T&ES)
45. 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, and shall be:
 - a. Installed with a minimum 7 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.
 - b. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

J. SITE PLAN:

46. 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)
47. Submit the plat of 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)

48. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a Certificate of Occupancy.** (P&Z)(T&ES)
49. 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)
50. 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 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 light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures.
 - i. Light fixtures shall be consistent with the light fixture standards of the Old Town North Urban Design Standards and Guidelines and to the satisfaction of the Directors of P&Z and T&ES.
 - ii. Confirm fixture specification with staff prior to submission of the first Final Site Plan.
 - 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 any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
 - 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 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 as applicable at the development site to prevent light spill onto adjacent properties.
(P&Z)(T&ES)(Police)(BAR)(Code)
51. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The units within should apply the principal of: first floor unit doors receiving "100" series numbering, second floor units receiving "200" series numbering, etc., and not to include alphas or fractions. Units such as stacked multistory townhomes, where the above unit is accessed on the 3rd story, and with no second level doorway, shall receive "300" series numbering. This will help GIS in determining the appropriate unit numbering scheme for the project, as well as satisfy police and fire concerns. (P&Z)
52. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all are correctly located and will connect.* (P&Z)(DPI)

K. CONSTRUCTION MANAGEMENT:

53. 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)
54. 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. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18, or 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)
55. 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)
56. 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)
57. 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)
58. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
59. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of a stop, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be

coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)

60. 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)
61. 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)
62. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and the North Old Town Independent Citizens' Association (NOTICE) 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)
63. 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)
64. 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)
65. 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)

66. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z) (Code)
67. 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)
68. 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)
69. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
70. 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. 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)

M. SOLID WASTE:

- 73. The solid waste containers must be placed inside the building or within an enclosure that completely screens them from view and the trash truck must be able to safely collect the solid waste. (T&ES)
- 74. 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 for a total of four (4) receptacles dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)
- 75. 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 for a total of four (4) receptacles dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

N. STREETS / TRAFFIC:

- 76. 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 the Director of Transportation and Environmental Services. (T&ES)
- 77. 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)

78. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock and of the trash truck collecting solid waste. 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. Furnish and install two 4 inch conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

O. 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 shall be undergrounded. (T&ES)
83. No transformer and switch gears shall be located in the public right of way. (T&ES)

P. SOILS:

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

Q. WATERSHED, WETLANDS, & RPAs:

85. Provide Environmental Site Assessment Notes that clearly note the presence or absence of any RPAs and delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the

appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also note the presence or absence of any intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. If present, clearly describe, map or explain the item or feature. (T&ES)

R. STORMWATER MANAGEMENT:

86. 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)
87. 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)
88. 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)
89. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by a door on the same level as the green roof, an interior elevator, interior stairway with door through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. (SWM)

90. 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)
91. 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)
92. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
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. With the exception of the BMP tree wells that will be transferred to the City for maintenance, the Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
95. The Applicant shall be responsible for the maintaining the BMP tree wells until acceptance by the City for maintenance. The City shall accept the structural elements of the BMP tree wells constructed and installed in the right of way for

maintenance upon passing inspection and termination of the maintenance bond_for public improvements. The City shall accept the plantings installed in BMP tree wells located in the right of way upon passing inspection and termination of the maintenance bond for_landscaping. (T&ES)

96. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
97. 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)
98. 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)
99. 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)

S. CONTAMINATED LAND:

100. 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)

101. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
102. 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)

103. 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)

T. NOISE:

104. 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)
105. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.* (T&ES)
106. All exterior building-mounted loudspeakers shall be prohibited although the use of loudspeakers is allowed for the internal residential courtyard between 10am and 9pm. No amplified sound shall be audible at the property line. (T&ES)
107. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
108. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10

minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

U. AIR POLLUTION:

109. 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)
110. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

V. CONTRIBUTIONS:

111. Contribute \$30,000.00 towards the Capital Bikeshare fund prior to the issuance of a certificate of occupancy permit. 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)
112. Provide an \$815,220 contribution in 2018 dollars to be escalated as set forth below to the Old Town North Streetscape and Open Space Fund.
 - a. The base rate contribution is \$9 per additional square foot of development achieved through rezoning the property from RM to CRMU-X.
 - b. The final developer contribution shall be calculated based upon the as-built net floor area of the building exclusive of square footage achieved through density bonus.

The \$9 developer contribution rate is subject to inflation annually based upon the consumer Price Index for all urban Consumers (CPI-U) for the Washington-Baltimore area. Contribution rates will be recalculated January 1 of each year. The final contribution amount shall be calculated and verified by the Department of Planning and Zoning at the time of request for Certificate of Occupancy and payments shall be made prior to the release of the first Certificate of Occupancy. (P&Z)***

W. ARCHAEOLOGY:

113. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
114. 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. * (Archaeology)
115. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
116. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

X. DISCLOSURE REQUIREMENTS:

117. In the event this project converts to for-sale units, 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. 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.

- i. 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.
 - ii. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - iii. No more than two parking spaces shall be offered to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors. (City Council)
 - iv. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - v. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - vi. The stormwater management facility BMP(s) installed for the development must be inspected regularly and maintained to ensure the long-term functioning of the BMP(s) per design.
 - vii. The applicant shall develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.
 - viii. 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)
- b. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
118. In the event that the property is sold or ownership is transferred following approval of the development application(s) by City Council, the current owner(s) shall disclose the conditions of this approval and all applicable City-approved plans associated with the development to the new owner(s) and their respective successors and assigns. The disclosure shall clearly explain these plans and conditions cannot be changed except by an amendment to this development special use permit approved by City Council. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

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

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. 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 - 7. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 8. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the

- laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 9. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 10. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)
- F - 11. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 12. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 13. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

- F - 14. 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 - 15. 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 - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) [Include this condition on all plans.]
- F - 17. 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 - 18. 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 - 19. 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 - 20. 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 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 11 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 12 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 13 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

- C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. 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 - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 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 - 25 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 - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General

Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments:

- C - 1 Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
- C - 2 Applicant shall coordinate with the City of Alexandria T&ES to ensure that the planned flow does not exceed the City of Alexandria's allotted capacity in AlexRenew's Water Resource Recovery Facility or Potomac Interceptor.
- C - 3 Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact AlexRenew's Pretreatment 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.
- R - 1 In the event an existing building will be razed, coordinate with the Alexandria Fire Department during the Final Site Plan review to explore utilizing the structure(s) for training exercises prior to demolition. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

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 - 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. Maps dating to the eighteenth and nineteenth centuries indicate that the subject property once was situated in close proximity to a creek known in the eighteenth century as Ralph’s Gut and a series of smaller tributaries that fed into it. Access to watercourses often dictated prehistoric settlement patterns, and the abundant plant and animal life spawned by the freshets of Ralph’s Gut would have attracted prehistoric hunters and gatherers. Over the millennia small groups of American Indians likely would have camped for short periods of time on the terraces carved out by Ralph’s Gut, and as a result left behind material evidence

- of their presence in the form of stone tools, handmade pottery, animal bone, shells, and other domestic debris.
- F - 2. Based on an examination of historic maps the earliest known structure on the block is depicted on the northeast corner of the block in an 1864 map. Prior to that the block may have been developed, although a map dating to 1842 shows the majority of the block as swampland dissected by a narrow terrace. Maps in the 1860s also tend to show the block as a series of terraces separated by marshland. A decade later in 1877 a map depicts a tributary passing through the southwest corner of the block and one lone structure and two possible groups of row houses (or long, 6-bay warehouses) built on the south half of the block owned by L. McKensie. W.C. Yeaton owned the north half of the block in 1877 and one small structure is shown near the northwest corner fronting on Wythe Street. By 1921 a complex of row houses is present in the southeast quadrant of the block. In the late 1940s the current bus barn facility was built and continues to stand on the property.
- 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

IX. ATTACHMENTS

Attachment #1 –
Applicable Pages from Old Town North – Urban Design Standards & Guidelines
2.2 Building Heights – Transitions

2.2 Building Heights - Transitions

To ensure appropriate massing and scale between new and existing developments, the Design Standards and Guidelines require appropriate building height transitions where buildings either step down in height and/or provide courtyards, building setbacks, stepbacks, building shoulders, and/or landscaping is provided to buffer new developments and adjoining lower height properties in the areas depicted in Figure 2.04. The appropriate transition approach will be approved as part of the development review process, based on the context of the site.

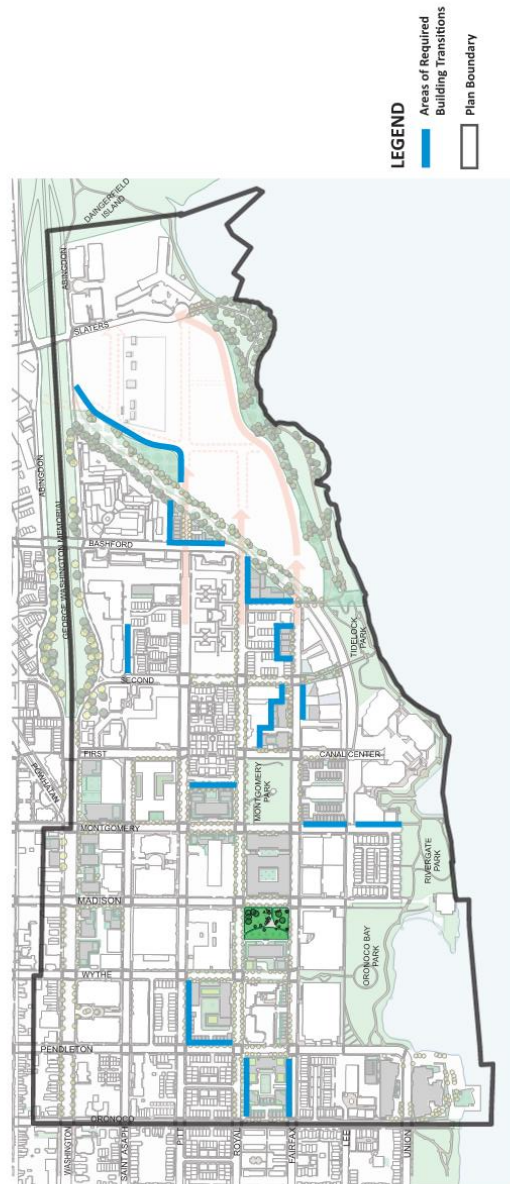


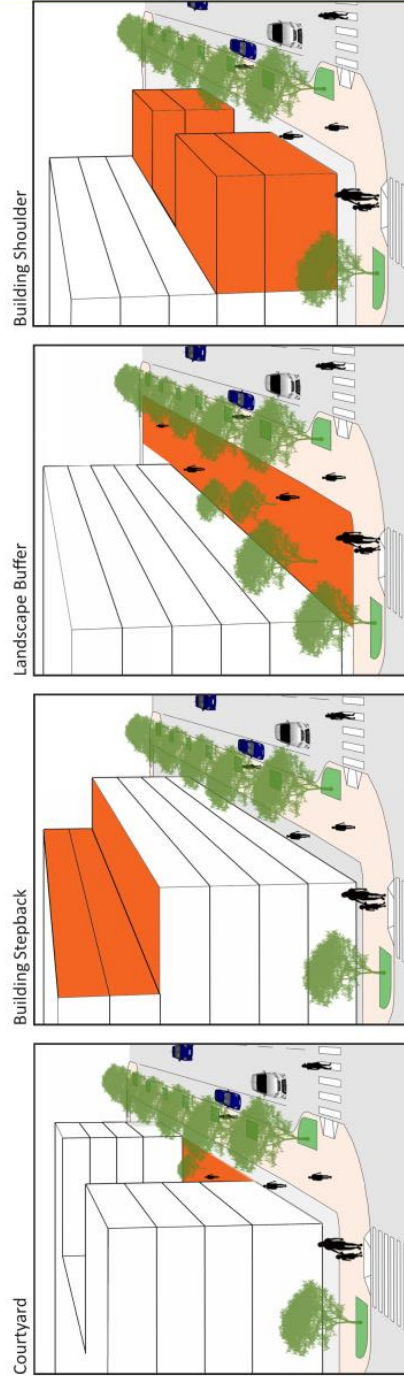
Figure 2.04: Building Heights Transition Zones

* Note: The potential buildings, open spaces, and roof-top open spaces depicted on this drawing are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

Transition Standards:

1. Building height transitions shall be required at the locations shown on Figure 2.04 and shall utilize approaches such as building setbacks, stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those depicted in Figure 2.05.
2. Transitions may be required at other locations for the redevelopment sites if deemed necessary as part of the development review process.
3. The type and configuration of the required building transition will be determined as part of the development review process based on the context of each site.

Figure 2.05: Transition Approaches



Applicable Pages from Old Town North – Urban Design Standards & Guidelines

2.3 Building Heights – Variations

2.3 Building Heights - Variety

Each new townhouse, multi-family, office and hotel building will provide a variety of heights. The intent of this provision is to ensure a significant variety of height for each new building and to enable dynamic urban and architectural forms.

Standards:

1. Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 15% to 25% of the building footprint below the maximum provided height (Figure 2.06). The specific allocation of the variation shall be determined as part of the development review process.
2. Office and hotel buildings shall provide a variety of height which shall be determined through the development review process.
3. For townhouses and 2/2 stacked townhouses, a variety of heights shall be provided within each row of townhouses. This can be achieved through variation in roof form, setbacks and height. The location and amount of variation will be determined as part of the development review process.
4. For the former power plant site, design standards shall be required to address variety of building heights, spacing, coverage, and envelopes, as part of the Coordinated Development District (CDD) Concept Plan approval process, to ensure a unique and dynamic skyline for the site, both from the neighborhood and from the Potomac River.

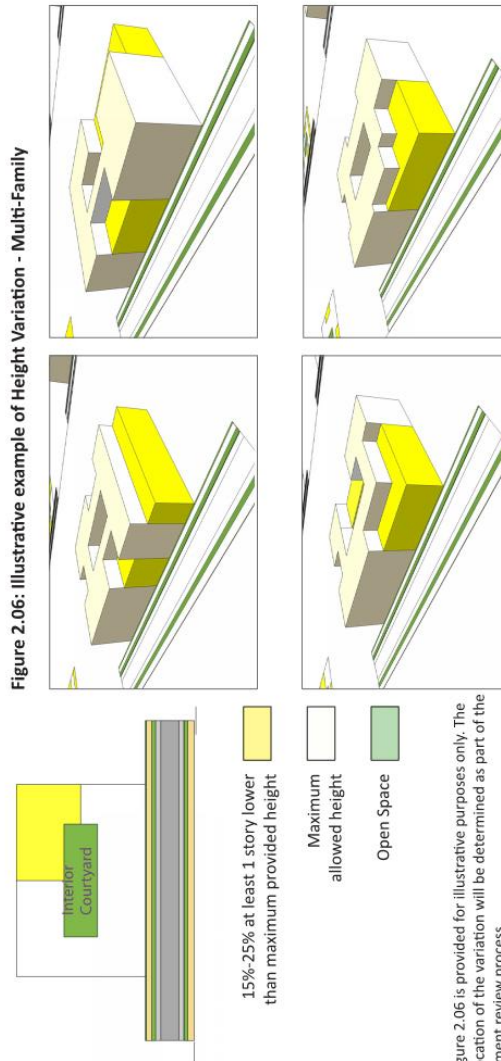
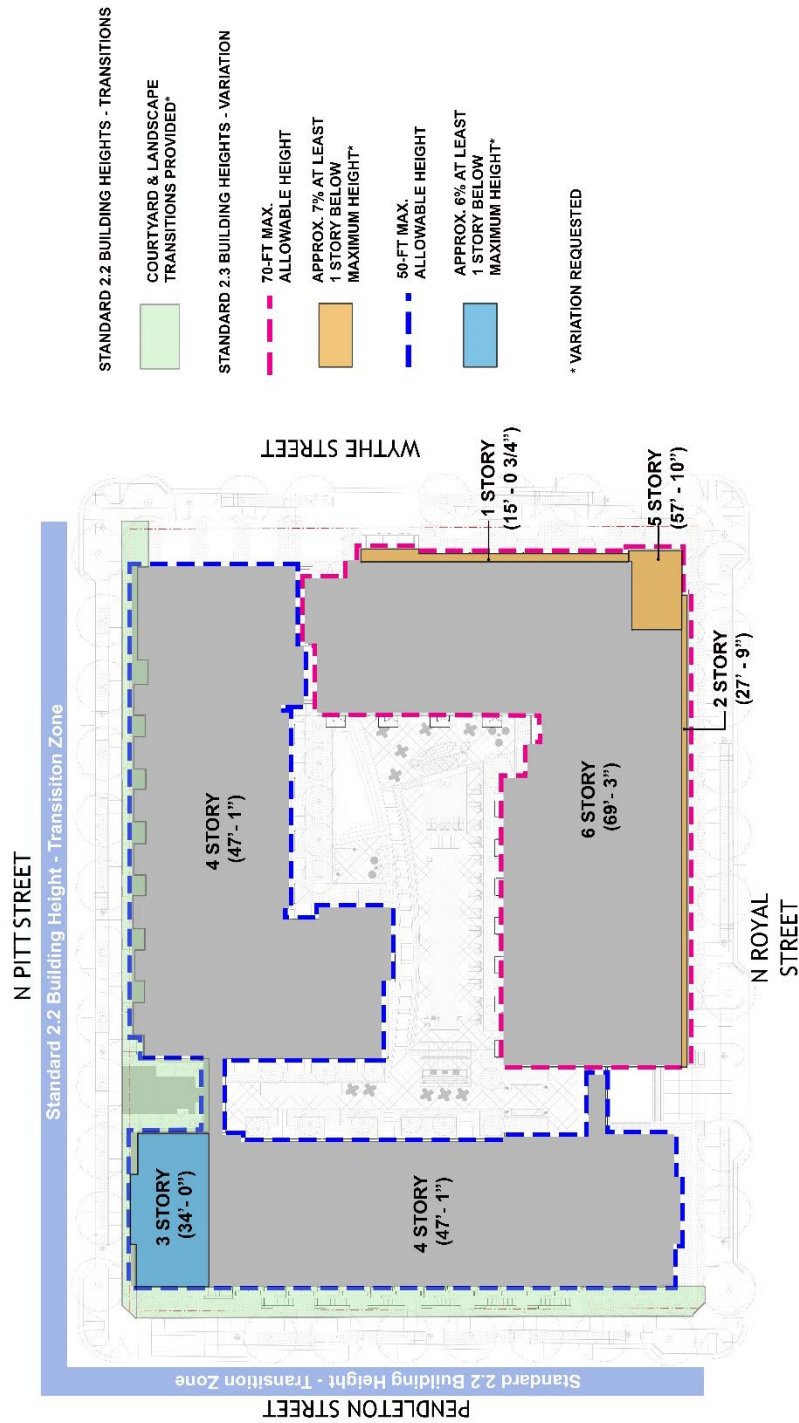


Figure 2.06: Illustrative example of Height Variation - Multi-Family

Note: Figure 2.06 is provided for illustrative purposes only. The final allocation of the variation will be determined as part of the development review process.

Attachment #2 - Proposed Building Height Variations and Transitions (Diagram prepared for UDAC review)



Attachment #3 – UDAC Endorsement Letter

City of Alexandria

Urban Design Advisory Committee

Committee Members:
Stephen Kulinski, Chair
Tom Soapes, Vice Chair
Abbey Oklak, Secretary
Marie McKenney Tavernini
Engin Artemel

January 22, 2019

Planning Commission for the City of Alexandria

David Brown
Stephen Koenig
Mindy Lyle
John Goebel
Nathan Macek, Acting Chair
Melissa McMahon
Maria Wasowski

Re: 600 N Royal Street Redevelopment (WMATA Bus Barn Site)
Concept Design Submission

The Urban Design Advisory Committee (UDAC) serves in an appointed advisory committee capacity to the Planning Commission and to City Council on the planning and design of projects within the Old Town North (OTN) small area plan boundaries. In that role, the committee has met on three separate occasions between September 2018 and December 2018 to review the concept plan submission for the above referenced project. The development team was responsive to the committee's input and worked to conform to the guidelines.

This redevelopment project is the third to be considered by UDAC since the adoption of the revised Urban Design Standards and Guidelines on September 16, 2017. The applicants responded positively to the Committee's comments as well as the Planning department's concerns. The committee determined that the proposed project follows the standards and adheres closely to the guidelines.

The committee unanimously endorsed the overall concept design for the project at the December 12, 2018 meeting for the drawing submission dated December 12, 2018.

Respectfully,
Urban Design Advisory Committee
Stephen Kulinski, AIA, Chair



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2018-0014

Project Name: Royal Street Bus Garage

PROPERTY LOCATION: 600 N. Royal Street, Alexandria, Virginia 22314

TAX MAP REFERENCE: 065.01-01-01

ZONE: Existing: RM Proposed: CRMU-X

APPLICANT:

Name: Maple Multi-Family Land SE, L.P. d/b/a Trammel Crow Residential

Address: 1530 Wilson Boulevard, Suite 330 Arlington, Virginia 22209

PROPERTY OWNER:

Name: Washington Metropolitan Area Transit Authority

Address: 600 Fifth Street, NW, Washington, DC 20001

SUMMARY OF PROPOSAL DSUP for a multifamily residential building containing 288 residential units.

MODIFICATIONS REQUESTED

SUP's REQUESTED (1) Increase in Floor Area Ratio to 2.5; (2) Bonus density for the provision of affordable housing pursuant to Sec. 7-700 of the Zoning Ordinance; and (3) Transportation Management Plan SUP

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

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

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

M. Catharine Puskar, Agent/Attorney

Print Name of Applicant or Agent

Walsh Colucci Lubeley & Walsh, PC

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA

22001

City and State

Zip Code

Signature

(703) 528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

10/16/2018

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: _____

Completeness – DSUP2018-0014

Royal Street Bus Garage

600 N Royal Street

Planners: Stephaine Free & Gary Wagner

Development SUP # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

See attached.

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

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

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

N/A

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. See attached	See attached	See attached
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 600 N. Royal Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Washington Metropolitan Area Transit Authority	600 5th Street NW Washington, DC 20006	100%
2. *The property owner is a governmental entity.		
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None	None	Not applicable
2.		
3.		

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

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

10/1/18
Date

Trey Kirby
Printed Name

Trey Kirby
Signature

Digitally signed by Trey Kirby
DN: cn=Trey Kirby, email=trey.kirby@alexandriava.gov, c=US
Date: 2018.10.01 14:43:31 -0400



October 15, 2018

Karl Moritz, Director
Planning and Zoning
City of Alexandria
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

RE: Consent to File Applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit and Associated Requests for 600 N. Royal Street (Tax Map ID: 065.01-01-01) (the "Property")

Dear Mr. Moritz:

On behalf of the Washington Metropolitan Area Transit Authority (WMATA), the owner of the Property, I hereby consent to the filing of applications by Maple Multi-Family Land SE, L.P. for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit, and any related requests to allow for the redevelopment of the Property with a multifamily residential building.

Sincerely,

Nina Albert, Managing Director
Office of Real Estate and Parking

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

Maple Muti-Family Land SE, L.P.

1530 Wilson Boulevard, Suite 330
Arlington, VA 22200
P: 571.290.0328

Maple Multi-Family Land SE, L.P.
1530 Wilson Blvd, Suite 330
Arlington, VA 22209

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

Re: Authorization to File Applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit and Associated Requests
600 N. Royal Street (Tax Map ID: 065.01-01-01) (the "Property")

Dear Mr. Moritz:

On behalf of Maple Multi-Family Land SE, L.P. (dba Trammell Crow Residential), I hereby authorize Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit, and any related requests to allow for the redevelopment of the Property with a multifamily residential building.

Very truly yours,

MAPLE MULTI-FAMILY LAND SE, L.P.

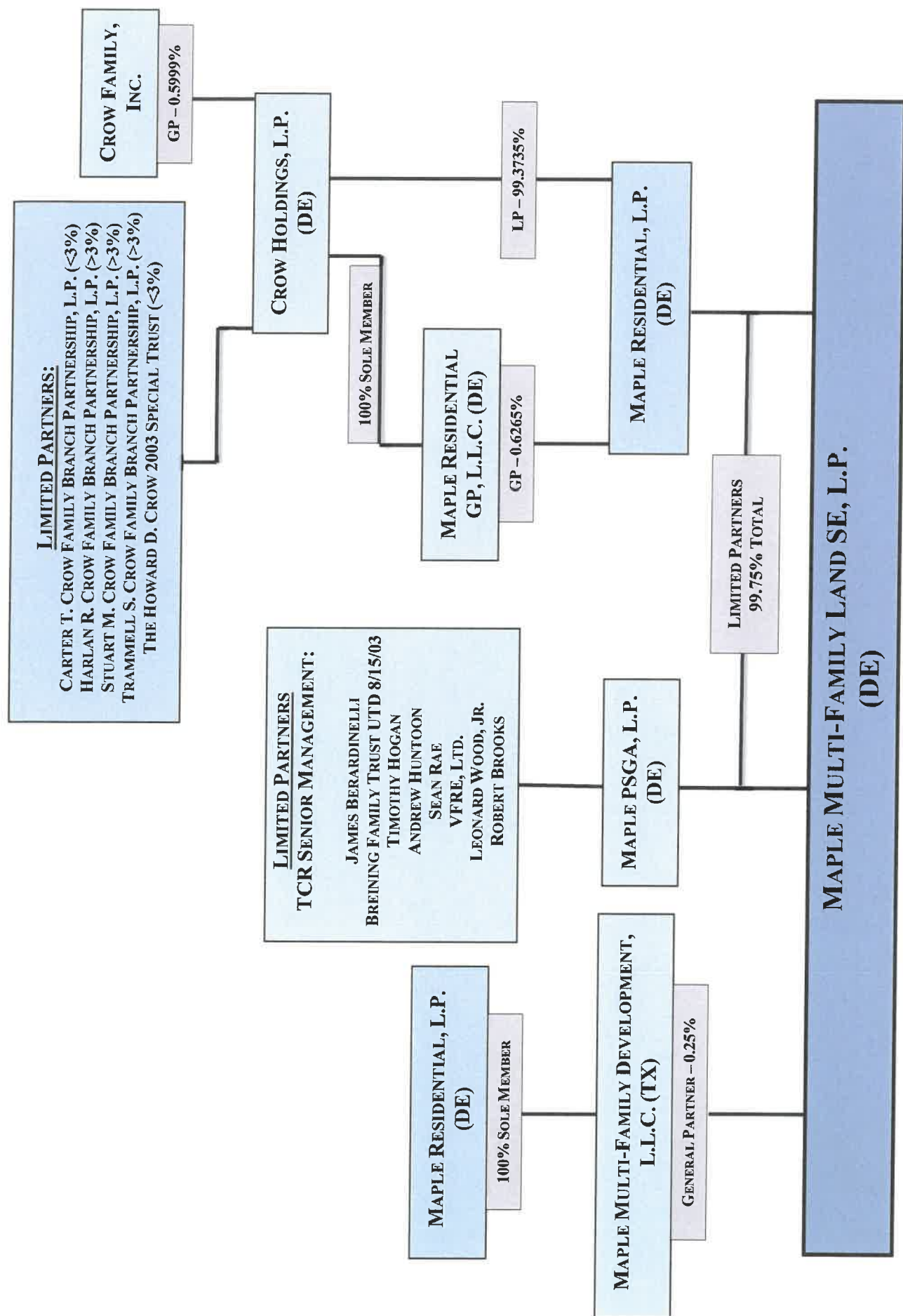
Signature: 

Name: Trey Kirby

Its: Vice President

Date: 10/1/18

MAPLE MULTI-FAMILY LAND SE, L.P. - OWNERSHIP STRUCTURE



Development SUP # _____

- See attached.

Statement of Justification
600 N. Royal Street
Maple Multi-Family Land SE, L.P (d/b/a Trammel Crow Residential)
Tax Map No. 065.01-01-01

Maple Multi-Family Land SE, L.P d/b/a Trammel Crow Residential (the “Applicant”) is the contract purchaser of property located at 600 N. Royal Street in the City of Alexandria (the “Property”). The Property is located in Old Town North, and consists of the block bounded by Wythe Street, N. Royal Street, Pendleton Street and N. Pitt Street. The Property consists of approximately 2.08 acres, and is surrounded by high-rise multifamily buildings to the north and east, and townhomes to the south and west. The Property is currently developed with the WMATA bus garage, and is identified as a potential redevelopment site in the Old Town North Small Area Plan (the “SAP”).

The Applicant proposes to redevelop the Property with a multifamily residential building consisting of 288 units. The Applicant requests approval of the following applications: (1) a rezoning from the RM/Townhouse Zone to the CRMU-X/Commercial Residential Mixed Use (Old Town North) Zone; (2) a Development Special Use Permit with preliminary site plan, including an SUP for an increase in floor area ratio to 2.5; (3) an SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance; and (4) a Transportation Management Plan SUP.

The proposed development will enhance the currently underutilized Property through the provision of a pedestrian friendly streetscape along all four street frontages, a combination of at-grade and rooftop open space, and high-quality architecture that is compatible with the surrounding area and consistent with the Old Town North Urban Design Standards and Guidelines (the “Guidelines”). All frontages are consistent with the streetscape requirements set forth in the Guidelines, including N. Royal Street and Wythe Street, which have been designed as Green Streets. Six-foot sidewalks are provided around the entire perimeter of the Property with street trees, other ground level plantings, and bioretention pits. Seating areas are provided along Wythe Street and in a pocket park provided on N. Pitt Street, further activating the streetscape and enhancing the pedestrian experience on this block. As part of this development, the Applicant will be separating the combined sewer in the vicinity of the Property. The proposed building will be adequately served by all essential public facilities.

In accordance with the Guidelines, a variation of building height is proposed. The building will respect the scale of adjacent townhomes along N. Pitt and Pendleton Streets by limiting height to 50 feet and 3 – 4 stories along these frontages, with a transition to a maximum of 70 feet and six stories along Wythe and N. Royal Streets adjacent to existing multifamily buildings to the north and east. Parking is provided in a two-level below grade parking garage. Access to the parking garage and the building’s loading area is provided off N. Royal Street, similar to the location of existing parking and loading facilities for the adjacent multifamily development, thereby minimizing impacts on the adjacent townhomes.

The architectural design of the proposed building is consistent with the Guidelines. While the primary building entrance is located on N. Wythe Street, street level entrances are also provided for the ground-level units along N. Pitt and Pendleton Streets. The proposed building materials are consistent with those set forth in the Guidelines, and will be compatible with the surrounding area. Articulation and modulation is incorporated along each façade through the use of a variety of building materials, textures and a variation in building height. The eastern and southern facades of the building have been designed to ensure compatibility with the adjacent townhouses on N. Pitt and Pendleton Streets. These facades have been broken into townhouse-scaled bays with a variety of colors that relate and provide an appropriate transition to the homes across the street. A ground-level opening is provided along N. Pitt Street to break this façade and provide visibility into the interior courtyard. Individual entrances are provided to the ground-level units along these facades, contributing to the residential character of the area.

The proposal is in alignment with the recommendations of the SAP and the Guidelines. The requested rezoning from RM to CRMU-X is consistent with the recommendations of the SAP. The building complies with the maximum height provisions set forth in the Guidelines, and is consistent with the architecture and site design requirements set forth therein. The development will advance the City's affordable housing goals through the provision of on-site affordable housing units.

The proposed development will replace an aging and underutilized structure with a vibrant residential community in the heart of Old Town North. The development will continue the pattern of redevelopment in this area of the City in a manner that is compatible with the surrounding area and consistent with the goals of the SAP and the Guidelines.

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

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

N/A

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

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

N/A

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

Day	Hours	Day	Hours
7 days a week	24 hours a day		

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Typical for residential use.

B. How will the noise from patrons be controlled?
Property management will ensure noise levels comply with the City's noise ordinance.

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

No significant odors are anticipated for the proposed residential use.

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

- A. What type of trash and garbage will be generated by the use?
Typical for residential use.

- B. How much trash and garbage will be generated by the use?
Typical for residential use.

- C. How often will trash be collected?
As often as necessary.

- D. How will you prevent littering on the property, streets and nearby properties?
Trash receptacles will be located internal to the building. Property management and maintenance staff will monitor the property for litter.

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:

N/A

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:

Organic compounds stored on the property, if any, will be of a type and quantity consistent with residential use.

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

Adequate site lighting will be provided. Property management will monitor activities on the property.

Access to the below grade parking garage will be provided via controlled access.

ALCOHOL SALES

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

☐ Yes. ☐ No.

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

Not Applicable to the proposed residential use.

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?

306

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

186 Standard spaces

112 Compact spaces

8 Handicapped accessible spaces

Other

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 0 spaces req.
- B. How many loading spaces are available for the use? 1 space
- C. Where are off-street loading facilities located?
Within an internal enclosed loading dock.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Between 7am and 11pm.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As necessary.

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.



APPLICATION

Completeness – DSUP2018-0014
Royal Street Bus Garage
600 N Royal Street
Planners: Stephaine Free & Gary Wagner

☐ Master Plan Amendment MPA# _____

☐ Zoning Map Amendment REZ# _____

REZ 2018-0009

PROPERTY LOCATION: 600 N. Royal Street Alexandria, Virginia 22314

APPLICANT

Name: Maple Multi-Family Land SE, L.P. d/b/a Trammel Crow Residential

Address: 1530 Wilson Boulevard, Suite 330 Arlington, Virginia 22209

PROPERTY OWNER:

Name: Washington Metropolitan Transit Authority

Address: 600 Fifth Street, NW, Washington, DC 20001

Interest in property:

☐ Owner ☐ Contract Purchaser

☐ Developer ☐ Lessee ☐ Other _____

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

☐ yes: If yes, provide proof of current City business license.

N/A

☐ no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

M. Catharine Puskar, Attorney/Agent

M. Catharine Puskar

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh, PC

Signature

2200 Clarendon Blvd, Suite 1300

703-528-4700

703-525-3197

Mailing/Street Address

Telephone #

Fax #

Arlington, VA

22201

10/16/2018

City and State

Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL: _____

MPA # _____

REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use		Master Plan Designation		Zoning Designation		Frontage (ft.)
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Land Area (acres)
1 600 N. Royal St. 065.01-01-01	Garage	Residential	RM	CRMU-X	RM	CRMU-X	353.25 ft. (N. Royal) 90,580 sf/2.08 ac
2 _____	_____	_____	_____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____	_____	_____	_____

PROPERTY OWNERSHIP☐ Individual Owner☒ Corporation or Partnership Owner

SEE ATTACHED

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: _____ Extent of Interest: _____
Address: _____
2. Name: _____ Extent of Interest: _____
Address: _____
3. Name: _____ Extent of Interest: _____
Address: _____
4. Name: _____ Extent of Interest: _____
Address: _____

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. See attached	See attached	See attached
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 600 N. Royal Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Washington Metropolitan Area Transit Authority	600 5th Street NW Washington, DC 20006	100%
2. *The property owner is a governmental entity.		
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None	None	Not applicable
2.		
3.		

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

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

10/1/18

Date

Trey Kirby

Printed Name

Trey Kirby

Signature

Digitally signed by Trey Kirby
DN: cn=Trey Kirby, email=Trey Kirby@alexandriava.gov, o=Alexandria, ou=City of Alexandria
Date: 2018.10.01 14:01:00 -0400



October 15, 2018

Karl Moritz, Director
Planning and Zoning
City of Alexandria
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

RE: Consent to File Applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit and Associated Requests for 600 N. Royal Street (Tax Map ID: 065.01-01-01) (the "Property")

Dear Mr. Moritz:

On behalf of the Washington Metropolitan Area Transit Authority (WMATA), the owner of the Property, I hereby consent to the filing of applications by Maple Multi-Family Land SE, L.P. for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit, and any related requests to allow for the redevelopment of the Property with a multifamily residential building.

Sincerely,

Nina Albert, Managing Director
Office of Real Estate and Parking

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

Maple Muti-Family Land SE, L.P.

1530 Wilson Boulevard, Suite 330
Arlington, VA 22200
P: 571.290.0328

Maple Multi-Family Land SE, L.P.
1530 Wilson Blvd, Suite 330
Arlington, VA 22209

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

Re: Authorization to File Applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit and Associated Requests
600 N. Royal Street (Tax Map ID: 065.01-01-01) (the "Property")

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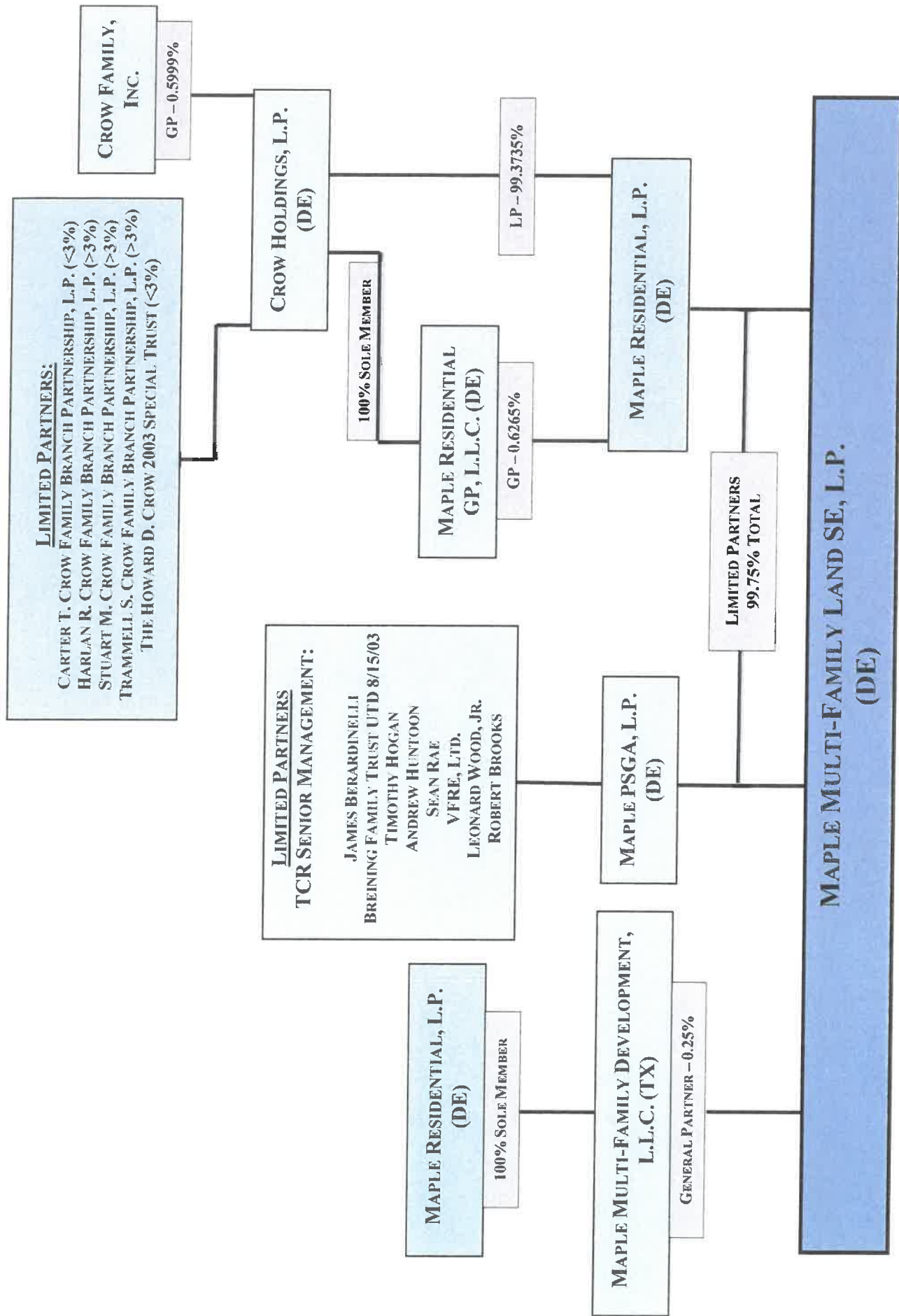
Signature: 

Name: Trey Kirby

Its: Vice President

Date: 10/1/18

MAPLE MULTI-FAMILY LAND SE, L.P. - OWNERSHIP STRUCTURE



MPA # _____
REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

- 1.** Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

See attached

- 2.** Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

See attached

- 3.** Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

See attached

- 4.** If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

No proffers are proposed, although the development will be subject to the development conditions required through the DSUP.

Statement of Justification
600 N. Royal Street
Maple Multi-Family Land SE, L.P (d/b/a Trammel Crow Residential)
Tax Map No. 065.01-01-01

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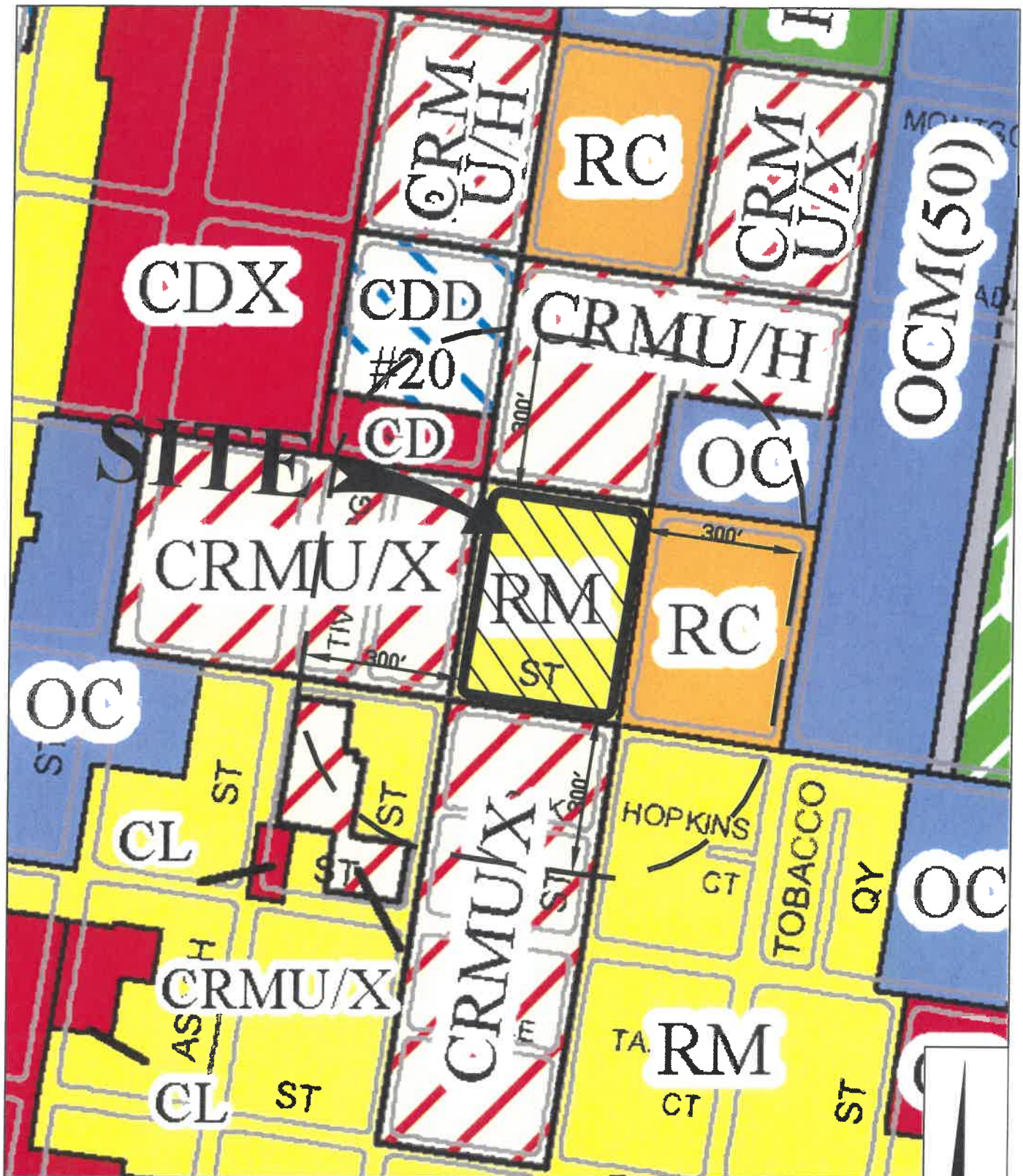
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Bowman
CONSULTING

14020 Thunderbolt Place
Suite 300
Chantilly, VA 20151

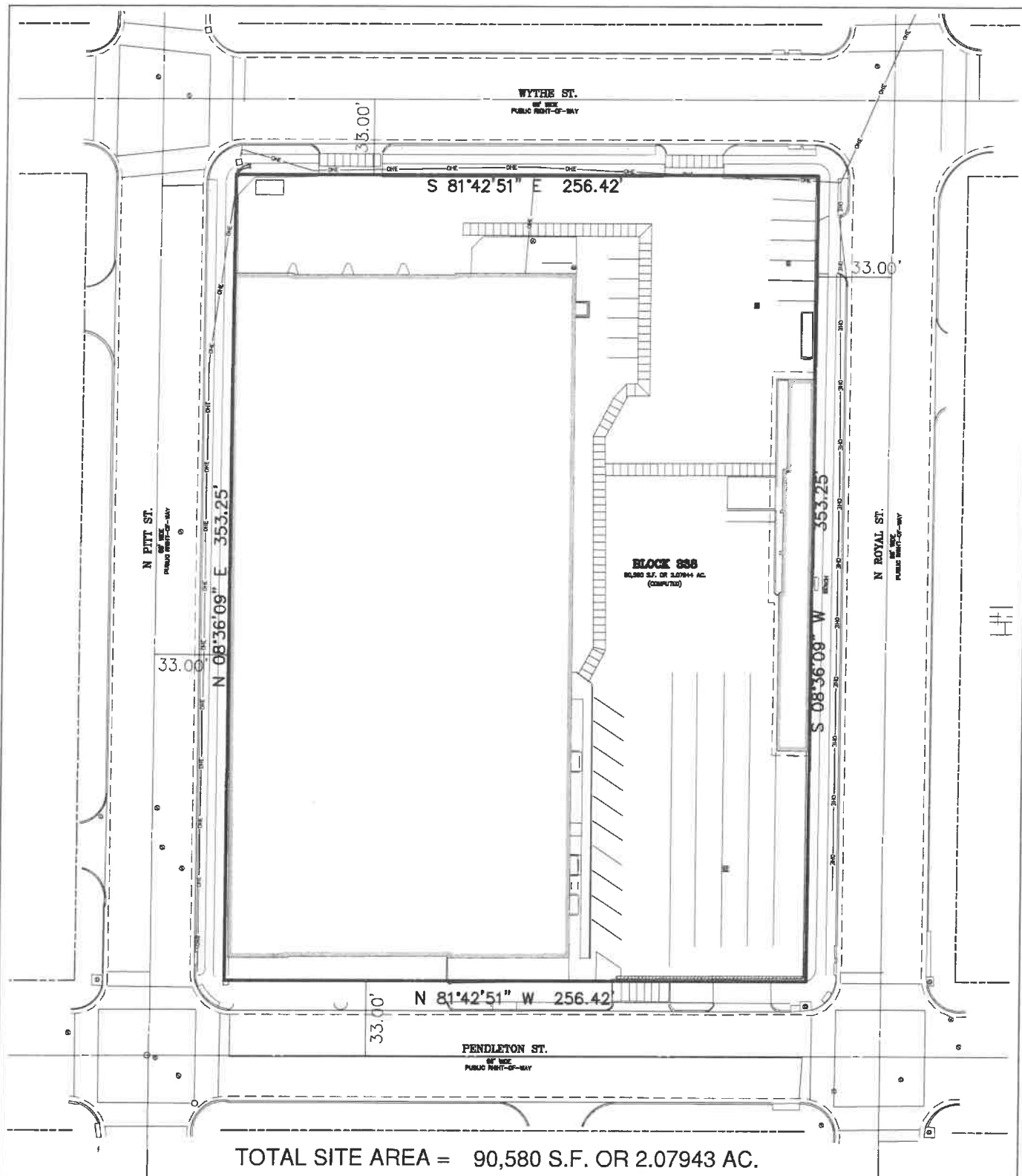
Phone: (703) 464-1000
Fax: (703) 481-9720
www.bowmanconsulting.com

© Bowman Consulting Group, Ltd.

VICINITY MAP
ROYAL STREET BUS
GARAGE
ALEXANDRIA, VA

Scale: 1" = 250'





TOTAL SITE AREA = 90,580 S.F. OR 2.07943 AC.

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Chantilly, VA 20151

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**METES AND BOUNDS MAP
ROYAL STREET BUS
GARAGE
ALEXANDRIA, VA**

Scale: 1" = 60'

Cad file name : P:\003061\003061-02-001 (ENG) - 600 N. Royal Street\Engineering\Engineering Plans\Rezoning Plat\8476-A-BP-001.dwg

OCTOBER 17, 2018

LEGAL DESCRIPTION

BLOCK 338
CITY OF ALEXANDRIA, VIRGINIA

ALL OF THAT CERTAIN TRACT OR PARCEL OF LAND LOCATED IN THE CITY OF ALEXANDRIA, VIRGINIA KNOWN AS BLOCK NUMBERED THREE-HUNDRED, THIRTY-EIGHT (338) BEING BOUNDED ON THE (I) NORTH BY WYTHE STREET, (II) SOUTH BY PENDLETON STREET, (III) EAST BY N. ROYAL STREET AND (IV) WEST BY N. PITT STREET, ALL SAID STREETS BEING SIXTY-SIX (66) FEET IN WIDTH, AND SAID TRACT OR PARCEL BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A POINT LOCATED AT THE NORTHWEST CORNER OF THE ABOVE REFERENCED AND HEREIN DESCRIBED BLOCK 338, SAID POINT BEING LOCATED AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF THE ABOVE REFERENCED N. PITT STREET AND SOUTHERLY RIGHT-OF-WAY LINE OF THE ABOVE REFERENCED WYTHE STREET; THENCE, DEPARTING SAID N. PITT STREET AND RUNNING WITH SAID SOUTHERLY RIGHT-OF-WAY LINE OF WYTHE STREET:

1. S $81^{\circ} 42' 51''$ E, A DISTANCE OF 256.42 FEET TO A POINT AT THE INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF WYTHE STREET AND THE WESTERLY LINE OF THE ABOVE REFERENCED N. ROYAL STREET; THENCE, DEPARTING SAID WYTHE STREET AND RUNNING WITH SAID WESTERLY RIGHT-OF-WAY LINE OF N. ROYAL STREET:
2. S $08^{\circ} 36' 09''$ W, A DISTANCE OF 353.25 FEET TO A POINT AT THE INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF N. ROYAL STREET AND THE NORTHERLY LINE OF THE ABOVE REFERENCED PENDLETON STREET; THENCE, DEPARTING SAID N. ROYAL STREET AND RUNNING WITH SAID NORTHERLY RIGHT-OF-WAY LINE OF PENDLETON STREET:
3. N $81^{\circ} 42' 51''$ W, A DISTANCE OF 256.42 FEET TO A POINT AT THE INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF PENDLETON STREET AND THE AFOREMENTIONED EASTERLY RIGHT-OF-WAY LINE OF N. PITT STREET; THENCE, DEPARTING SAID PENDLETON STREET AND RUNNING WITH SAID EASTERLY RIGHT-OF-WAY LINE OF N. PITT STREET:
4. N $08^{\circ} 36' 09''$ E, A DISTANCE OF 353.25 FEET TO THE POINT OF BEGINNING.

CONTAINING A COMPUTED AREA OF 90,580 SQUARE FEET OR 2.07944 ACRES OF LAND.

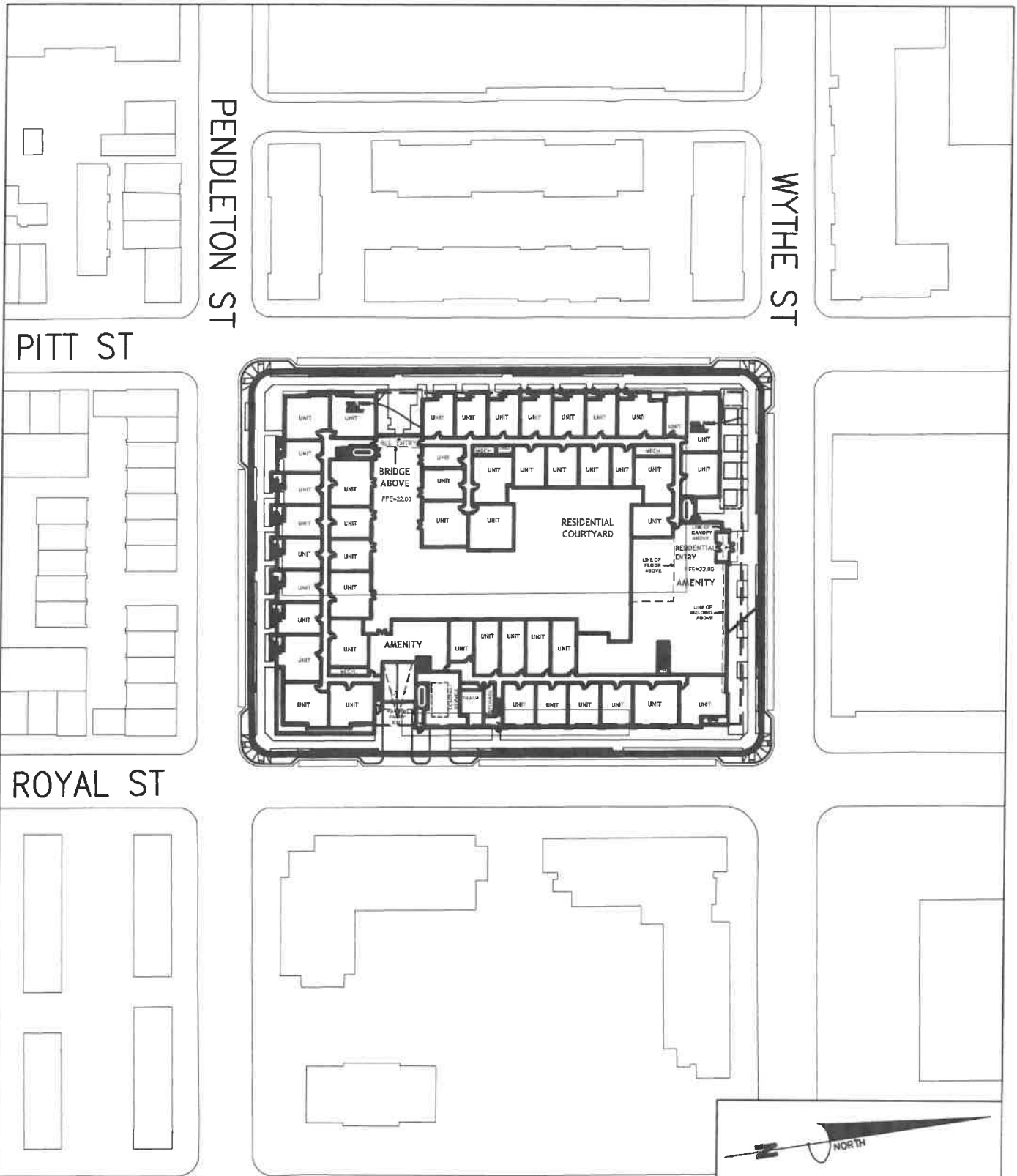
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**METES AND BOUNDS DESCRIPTION
ROYAL STREET BUS
GARAGE
ALEXANDRIA, VA**



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BUILDING AND STRUCTURES MAP
ROYAL STREET BUS
GARAGE
ALEXANDRIA, VA

Scale: 1" = 100'



APPLICATION

SPECIAL USE PERMIT

Completeness – DSUP2018-0014
Royal Street Bus Garage
600 N Royal Street
Planners: Stephaine Free & Gary Wagner

SPECIAL USE PERMIT # 2018-00103

PROPERTY LOCATION: 600 N. Royal Street, Alexandria, Virginia 22314

TAX MAP REFERENCE: 065.01-01-01

ZONE: Existing: RM Proposed: CRMU-X

APPLICANT:

Name: Maple Multi-Family Land SE, L.P d/b/a Trammel Crow Residential

Address: 1530 Wilson Boulevard, Suite 330 Arlington, Virginia 22209

PROPOSED USE: Transportation Management Plan SUP

☒ **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent

Walsh Colucci Lubeley & Walsh, PC 2200 Clarendon Boulevard, Suite 1300

Mailing/Street Address

Arlington, VA

City and State

22201

Zip Code

M. C. Puskar

Signature

10/16/2018

Date

(703) 528-4700

Telephone #

(703) 525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

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

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

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 600 N. Royal Street, I hereby
(Property Address)
grant the applicant authorization to apply for the Transportation Management Plan SUP use as
(use)
described in this application.

Name: See attached authorization letter
Please Print

Phone: _____

Address: _____

Email: _____

Signature: _____

Date: _____

- 1.** Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

☒ **Required floor plan and plot/site plan attached.**

☐ **Requesting a waiver. See attached written request.**

- 2.** The applicant is the (check one):

☐ 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 or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent.

See attached.

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. See attached	See attached	See attached
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 600 N. Royal Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Washington Metropolitan Area Transit Authority	600 5th Street NW Washington, DC 20006	100%
2. *The property owner is a governmental entity.		
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None	None	Not applicable
2.		
3.		

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

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

10/1/18
Date

Trey Kirby
Printed Name

Trey Kirby
Signature

Digitally signed by Trey Kirby
DN: cn=Trey Kirby, o=Alexandria City Council, c=US
Date: 2018.10.01 14:27:30-0400



October 15, 2018

Karl Moritz, Director
Planning and Zoning
City of Alexandria
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

RE: Consent to File Applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit and Associated Requests for 600 N. Royal Street (Tax Map ID: 065.01-01-01) (the "Property")

Dear Mr. Moritz:

On behalf of the Washington Metropolitan Area Transit Authority (WMATA), the owner of the Property, I hereby consent to the filing of applications by Maple Multi-Family Land SE, L.P. for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit, and any related requests to allow for the redevelopment of the Property with a multifamily residential building.

Sincerely,

Nina Albert, Managing Director
Office of Real Estate and Parking

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/952-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

Maple Muti-Family Land SE, L.P.

1530 Wilson Boulevard, Suite 330
Arlington, VA 22200
P: 571.290.0328

Maple Multi-Family Land SE, L.P.
1530 Wilson Blvd, Suite 330
Arlington, VA 22209

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

Re: Authorization to File Applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit and Associated Requests
600 N. Royal Street (Tax Map ID: 065.01-01-01) (the "Property")

Dear Mr. Moritz:

On behalf of Maple Multi-Family Land SE, L.P. (dba Trammell Crow Residential), I hereby authorize Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of applications for a Rezoning, Development Special Use Permit, Transportation Management Plan Special Use Permit, and any related requests to allow for the redevelopment of the Property with a multifamily residential building.

Very truly yours,

MAPLE MULTI-FAMILY LAND SE, L.P.

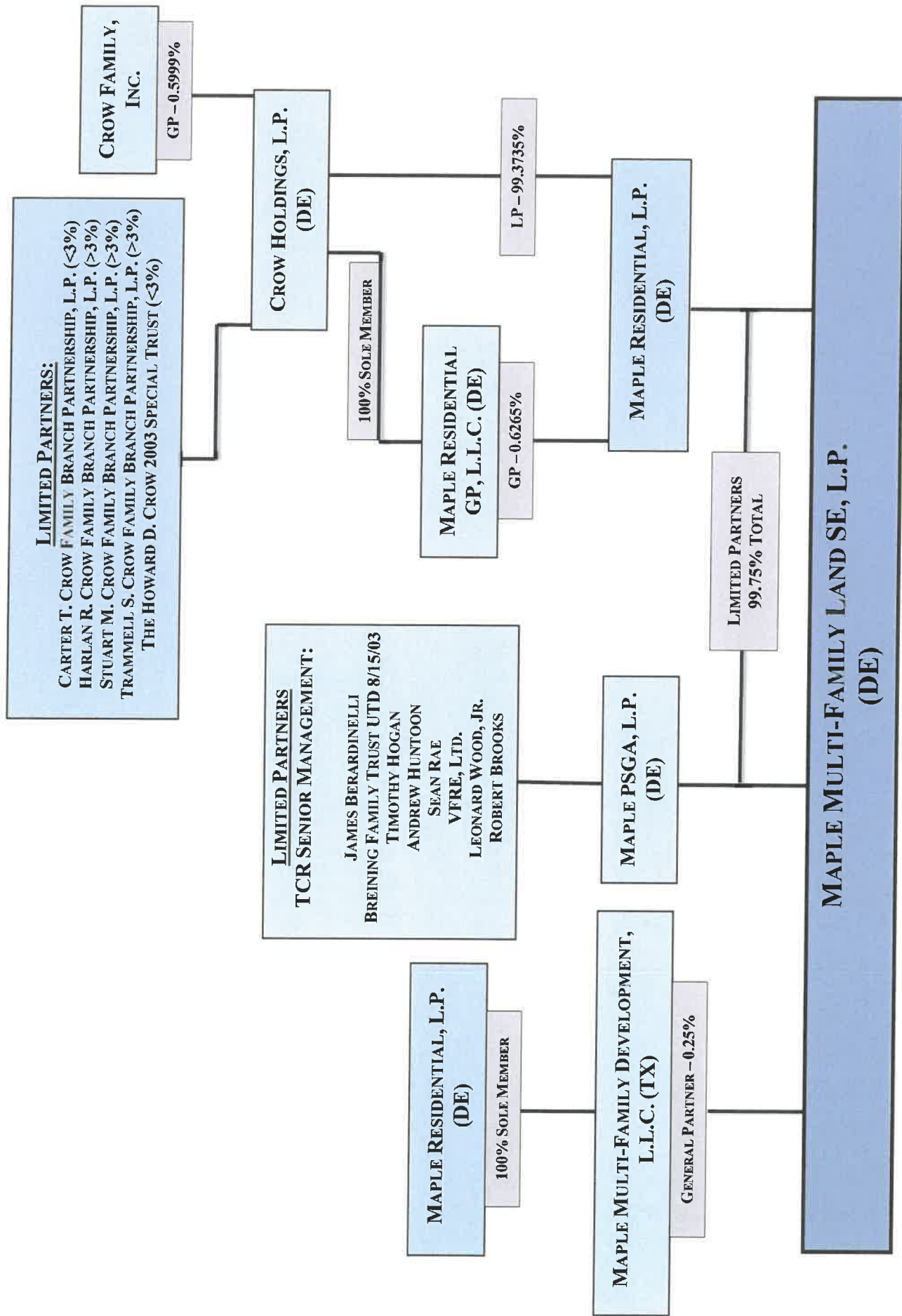
Signature: 

Name: Trey Kirby

Its: Vice President

Date: 10/1/18

MAPLE MULTI-FAMILY LAND SE, L.P. - OWNERSHIP STRUCTURE



Confidential

SUP # _____

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

☐ **Yes.** Provide proof of current City business license N/A

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

NARRATIVE DESCRIPTION

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

See attached Traffic Impact Analysis prepared by Wells + Associates.

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Statement of Justification
600 N. Royal Street
Maple Multi-Family Land SE, L.P (d/b/a Trammel Crow Residential)
Tax Map No. 065.01-01-01

Maple Multi-Family Land SE, L.P d/b/a Trammel Crow Residential (the “Applicant”) is the contract purchaser of property located at 600 N. Royal Street in the City of Alexandria (the “Property”). The Property is located in Old Town North, and consists of the block bounded by Wythe Street, N. Royal Street, Pendleton Street and N. Pitt Street. The Property consists of approximately 2.08 acres, and is surrounded by high-rise multifamily buildings to the north and east, and townhomes to the south and west. The Property is currently developed with the WMATA bus garage, and is identified as a potential redevelopment site in the Old Town North Small Area Plan (the “SAP”).

The Applicant proposes to redevelop the Property with a multifamily residential building consisting of 288 units. The Applicant requests approval of the following applications: (1) a rezoning from the RM/Townhouse Zone to the CRMU-X/Commercial Residential Mixed Use (Old Town North) Zone; (2) a Development Special Use Permit with preliminary site plan, including an SUP for an increase in floor area ratio to 2.5; (3) an SUP for bonus density for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance; and (4) a Transportation Management Plan SUP.

The proposed development will enhance the currently underutilized Property through the provision of a pedestrian friendly streetscape along all four street frontages, a combination of at-grade and rooftop open space, and high-quality architecture that is compatible with the surrounding area and consistent with the Old Town North Urban Design Standards and Guidelines (the “Guidelines”). All frontages are consistent with the streetscape requirements set forth in the Guidelines, including N. Royal Street and Wythe Street, which have been designed as Green Streets. Six-foot sidewalks are provided around the entire perimeter of the Property with street trees, other ground level plantings, and bioretention pits. Seating areas are provided along Wythe Street and in a pocket park provided on N. Pitt Street, further activating the streetscape and enhancing the pedestrian experience on this block. As part of this development, the Applicant will be separating the combined sewer in the vicinity of the Property. The proposed building will be adequately served by all essential public facilities.

In accordance with the Guidelines, a variation of building height is proposed. The building will respect the scale of adjacent townhomes along N. Pitt and Pendleton Streets by limiting height to 50 feet and 3 – 4 stories along these frontages, with a transition to a maximum of 70 feet and six stories along Wythe and N. Royal Streets adjacent to existing multifamily buildings to the north and east. Parking is provided in a two-level below grade parking garage. Access to the parking garage and the building’s loading area is provided off N. Royal Street, similar to the location of existing parking and loading facilities for the adjacent multifamily development, thereby minimizing impacts on the adjacent townhomes.

The architectural design of the proposed building is consistent with the Guidelines. While the primary building entrance is located on N. Wythe Street, street level entrances are also provided for the ground-level units along N. Pitt and Pendleton Streets. The proposed building materials are consistent with those set forth in the Guidelines, and will be compatible with the surrounding area. Articulation and modulation is incorporated along each façade through the use of a variety of building materials, textures and a variation in building height. The eastern and southern facades of the building have been designed to ensure compatibility with the adjacent townhouses on N. Pitt and Pendleton Streets. These facades have been broken into townhouse-scaled bays with a variety of colors that relate and provide an appropriate transition to the homes across the street. A ground-level opening is provided along N. Pitt Street to break this façade and provide visibility into the interior courtyard. Individual entrances are provided to the ground-level units along these facades, contributing to the residential character of the area.

The proposal is in alignment with the recommendations of the SAP and the Guidelines. The requested rezoning from RM to CRMU-X is consistent with the recommendations of the SAP. The building complies with the maximum height provisions set forth in the Guidelines, and is consistent with the architecture and site design requirements set forth therein. The development will advance the City's affordable housing goals through the provision of on-site affordable housing units.

The proposed development will replace an aging and underutilized structure with a vibrant residential community in the heart of Old Town North. The development will continue the pattern of redevelopment in this area of the City in a manner that is compatible with the surrounding area and consistent with the goals of the SAP and the Guidelines.

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*):

- ☐ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☒ other. Please describe: Transportation Management Plan

5. Please describe the capacity of the proposed use:

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

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

The proposed development includes 288 multifamily residential units.

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

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

N/A

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

7 days a week

Hours:

24 hours/day

7. Please describe any potential noise emanating from the proposed use.

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

N/A

B. How will the noise be controlled?

N/A

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

N/A

9. Please provide information regarding trash and litter generated by the use.

- A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

N/A

- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

N/A

- C. How often will trash be collected?

N/A

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

N/A

10. 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:

N/A

- 11.** Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

☐ Yes. ☐ No.

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

N/A

- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?

N/A

ALCOHOL SALES

- 13.**
- A. Will the proposed use include the sale of beer, wine, or mixed drinks?

☐ Yes ☐ No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

N/A

PARKING AND ACCESS REQUIREMENTS

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

186 Standard spaces
112 Compact spaces
8 Handicapped accessible spaces.
 _____ Other.

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A _____</p> <p>Does the application meet the requirement?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
--

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

☒ on-site

☐ off-site

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

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

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

☐ Parking reduction requested; see attached supplemental form

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

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

<p style="text-align: center;">Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____</p> <p>Does the application meet the requirement?</p> <p style="text-align: center;"><input type="checkbox"/> Yes <input type="checkbox"/> No</p>

- B. Where are off-street loading facilities located? Within an internal loading dock accessed from
N. Royal Street.
- C. During what hours of the day do you expect loading/unloading operations to occur?
Between 7am and 11pm.
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As frequently as necessary.
16. 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.

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
 Do you propose to construct an addition to the building? ☐ Yes ☒ No
 How large will the addition be? _____ square feet.
18. What will the total area occupied by the proposed use be?
 _____ sq. ft. (existing) + 265,159 sq. ft. (addition if any) = 265,159 sq. ft. (total)
19. The proposed use is located in: (*check one*)
☐ a stand alone building
☐ a house located in a residential zone
☐ a warehouse
☐ a shopping center. Please provide name of the center: _____
☐ an office building. Please provide name of the building: _____
☒ other. Please describe: A proposed multifamily residential building.

End of Application