



Master Plan Amendment #2015-0001

Rezoning #2015-0001

Development Special Use Permit #2013-0001

TMP Special Use Permit #2015-00002

The Gateway at King & Beauregard – 4600 King Street

Application	General Data	
Project Name: The Gateway at King & Beauregard	PC Hearing:	November 5, 2015
	CC Hearing:	November 14, 2015
	If approved, DSUP Expiration:	November 14, 2018
	Plan Acreage:	226,671 SF (5.2 acres)
Location: 4600 King Street	Existing Zone:	OCM(100) / Office Commercial Medium (100)
	Proposed Zone:	CRMU-H / Commercial Residential Mixed-Use - High
	Proposed Use:	Mixed-Use – Residential, Office and Retail
	Dwelling Units:	352 units
	Net Square Footage:	514,811 SF
Applicant: 4600 King Street LLC	Small Area Plan:	Alexandria West
	Historic District:	Not Applicable
	Green Building:	LEED Silver or equivalent for non-residential, LEED certified or equivalent for residential

Purpose of Application
The applicant requests approval of a Master Plan Amendment, Map Amendment (rezoning), and Development Special Use Permit with site plan, associated Special Use Permits, and modifications, to construct three residential/office/retail mixed-use buildings.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. Amendment to the Alexandria West Small Area Plan chapter of the Alexandria Master Plan to amend the height map from 77 feet to 100 feet and to change the land use designation of the property from OCM(100) to CRMU-H; 2. Map Amendment (rezoning) to the official zoning map to change the zone from OCM (100) / Office Commercial Medium (100) with proffer to CRMU-H / Commercial Residential Mixed-Use - High; 3. Development Special Use Permit to construct three residential/office/retail mixed-use buildings with: <ol style="list-style-type: none"> a. Modifications for the zone transition setback, King Street setback, Beauregard Street setback, and open space requirements; b. Special Use Permit for an increase in allowable floor area ratio (FAR); c. Special Use Permit for a parking reduction and for a loading space reduction; d. Special Use Permit for a retail shopping establishment larger than 20,000 gross square feet; e. Special Use Permit for a transportation management plan (TMP); and f. Special Use Permit for a coordinated sign program.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Chief of Development robert.kerns@alexandriava.gov

Maya Contreras, Principal Planner maya.contreras@alexandriava.gov

Ryan Price, Urban Planner ryan.price@alexandriava.gov

CITY COUNCIL ACTION, NOVEMBER 14, 2015: City Council adopted the Planning Commission recommendation.

PLANNING COMMISSION ACTION, NOVEMBER 5, 2015:

On a motion by Commissioner Koenig, seconded by Commissioner Macek, the Planning Commission voted to adopt a revised Master Plan Amendment #2015-0001 resolution to amend the land-use designation in the Alexandria West Small Area Plan for the property from OCM-100/Office Commercial Medium to CRMU-H/Commercial Residential Mixed-Use-High. The motion carried on a vote of 7-0.

On a motion by Commissioner Koenig, seconded by Commissioner Lyle, the Planning Commission voted to recommend approval of Map Amendment (rezoning) #2015-0001 request to change the zoning designation of the property from OCM-100/Office Commercial Medium with proffer to CRMU-H/Commercial Residential Mixed-Use-High. The motion carried on a vote of 7-0.

On a motion by Commissioner Koenig, seconded by Vice Chairman Dunn, the Planning Commission voted to recommend approval of Development Special Use Permit #2013-0001 (including the related site plan modifications, Special Use Permits, and TMP), with the addition of Conditions #67a as noted in staff's November 6th memorandum to the Commission, and subject to compliance with all applicable codes, ordinances and other staff recommendations. The motion carried on a vote of 7-0.

Reason:

The Planning Commission agreed with the staff analysis. There was discussion about the permitted floor area ratio under the current zoning, and what the floor area ratio would be if the basement retail were included. The Commission also commented on the rezoning and asked about the benefits provided to the City in exchange for the rezoning. Staff commented on the overall developer contribution package, highlights of which include contributions to affordable housing, public art, bikeshare, and road improvements along N. Beauregard Street. Staff also noted how the project will provide additional retail amenities for the area, and activates a mostly vacant parcel at a critical gateway location into the City. The Commission also discussed the traffic impacts of the project, specifically the level of service at the King Street and N. Beauregard Street intersection. Staff commented on City plans to provide improvements to this intersection, and noted that the developer the project would be providing some of those improvements. There was also discussion about the level of service at the King Street and 28th

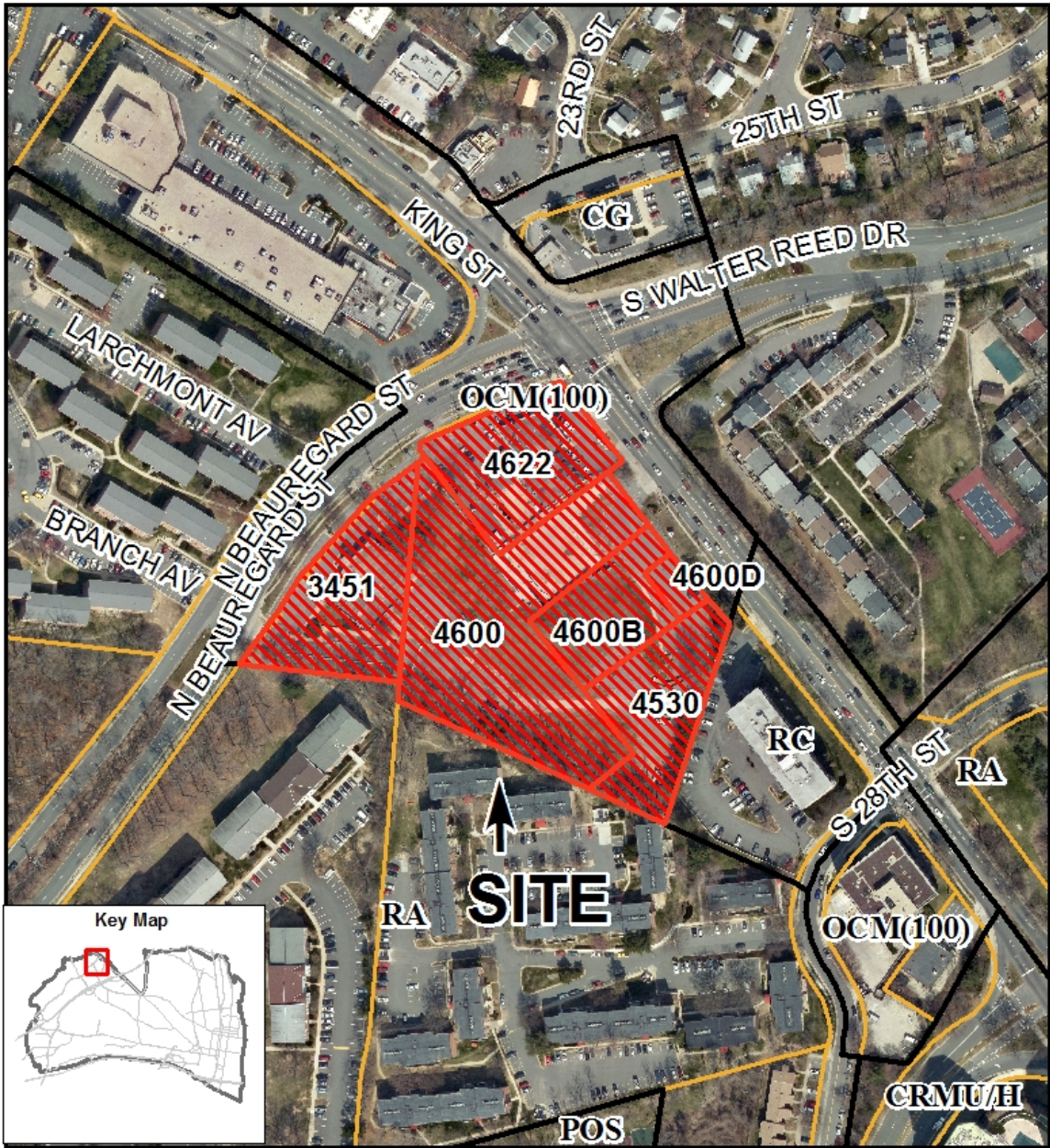
Street intersection lowering from a “B” to “C”. The Commission noted that a “C” level of service is a well-functioning intersection. The Commission asked staff about car sharing options in the parking garage. The applicant noted that car sharing requirements are included in the Transportation Management Plan (TMP) for the project. The Commission noted that the project is well designed to utilize synergies between the mix of uses in terms of the shared parking and centralized public open space options.

Speakers:

Duncan Blair, attorney representing the applicant, spoke in favor of the request. He provided a summary of project, including a description of its community benefits, to the Commission. He also noted agreement with the condition changes recommended in the staff memorandum.

Guy Land, President of the Fairlington Citizens Association spoke in favor of the project and expressed his community’s excitement to see the property redeveloped. Mr. Land noted that inclusion of the corner parcel was a critical win for the project and commended staff and the applicant on their efforts to make that happen. Mr. Land noted that community outreach efforts to his community were appreciated and well received. Mr. Land noted some concerns with the amount of traffic that could be generated from the new development, and urged the City and developer to continue to increase public transit options in the area.

Aristotle Kronis, attorney for Jim Hurysz, resident of Fairlington, spoke in opposition to the project. Mr. Kronis noted his client’s concerns regarding the increase in traffic that will be created by this development, specifically at the intersection of King Street and S. 28th Street which the traffic analysis for the project indicated would change from a level of service “B” to a level of service “C”. Mr. Kronis also noted his clients concerns about the lack of active-open space options on-site and in the vicinity of the project.



MPA #2015-0001, REZ #2015-0001, DSUP #2013-0001,
TMP SUP #2015-0002, SUP #2015-00109
4530, 4600, 4600B, 4600D, 4622 King Street &
3451 N. Beauregard Street



I. SUMMARY

A. Recommendation

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

- Activation of a largely vacant and declining site at a prominent entrance into the City
- 74 affordable housing units on-site
- A ~~\$1.2 million~~ \$300,000 contribution to the City's Housing Trust Fund
- Over 115,000 square feet of new retail space including a Harris Teeter grocery store
- A large urban pedestrian plaza with landscaping and public art
- Enhanced pedestrian-friendly streetscape along N. Beauregard Street, King Street, and a new internal private street
- 3 new LEED (or equivalent) buildings
- Road improvements to N. Beauregard Street
- 91,000 square feet of new office space
- \$60,000 for a future bike share station and space for a future BRT stop

B. General Project Description & Summary of Issues

The applicant is proposing a mixed-use transit-oriented development at the old Jefferson Memorial Hospital site and separate corner lot. The project will include 352 residential units, 74 of which are to be affordable housing units, ground floor retail to include a Harris Teeter, and an office building. The proposed development would revitalize critical parcels by an intersection (King and N. Beauregard Streets) which serves as a gateway into the City from Arlington and Fairfax Counties.

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

- Master Plan Amendment
- Rezoning
- Development Special Use Permit with modifications
- Special Use Permit for an increase in allowable floor area ratio (FAR)
- Special Use Permit for a parking reduction and for a loading space reduction
- Special Use Permit for a retail shopping establishment larger than 20,000 gross sf
- Special Use Permit for a transportation management plan (TMP)
- Special Use Permit for a coordinated sign program

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

- Master Plan Amendment request
- Rezoning request
- Building Architecture
- Site Design
- Affordable Housing
- Consistency with city policies
- Special Use Permit requests
- Parking considerations
- Modification requests
- Open space
- Pedestrian and streetscape improvements
- Intersection improvements
- School enrollment impacts
- Traffic impacts
- Available and planned transit options
- Community outreach and engagement

II. BACKGROUND

A. Site Context

The project site is approximately 5.20 acres (226,671 square feet) and is located within the boundaries of the Alexandria West Small Area Plan. The site is located at the intersection of King Street and N. Beauregard Street and serves as a gateway parcel to the City from both Arlington County and Fairfax County. There are currently 7 separate parcels on the property, 5 of which are being purchased by the developer, and a long-term land lease will be used for the remaining 2 parcels. City staff helped facilitate the inclusion of the corner parcel of the site where the existing retail stands. This was a significant change to earlier versions of the project that allows for a more cohesive site design and development of the visible corner frontage. The site is bound by King Street and Bolling Brook Tower to the east, N. Beauregard Street to the west, and the Bolling Brook Condominium community to the south. The northern tip of the property lies at the intersection of King Street and N. Beauregard Street. The site was previously home to the Jefferson Memorial Hospital, which was demolished in 2007-2008 because the building was vacant and had come to the end of its useful life. A majority of the overall project site has been vacant since that time. A small strip shopping center remains in operation on the corner parcel at the intersection with N. Beauregard Street and King Street.

The site has significant topographical features, with the grade changing 50 feet from the high point on the southern border with Bolling Brook, to the low point at the northern corner of the property at the intersection with King Street and N. Beauregard Street. There is little vegetation on the site, and consists of grass with some small trees.

A variety of uses exist in the surrounding area including low to high density residential, institutional (Northern Virginia Community College), office, and retail. Many different building typologies also exist around the site ranging from garden style apartments and low-density strip retail, to high-rise condo towers and office buildings.

The site is well connected to the region's transportation network. There are several major roads near the site including Interstate 395, Route 7 (King Street), and N. Beauregard Street/Walter Reed Drive. There are bus stops within walking distance of the property that are served by 8 WMATA and DASH bus routes connecting the site to Old Town, the Pentagon, downtown Washington, and Potomac Yards. The site will also have a station on the West End Transit Way route, which will be a bus rapid transit (BRT) service connecting the West End of Alexandria to both the Van Dorn Metro Station and the Shirlington Transit Center.

B. Detailed Project Description

The applicant, 4600 King Street, LLC is proposing to construct a 3-building mixed-use development with approximately 618,000 gross square feet of residential, retail, and office floor area. There will be 2 multi-family buildings on the site, both of which will have ground floor retail, and one of which will have an office component. The 3rd building will be for office use with some retail on the ground floor. All buildings will be parked in a 2-level underground garage spanning the entire site.

Grocery Store Building

The larger of the two multi-family buildings will feature a ~~73,000~~ 62,000 square foot Harris Teeter grocery store on the ground floor. The 7-story building will be approximately 71 feet at the roofline, and have approximately 408,543 gross square feet of floor area. There will be 278 market rate residential units in the building: 25 studios, 130 one-bedroom units, 29 one-bedroom + den units, 76 two-bedroom units, and 18 two-bedroom + den units. There will be an above-grade courtyard in the middle of the building that will serve as an amenity space for residents. Vehicular access to the underground parking garage will be located at the base of this building.

Corner Building

The corner building sits directly adjacent to the intersection of N. Beauregard Street and King Street, and serves as the retail beacon for the development and a visible gateway structure for the City. This building will include residential, retail, and office uses and have approximately 154,000 square feet in gross floor area. There will be 74 residential apartments, all of which will

be affordable housing units. The unit mix will include 7 studios, 5 one-bedroom units, 50 two-bedroom units, and 12 three-bedroom units. Similar to the market rate building, this building will also have an above-grade courtyard that will include amenities for residents.

Office Building

The proposed office building will be approximately 71,000 gross square feet on 7-floors and will front on N. Beauregard Street. There will be a small amount of retail on the ground floor, and the remainder of the building will be for office use. The building sits directly on the central pedestrian plaza, and will also provide a roof-top terrace for the workers in the office.

III. ZONING

Property Address:	4600 King Street	
Total Site Area:	226,671 SF (5.2 acres)	
Existing Zone:	OCM(100) / Office Commercial Medium (100) with proffer	
Proposed Zone:	CRMU-H / Commercial Residential Mixed-Use – High	
Proposed Use:	Mixed-Use Residential/Office/Retail	
	Permitted/Required	Proposed
FAR	2.5 Max (with SUP)	1.69 Residential + 0.18 retail + 0.40 Office = 2.27 <i>total</i>
Height	100 feet (with MPA)	71 feet (Grocery/Residential Bldg)
		60 feet (Corner Building)
		99 feet (Office/Retail Building)
Grocery/Residential Building Setbacks		
Front (King)	75 feet from street centerline	68.5 feet from street centerline*
Front (Beauregard)	20 feet / 80 feet from street centerline	310 feet from street centerline
Sides	Height of building (25/71 feet)	0.9 feet / 27.9 feet* (eastern)
	Height of building (71 feet)	39 feet* (southern)
Corner Building Setbacks		
Front (King)	75 feet from street centerline	83.4 from centerline
Front (Beauregard)	20 feet / 80 feet from street centerline	66.4 feet from street centerline*
Sides	Height of building (60 feet)	255 feet (eastern)
		193 feet (southern)
Office/Retail Building Setbacks		
Front (King)	75 feet from street centerline	339 feet from street centerline
Front (Beauregard)	20 feet or 80 feet from street centerline	66.6 feet from street centerline*
Sides	Height of building (99 feet)	542 feet (eastern)
		67.5 feet* (southern)

Parking	429 residential + 501 commercial = 930 total spaces 430 residential + 605 retail + 199 office = 1,234	795 non-tandem garage
		14 tandem garage
		16 surface
		825 total**
Loading Spaces	9 spaces	8 spaces**
Open Space		
Ground Level	90,668 SF (40% of site)	38,942 SF (17.2% of site)
Above-Grade Outdoor Amenity		39,552 SF (17.4% of site)
Total		78,494 SF total (34.6% of site)*

* Modification requested.

** Parking reduction/ loading space reduction requested.

IV. STAFF ANALYSIS

A. Master Plan Amendment for Increase in Height and a Change in Land Use Designation

The proposal includes a request to amend the Alexandria West Small Area Plan to allow for an increase in building height and a change in the land use designation on the property. Currently, the Small Area Plan calls for a height of 77 feet on the site, the applicant is proposing to amend the height map to allow for a height of 100 feet, an increase of 23 feet. The land use map designates this property for OCM-100 (office commercial medium) zoning; the applicant is proposing to re-zone the property to CRMU-H (commercial residential mixed-use high).

An analysis of the requested height increase is provided in this section below. An analysis of the change in the land use designation as it pertains to the Alexandria West Small Area Plan is provided in the Rezoning section (Section B).

Context of allowable height: The proposed height change is in context with the surrounding area. The Alexandria West Small Area Plan calls for heights ranging from 77 to 150 feet along King Street from the subject property down to interstate 395. Moving westward along Beauregard Street, heights taper down to 45 feet per the Alexandria West Small Area Plan, and then rise up to 60 and 110 feet per the Beauregard Small Area Plan after crossing Fillmore Avenue which is less than 1/2 mile from the proposed development. In terms of current zoning, the property is surrounded by a mix of zones ranging from medium density residential and commercial, to high density multi-family and mixed-use zones. The permitted heights in these zones range from 45 feet for the RA zone to 150 feet for the RC and OCM(100) zones.

Context of existing height: A wide range of building heights currently exist in the surrounding area. Traveling along N. Beauregard Street, the buildings near Interstate 395 such as Southern Towers, the BRAC building, and the Hilton Hotel are within a 1 mile of the subject site and range in height between 140 to approximately 300 feet. The elderly care facilities along N. Beauregard Street such as Goodwin House and The Hermitage are less than 1/2 mile of the property and range in height between approximately 70 feet to 150 feet. Heading down King Street towards Interstate 395, high-density residential buildings such as the Alexander and Halsted Tower range in height from 150 to 160 feet and are approximately 1/3 mile from the proposed development. Garden-style apartment and townhome developments such as Bolling Brook, Larchmont Village, The Arlington, and Farlington range in height from 25 to 45 feet and lie adjacent to the site.

Context of proposed building heights: The applicant is requesting a height increase on the site, though only 1 of the 3 buildings proposed on the site would reach the proposed 100 foot height limit. The office building fronting along N. Beauregard Street is proposed to be approximately 99 feet tall, the tallest structure on the site. As proposed, the corner mixed-use building with the affordable housing would be approximately 60 feet tall, and the market-rate residential building with the grocery store would be approximately 71 feet tall. The site has significant topography, rising approximately 50 feet in elevation from the northern corner to the southern corner. This grade change helps to offset the visual impact of the proposed 7-story market-rate residential building on the adjacent garden style apartments. With the change in grade, the penthouse elevation on the 7-story market-rate building will only be approximately 5 to 11 feet higher than the adjacent 3-story garden apartments in the Bolling Brook community. The largest height differential on the site exists with the proposed 7-story office building, which will be approximately 40 feet higher than the existing 4-story apartment buildings in Larchmont Village across N. Beauregard Street from the site. In general, the steep topography and variety of building heights proposed on the site as well as the assorted building typologies and heights in the surrounding neighborhood will help to blend the proposed development into the existing neighborhood context.

B. Rezoning

Concurrent with the Master Plan amendment is the request for rezoning of the property. The applicant requests approval of a rezoning from OCM(100) (Office Commercial Medium) with a proffer to CRMU/H (Commercial Residential Mixed-Use High). The existing proffer that is being removed requires the land to be used only for parking, medical and hospital-related uses and offices. Additionally, any building or structure erected must be used primarily for parking purposes. The proffer was adopted in 1981 (ordinance #2566) and was intended to ensure adequate parking for the Jefferson Memorial Hospital which was demolished in 2007-2008. The site is no longer used for medical use, and there are no future plans for a hospital on this property. Staff has evaluated the rezoning request based on the following criteria, which were

established by City Council to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future and do not merit a new plan or study due to the scale of the proposal.

Consistency with Small Area Plan: The project site lies within the boundaries of the Alexandria West Small Area Plan. Adopted in 1992, the Alexandria West Small Area Plan lays out both broad based planning goals and encourages redevelopment in the plan area. One of the goals of the Alexandria West Small Area Plan is to “consolidate intense commercial activity on those sites with the best access to major transportation corridors” (Alexandria West SAP, p.26). The proposed site has direct access to Interstate-395, with the interchange on King Street less than 1 mile from the property. In terms of transit corridor options, the project is less than 1.5 miles from the existing Shirlington Transit Center which provides access to the Pentagon and the Metrorail system. Additionally, the proposed West End Transit Way (bus rapid transit service) will have a stop directly on the site along N. Beauregard Street near the intersection with King Street.

The Alexandria West plan also notes that “new development should be located in such a way as to minimize impacts on the residential areas, preserve as much open space as possible and provide for a vital and diverse mix of uses” (Alexandria West SAP, p.25). The proposal would introduce a true mix of uses on a site that has been declining since the closure of the Jefferson Memorial Hospital and medical complex. The proposed office, retail, and mixed-income residential uses would activate the property and serve as a retail and grocery destination for the surrounding neighborhood. As noted in the previous section, the topography of the site helps to minimize the visual impact to much of the adjacent residential areas to the south. In terms of open space, this project is preserving 34.6 percent of the site as open and usable space for the public and residents while still providing over 131,000 square feet of floor area for non-residential uses. Additional information about the open space on the site is provided in section L below.

The Alexandria West Small Area Plan also specifically calls out this property for retail and office potential noting in the Land Use Recommendations section that it “would be appropriate for continued retail use, if parking is adequate; or for moderate density office development in conjunction with the adjoining hospital parcels” (Alexandria West SAP, p.35).

Consistency with Type of Area: The proposed density and uses are compatible with the surrounding area. The blocks directly to the south, north, and west of the project site are predominantly multi-family residential with varying densities ranging from garden style apartments to high-rise condo towers. Retail and office uses also exist adjacently to the north and south of the site along King Street. As noted above in the Master Plan Amendment section, the proposed heights are also compatible with existing building heights in the area.

Isolated Parcel: The subject property is a set of isolated parcels, which are surrounded by established multi-building residential communities including Bolling Brook Condominiums, Larchmont Village Apartments, and Newport Village Apartments. The proposed development also shares a border with Arlington County, and the Summit Centre retail plaza. The Northern Virginia Community College Campus is located diagonally from the site across N. Beauregard Street. It is unlikely that these established residential communities, and retail and institutional uses will redevelop in the near future; therefore staff believes a re-zoning of the project site in isolation is warranted in this case.

Status of Planning for Area: The Alexandria West Small Area Plan remains the governing document for this site with no future planning studies anticipated in the next fiscal year. Additionally, the neighboring Beauregard Small Area Plan was recently adopted (2013), and this parcel sits approximately 1/2 mile outside of that plan area, thus it is unlikely that the property or surrounding area will undergo a planning study in the near-term.

Consistency with City Goals: In addition to being consistent with the Alexandria West Small Area Plan, the proposal is consistent with other City goals and policies such as the Affordable Housing Policy, the Green Building Policy and the Public Art Policy. The project will add 74 units to the City's affordable housing stock, which represents a significant on-site affordable unit gain. All three of the proposed buildings will meet the City's Green Building standard of LEED Certified (or equivalent) for residential, and LEED Silver (or equivalent) for non-residential, and the applicant will be required to incorporate public art within the design of the central pedestrian plaza to meet the goals of the City's Public Art Policy. Additionally, this project is considered a transit-oriented development which aligns with the City goals related to bus rapid transit (BRT) and integrating development with transit infrastructure. There will be a BRT stop as part of the West End Transitway on this site along N. Beauregard Street.

C. Building Architecture

The architecture for the project is contemporary, with varied materials and approaches to the facades. There is ample use of glass and metal, and multiple colors of brick, with areas of fiber cement at upper floors and interior courtyards. There is extensive height variation both between buildings and within each individually, as the overall project roof line steps down approaching the intersection on both the King Street and Beauregard Street frontages. The facades are also defined by a significant variation in depth, through the use of punctuated bays, and projecting metal framing elements.

The architecture of the corner retail/affordable housing building is divided into two expressions: the corner retail/office element, which is curved to address the intersection, and the "L-shaped" residential portion with ground floor retail. Both expressions are visible from King Street and N. Beauregard Street, while the residential expression is also visible from the internal private street

and the central plaza. The corner façade is modern and elegant - eye catching but not grandiose: the decision was made early in the design process to create the drama with the curved form itself, rather than adding some sort of gratuitous tower element. The rounded corner is glassy and clean, with metal tracery elements, both vertical accents and horizontal curved fins, to provide depth, and visual interest. The strategy with the corner element is to keep this highly visible retail engaging, but also at a human scale. A tall façade at this busy intersection would detract from the view of the remainder of the development, and also overwhelm the activity at this intersection. Keeping the building lower at the corner further allows direct views of the other two taller structures, and presents greater roofline articulation in the project. The result is a heightened sense of arrival at an important place, rather than at a store. The building rises from the 3-story corner segment, to the 5-story “L-shaped” residential portion. The residential facades are composed of a series of bays in varying patterns. There is a horizontal read to the 5-story building, which contrasts well with the adjacent 7-story structures.

The grocery store/market-rate building will be 7 stories tall and feature a punctuated corner at the intersection of King Street and the new private road. The facades consist of interlocking rectangles in varying colors and at alternating depths. The roofline steps down approximately 18 feet in 3 intervals along King Street and approximately 13 feet in 2 intervals along the private road, providing strong articulation and visual relief. Recessed balconies add texture to the façades, and a reddish orange, gray, and navy color palette carries through in varying patterns on the entire structure.

The office building will also be seven stories high, and at 99 feet the tallest structure on the site. The building uses a contemporary design that is glassy and simple, its primary façade curving gently to follow N. Beauregard Street, complementing the curved corner element on the retail building to the north. Large punctuated bays of red brick, gray metal paneling and terracotta fiber cement are used to add depth, and are much larger in scale than the adjacent residential/retail buildings. The variety of scales, necessitated and reinforced by the actual variety of a true mixed-use project, create a real sense of place in this important gateway development.

D. Site Design

The site is located at highly visible intersection at the northwestern edge of the City, very near the border with Arlington County, with considerable grade change as the site slopes upward from the intersection to the south. The site is generally triangular, with residential garden-style condominium units at the top of the hillside, and the west side of the site, and a multi-story residential tower to the east. Determining how to deal with the grade and the transition to the residential uses, while flanked by two major thoroughfares presented a key site design issue.

Viewed from the intersection of King and Beauregard Streets, the site presents an active retail frontage with two stories above, which extends to four and five stories as the buildings move away from the corner. This building encompasses the corner of the site, and combines affordable housing units over retail and office uses. This maintains a more pedestrian scale at the intersection, with height corresponding to the rise of the hillside at the rear of the site. A seven-story office building anchors the western side of the site, with a seven-story residential tower, as part of a 278-unit market rate building occupying the at the eastern side of the site.

The site is accessible from King Street, or from Beauregard Street, with centralized underground parking for the entire site, as well as separate loading dock areas for each building. There is a private street running through the site, with street trees, special sidewalk paving, and on-street short term parking. A second road loops around the central plaza, providing access from the private street for the retail and office users. This plaza is the primary gathering space within the site, and will be enhanced by special paving, mountable curbs and street furniture. Additional open space will be provided along the hillside at the rear of the site, and within open courtyards in each of the residential buildings.

E. Affordable Housing

The affordable housing component of this project has entailed a creative approach to the design and redevelopment of the site. The 74 proposed affordable units and associated parking—to be owned and managed by AHDC—are being constructed above a retail podium that comprises one part of the larger development. This is an amenity and transit-rich site which is served by multiple existing bus lines, and a future BRT station that will connect the project to the Van Dorn Metro station, and Shirlington. These amenities help to ensure future residents will have convenient access to a range of transportation options, jobs, and neighborhood-serving retail and services.

The total development cost for the affordable housing building and related infrastructure improvements is estimated to be approximately \$28.4 million. AHDC has requested a loan of up to \$5.5 million from the City's Housing Opportunities Fund for the project, including a predevelopment loan of \$350,000 that was approved by City Council in June 2015. Other funding sources are anticipated to include approximately \$15 million in 9 percent low income housing tax credit equity, a \$6.75 million first trust loan, and \$1.2 million in deferred developer fees. AHDC has also applied for a \$750,000 loan from the new Virginia Housing Trust Fund which, along with construction savings, may reduce the final amount requested from the City.

The financial support requested from the City will enable AHDC to broaden the affordability levels within the project. Eight units will be affordable to households at 40 percent of the Area Median Income (AMI), 29 will be affordable to households at 50 percent AMI, and 37 will be affordable to households at 60 percent AMI (see table below). 84 percent of the units will be

family-sized with two to three bedrooms, and 10 percent will be accessible. The building will be affordable for 60 years.

Table 1: Median Household Incomes for DC Metro Area

Income range	1-Person	2-Person	3-Person	4-Person
40% AMI	\$30,576	\$34,944	\$39,312	\$43,860
50% AMI	\$38,220	\$43,680	\$49,140	\$54,600
60% AMI	\$45,864	\$52,416	\$58,968	\$65,520

Source: HUD 2015 Designated Median Household Income for the Washington-Arlington-Alexandria, DC-VA-MD HUD Metro FMR Area

At its October meeting, the Alexandria Housing Affordability Advisory Committee (AHAAC) unanimously approved, with two abstentions, AHDC's permanent loan request. The loan will be considered by City Council pending approvals of the DSUP. City Council will also consider a resolution designating the site as a revitalization area, i.e., where affordable housing would not likely occur without government intervention. AHDC plans to apply for competitive low income housing tax credits in March 2016. If successful in obtaining 2016 credits, the project would be constructed for delivery by the middle of 2018, providing an important housing resource for renters displaced by anticipated redevelopment along the Beauregard corridor.

In addition to an onsite property management office, a laundry facility, a community room and a courtyard area featuring play and grilling areas, residents of the affordable building will have access to all other site amenities.

To facilitate the affordable housing building, AHDC is acquiring development rights from 4600 King, LLC. AHDC will own the affordable building as a condominium once the project is substantially complete pursuant to Virginia condominium law. The building is subject to a long term ground lease agreement through which 4600 King LLC holds an option to buy out the lease in Year 10. As part of AHDC's acquisition arrangement with 4600 King LLC, the developer will exercise its option, and will cover AHDC's estimated cost to buy down future lease payments. In exchange, the developer's voluntary monetary contribution, which is calculated as approximately \$1.2 million under the standard formula, will be adjusted to \$300,000 to reflect the value of the future buyout. The contribution will be paid when the first non-affordable housing element of the project requests a certificate of occupancy. In the event the affordable project does not happen for any reason, the development rights will revert to 4600 King LLC and the developer will make the full voluntary contribution of \$1.2 million.

F. Consistency with City Policies and Plans

Green Building and Public Art

The applicant proposes to comply with the City's Green Building Policy, adopted in April 2009, for the new construction. The policy outlines the City standard to have newly constructed residential buildings achieve Certification in Leadership in Energy and Environmental Design (LEED) and non-residential buildings achieve LEED Silver Certification from the United States Green Building Council (USGBC), or equivalent.

The applicant will meet or exceed these requirements for each of the uses at the site. Furthermore, in redeveloping this site as a mixed-use and transportation hub, the surrounding lower-density residential neighborhoods and office uses will have improved opportunities for shopping and transit within walking distance.

The applicant also proposes to include public art within the site, per the City's Public Art Policy, adopted December 13, 2014. The design and location will be determined during the Final Site Plan process, with the central courtyard as a current proposed site.

G. Special Use Permit for an Increase in Floor Area Ratio

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits, several of which are requested with this application. The following outlines each of the requests and the rationale for approval.

With this development proposal, the applicant requests approval of a special use permit to increase the floor area ratio from 1.5 to 2.5 in the CRMU-H zone. Section 5-309 of the Zoning Ordinance includes criteria to evaluate the request for a Special Use Permit in the CRMU-H zone. Staff analyzed this proposal with the criteria set forth in the Zoning Ordinance and concludes that the development adheres to the goals of the City's mixed-use zones. The following criteria set forth by the Zoning Ordinance consider the relationship between the proposed project and the existing neighborhood.

- The number, viability and compatibility of the individual uses proposed and their physical and functional integration.
- The ability of the design to promote the integration of uses within the project and to promote compatibility of the project with the neighborhood.
- The inclusion of site amenities, open space and features, supporting uses and community and cultural facilities in a manner which encourages pedestrian use and promotes internal compatibility of uses.
- The distribution of floor area ratio (FAR) over the site so that the mass and scale of buildings do not overwhelm and are compatible with neighboring areas.

- The mixed use character of the proposed development such that the project's dominant character is not commercial.

The proposal will bring a true mix of uses to the site that are complementary in nature. The retail uses will serve both the office workers and residents alike, thus integrating the functionality of the different project components and reducing vehicle trips generated from the site. In addition to the compatibility of the proposed uses, the design of the public realm and open space offerings will be critical to the overall cohesiveness of the space. The central urban plaza has been designed with flush curbs, special paving, and landscaping to feel large, inviting, and read as an extension of the sidewalk. Spatially, the plaza sits between the 3 buildings, offering passive open space to office workers, residents, and retail patrons. The streetscape of internal and perimeter streets will incorporate elements such as wide sidewalks, street trees, and transit amenities that are intended to encourage walkability and pedestrian activity. These pedestrian-oriented design elements help to activate mixed-use developments.

From a neighborhood perspective, the mixed-use project is also compatible within the surrounding community. A mix of uses already exists in the area, ranging from office and institutional to neighborhood serving retail. Despite the mix of uses, the neighborhood is primarily residential in nature, and this proposal maintains that dominant use characteristic, with nearly 75 percent of the proposed floor area slated for residential use.

In terms of the mass and scale, increasing the density on the site with the Special Use Permit request will not overwhelm the adjacent structures. As noted in the rezoning section above, the topography of the site helps to minimize the visual impact of some of the proposed height. Additionally, the proposed scale of the buildings are not out of character with the existing built environment. A broad range of building typologies exist in the immediate area ranging from garden style apartments, to large residential towers and office buildings.

Due to the steep topography of the site, much of the bottom floor of the grocery store/market-rate residential building is classified as a basement per the Zoning Ordinance definition. Basements are not included in floor area calculations. The Harris Teeter and a portion of residential space have been excluded from the FAR of this project.

H. Parking/Access & Special Use Permit for a Parking Reduction

The applicant plans to accommodate parking for the multi-family residential units, offices, and retail space within a two level underground parking garage located under the entire site and accessed from the proposed grocery store building. Within this garage, the applicant is proposing a total of 795 spaces, with a distribution as noted in Table 2 below. In addition, the applicant is providing 16 on-street spaces on the new internal private street. Vehicular access to the site will

be provided via two right-in-right-out driveways on King Street and one-full access signal on Beauregard Street at Branch Avenue.

Table 2: Proposed Parking Spaces

Type	Parking Spaces
Garage Spaces	795
Garage Tandem Spaces*	14
Surface Spaces	16
Total	825

** Tandem spaces do not count towards required parking*

Multi-Family Parking

As previously noted, the applicant proposes 352 units. The market-rate and affordable residential units will be parked according to the new City multi-family residential parking standards, which use a base parking ratio of 1.0 spaces per bedroom for market rate units and 0.65-0.75 spaces per unit for the affordable units (depending on percentage AMI). The applicant was eligible for the following deductions on their multi-family residential parking requirement. Applying this credit allows the minimum parking for the residential use to be 430 spaces and the maximum to be 453 spaces. This is a minimum of 0.95 spaces per bedroom for the market rate units.

- **Four or more bus routes:** This site was eligible for a 5 percent deduction as more than four bus routes stop are within ¼ mile walking distance of the main entrance.
- ~~**Walkability Index:** This site was eligible for a 10 percent reduction based on the site's future Walkability Index. The site has a Walkability Index score of 93 — between the score threshold of 90 and 100 required for a 10 percent deduction. This index accounts for future uses and amenities proposed by the applicant.~~
- ~~**Bus Rapid Transit (BRT):** This site was eligible for a 10 percent deduction as it is located within ½ mile walking distance of the proposed West End Transitway station. The site is being planned as a transit-oriented development to be integrated with the bus rapid transit station at the adjacent intersection of King St. and Beauregard St. Furthermore, the plans for the site include the location and space for the future BRT station along Beauregard St. The timeline of the BRT station is generally in line with the timeframe of the proposed project.~~

At this time, the site is not eligible to take the 10% credit for proximity to BRT since the Guiding Document for the parking standards notes the BRT route is required to be operational or under construction. However, the planning process for the West End Transitway is currently underway and calls for a BRT stop at the corner of King and Beauregard Street. This development will provide space for a BRT stop at this location.

The site is also not eligible for the 5 or 10% credit for Walkability since the Guiding Document requires using Walkscore until the City's Walkability Index is completed (staff will be finalizing the Index in the next few months). Currently, the Walkscore for this site is only 67, which is not high enough to take a credit. However, a preliminary review of the draft Walkability Index suggests this site would be eligible for at least a 5% credit and possibly a 10% credit.

In total, the applicant has applied a 25 percent deduction to their base parking requirements. The applicant has requested a parking reduction to the residential requirement to apply these two credits. As shown in the Table 3 below, this results in parking ratios ranging from 0.49 – 0.56 spaces per unit for the affordable units, and a ratio of 0.75 spaces per bedroom for the market-rate units. This is a 90 space reduction from the current minimum residential parking requirement. The parking ratios in the table below are considered the peak parking ratios and do not factor in shared parking that will occur since the parking will peak at different times for the various uses. Staff supports this request because of the mix of uses and shared parking approach on the site.

Table 3: Proposed Multifamily Residential Parking Ratios

Unit Type	Zoning Ratio	Development Size	Spaces
ADUs – 50% AMI	0.49/unit	37 units	18
ADUs – 60% AMI	0.56/unit	37 units	21
1 Bedroom	0.75/bedroom	155 units (155 bedrooms)	116
2 Bedroom	0.75/bedroom	123 units (246 bedrooms)	185
Residential Subtotal		352 units	340

Office Parking

The applicant is proposing 94,373 square feet of office space. The applicant will provide 1 space per 475 SF (2.105 spaces per 1000 SF) in accordance with the City's current parking requirements. In total, 199 spaces are provided for the office uses on this site.

Retail Parking

The applicant is proposing 115,803 square feet of retail, including a grocery store with a gross floor of ~~75,271~~ 62,000 square feet. The applicant is proposing a parking ratio of 3.5 spaces per 1000 SF for retail uses (non-grocery) on the site. The proposed parking ratio is less than the 5.217 spaces per 1000 SF for retail uses required by the zoning ordinance. In total, ~~442~~ 189 spaces would be provided for the retail (non-grocery store) component of the site.

The applicant is proposing a parking ratio of 3.23 spaces per 1000 SF for the grocery store. The proposed parking ratio is less than the 5.217 spaces per 1000 SF for retail uses required by the zoning ordinance. In total, ~~243~~ 200 spaces would be provided for the grocery store, which is a requirement of the lease with the grocery store.

The applicant is requesting a parking reduction for their retail parking requirements. The current parking requirement for retail is 605 spaces and the applicant has proposed a total of 389 spaces for the retail uses.

Parking Reduction

Staff is recommending approval of a retail parking reduction Special Use Permit for the applicant. As noted above, the applicant is proposing a parking ratio of 3.23 spaces per 1000 SF for the grocery store and 3.5 spaces per 1000 SF for the other retail uses. This proposed parking ratio is less than the 5.217 spaces per 1000 SF for retail uses required by the zoning ordinance.

In the parking study provided by Gorove/Slade Associates, five urban grocery stores in the Washington, DC metropolitan region were identified to provide comparable parking supply data. The average parking supply ratio for these five stores was 3.22 spaces per 1000 SF. The applicant's proposed parking ratio of 3.23 spaces per 1000 SF of grocery retail space is consistent with the comparable sites used in the parking study.

The proposed parking ratio for non-grocery store retail space was established using the ratio of the Beauregard Small Area Plan, which recommends a maximum parking ratio of 3.5 spaces per 1000 SF for transit-accessible sites. It should be noted that this site, while on Beauregard St., is not in the Small Area Plan study area.

The applicant has agreed to a robust Transportation Management Plan (TMP) that will further reduce demand for single-occupancy vehicle trips to the trip and encourage travel to and from the site by transit, bicycle, and foot. In addition, the site is well served by existing transit service, the proposed West End Transitway, and City-planned improvements to bicycle and pedestrian facilities nearby. All of these factors have led staff to the conclusion to recommend a parking reduction special use permit for the retail component of the development.

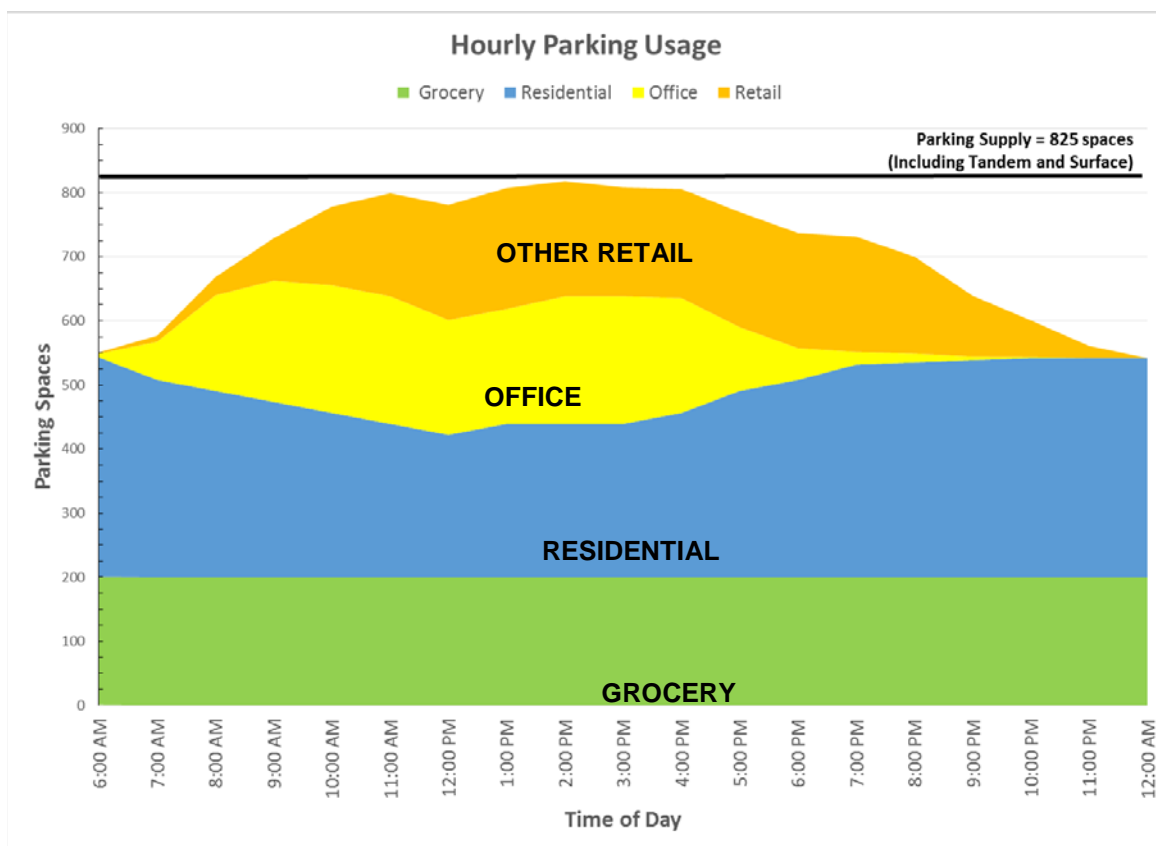
Shared Parking

The applicant is proposing a parking garage with 795 spaces on two levels. An additional 14 tandem parking spaces plus 16 surface parking spaces will be provided for a total of 825 spaces. This is less than the ~~924~~ 928 spaces calculated from the proposed ratios, but will be sufficient to accommodate demand for most hours of the day once parking space use hours are factored into the program. The implementation of a shared parking plan for the majority of the uses on site is consistent with the principles in the Beauregard Small Area Plan. Gorove/Slade Associates provided a detailed shared parking analysis to document the feasibility of a shared parking plan for this plan. Staff reviewed the shared parking analysis and determined a shared parking plan would satisfy the peak parking demand for all uses at this site.

For single-use developments, the peak parking demand for the development is equal to the peak parking demand for that single use. For mixed-use developments, the overall peak parking

demand may be less than the sum of the peak parking demands for the individual uses due to hourly variation in parking demand for different uses. For example, parking demand for office and retail are highest in the middle of the day, while parking demand for hotel and residential visitors are highest at night. “Over-parking” projects leads to the additional cost of building the parking being passed onto future tenants of the project which reduces affordability. It also tends toward more auto utilization which causes a project to generate additional vehicular trips that could otherwise be avoided.

A shared parking analysis was conducted and shows that the synergy between uses would decrease the parking ratio. Parking for the proposed residential, general retail and office uses will be provided as shared, unreserved parking spaces; however, parking for the grocery store will be reserved at all times. The shared parking analysis provided by Gorove/Slade Associates was based on parking ratios of 0.49 spaces per unit for affordable units at 50 percent AMI, 0.56 spaces per unit for affordable units at 60 percent AMI, 0.75 spaces per bedroom for the market-rate units, 3.23 spaces per 1000 SF for the grocery use, 3.5 spaces per 1000 SF for retail, and 2.105 spaces for office. Peak parking demand for the site occurred at 2:00 PM on a weekday, but there were ample parking spaces in the garage to accommodate peak demand. At all other times of the day, there were more parking spaces available due to decreased demand. The figure below illustrates the total parking demand for the site over the entire day.



A shared parking plan will allow for the development to meet the peak parking demand for each use while reducing the total number of spaces needed. The applicant's parking management plan is being developed to fully utilize shared space hours and to manage spaces effectively.

I. Special Use Permit for a Retail Shopping Establishment over 20,000 sf

The Harris Teeter grocery store proposed for this project will be approximately 75,000 square feet. Section 5-303(O) of the Zoning Ordinance requires a Special Use Permit for retail establishments that exceed 20,000 square feet in the CRMU-H zone. The size of the grocery store is comparable to similar supermarkets in the City. The new Safeway on King Street is approximately 61,000 square feet, and the new Harris Teeter in Old Town North is approximately 52,000 square feet. In 2002, the City adopted a text amendment to the Zoning Ordinance that requires big box retail uses to acquire Special Use Permit approval. In this case, the Harris Teeter store would be considered a big box retailer. The text amendment (TA#2002-0006) offers guidelines for staff to consider when reviewing SUP requests for large retail establishments. These guidelines are designed to ensure that large footprint stores are designed to be compatible with their urban surroundings in Alexandria, and include the following:

Efficient and best use of the land: The proposal is using the land efficiently by redeveloping a vacant parcel and providing housing units on top of the grocery store. This mixing of uses provides benefits such as fewer vehicle trips to the store, and the opportunity for shared parking. The proposal also includes high-quality urban design principles that create a pedestrian-friendly area with retail and open space amenities on a parcel of land that is mostly vacant.

Traffic and access: While the grocery store will increase the number of cars on the site, the results of the traffic impact study indicate that the proposal will not have a significant negative impact on the surrounding roadways. The applicant will be participating in a Transportation Management Plan (TMP) to encourage public transit use, walking, and bicycling for patrons, workers, and residents of the mixed-use development. The TMP will be funded annually and help to reduce the traffic impacts of the project. The site is will also feature a stop on the future West End Transitway BRT line which will also help to reduce the number of vehicle trips used to access the grocery store and other retail amenities.

Parking: Parking for this grocery store will be located in and underground garage, which is typical for urban big box retail stores. The Zoning Ordinance requires 5.217 parking spaces per 1,000 square feet of retail space. The applicant will be providing 243 parking spaces in the garage that will be reserved for grocery store patrons, which equates to a parking ratio of 3.23 spaces per 1,000 square feet. As such, the applicant is requesting a parking reduction for this project, of which staff is supportive. The proposed parking ratio for the Harris Teeter is comparable to other large urban grocery stores in the region. A parking study conducted on

similar grocery stores in the region calculated the average parking ratio to be 3.22 spaces per 1,000 square feet.

Pedestrian access and circulation: As proposed the project will greatly improve pedestrian access and circulation on the site from its current condition. Streetscape improvements will be made along King Street and N. Beauregard Street that will include wide sidewalks, street trees, and landscaping. Other pedestrian amenities will be provided internal to the site, including a large urban plaza, flush mounted curbs, special paving, and landscape features. While the size of the grocery store qualifies it as a big box retailer, the site design ensures easy pedestrian access to the site and a primarily urban form to the space.

Neighborhood compatibility: The proposed development is compatible with the surrounding neighborhood in terms of mass, scale, and height. The proposed grocery store will also fit in well with the range of uses and retail options that currently exist in the area. While the surrounding neighborhood is predominantly residential in character, large office buildings, and retail strip centers are mixed in with the garden style and high-rise apartment communities. The potential impacts of this mixed-use development will not dramatically alter the character of the neighborhood as it exists today.

Consistency with adopted plans: This proposal is consistent with the Alexandria West Small Area Plan as noted in the rezoning section of this report. The location of this site at a major gateway intersection to the City aligns with the Small Area Plan's vision of concentrating commercial activity in areas with the best access to major transportation corridors.

J. Special Use Permit for a Transportation Management Plan

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). To support this plan, the applicant has agreed to yearly rates of \$82.58 per residential unit, \$0.21 per square foot of retail space, and \$0.26 per square foot of commercial space to be contributed to the site's TMP fund. These are the standard rates per the City's TMP Ordinance.

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

On March 15, 2014 the City incorporated an update the TMP program via the TMP Ordinance. The program encourages greater cooperation with adjacent TMPs, makes thresholds and fees more equitable, and standardizes annual fund rates and administrative fines for non-compliance.

K. Modifications:

As part of this site plan, the applicant has requested approval of three modifications to the zoning ordinance: a reduction of open space from 40.0 percent to 34.6 percent, a reduction in the zone transition setback, and a reduction in the King and Beauregard Street setback requirements. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications are (1) necessary or desirable to good site development, (2) that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought and (3) that such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Open Space

The CRMU-H zone requires that residential development provide a minimum of 40 percent open space on site, which equates to 90,668 square feet for this project. The development proposal includes 17.2 percent ground level open space and 17.4 percent rooftop open space for a total of 34.6 percent open space, or 78,494 square feet. The applicant is requesting a reduction of 5.4 percent, or 11,334 square feet from the open space requirement in this mixed-use zone.

Staff supports the requested modification and believes it meets the criteria set forth in the Zoning Ordinance. The primary open space feature on the site will be a central pedestrian plaza that will have flush mounted curbs and special paving to make the space feel larger and read as a cohesive pedestrian-friendly area. Centralizing the ground level open space among the 3 separate buildings is a good urban design move because it maximizes activity in the public realm and does not isolate open space, which is particularly important for projects with a strong retail component. It also allows the buildings to front along the street, which creates an urban street wall, a key element in creating the desired “gateway” appearance for this development.

Each building on the site will have an above-grade open space amenity which is typical of mid-rise urban style buildings. These courtyards elements provide passive open space for residents that is separate from the retail activity and public realm at the street level below. This above-grade open space provides an important outdoor private component for residents of this otherwise publically accessible community. The CRMU-H zone also allows a portion of the open space requirement to be met by “comparable amenities and/or facilities...if such amenities or facilities meet or exceed the beneficial purpose which such green areas would accomplish.” Staff believes the above grade open space provided on this site meets this Zoning Ordinance requirement.

The open space modification is not detrimental to the health, welfare, and overall open space context of the surrounding neighborhood. In addition to small neighborhood parks such as James Mulligan Park which is a short walk from the site, or Chambliss Park which is less than 1.5 miles from the development, there are several large parks and open space areas.

These include the Winkler Preserve, Dora Kelley Nature Park, and Fort Ward Park which are all between 1 to 2 miles from the site.

The Zoning Ordinance requirement for open space in the CRMU-H zone must be seen in the context of its application in a mixed-use development. The Zoning Ordinance only requires open space for residential portions of mixed-use developments, in this zone retail and office uses do not require open space. While the calculation for the open space in the proposal includes the entire site area, much of the site is occupied by office and retail uses. Therefore, the overall amount of open space available per resident is higher than it would be if more of the proposed floor area for this development was programed as residential.

Zone Transition

The applicant is proposing a CRMU-H Mixed Use zoning classification for the subject property which lies directly adjacent to residential properties in the RA Multi-family and RC High Density Apartment zones. Section 7-902 of the Zoning Ordinance outlines special setback requirements for commercial buildings that abut residential zones. For the proposed site, the Zoning Ordinance requires a front yard setback along N. Beauregard Street equal to the adjacent RA front yard requirement of 20 feet, and a side yard setback adjacent to the RA and RC zones equal to the height of the buildings. As proposed, the office building and corner retail building along N. Beauregard Street will have 2 and 9 foot front yard setbacks respectively. The office building also has a side yard setback of 67 feet, and grocery store building has two side yards, setback 1 foot and 39 feet.

Staff is supportive of this modification because orienting the buildings close to the street without a front yard is reflective of urban-style development, and provides an important street wall composition to this gateway block. As noted in the Master Plan Amendment section, the topography of the site helps to minimize the height differential between the new development and the adjacent residential buildings. Based on the topography, the 7-story grocery store/market-rate residential building will only be 5 to 11 feet taller than the adjacent residential buildings in the RC zone. The 7-story office building along N. Beauregard Street will be approximately 40 feet taller than the adjacent 4-story apartment building in the RA zone, but will be located approximately 160 feet from those residential buildings.

In terms of use compatibility, most of the retail activity and pedestrian entrances will be oriented towards King Street, the corner frontage, and the internal private street. The grade change and landscape buffering proposed for the side of the development adjacent to the RC zone will minimize the noise and visual impacts of the adjacent commercial activity.

King Street and Beauregard Setbacks

The project site has direct frontage on both King Street and North Beauregard Street. Section 7-1006 requires additional setbacks on both of these major corridors, 75 feet from the building face to the centerline of King Street, and 80 feet from the building face to the centerline of Beauregard Street at this particular site. As proposed, the grocery store/market rate residential building is setback 68.5 feet from the centerline of King Street, a reduction of 6.5 feet from the Zoning Ordinance requirement. The proposed corner building is setback 66.4 feet from the centerline of Beauregard, and the proposed office building is setback 66.6 feet from the same centerline, a reduction of 13.6 and 13.4 feet respectively.

Staff is supportive of this modification because as noted before, the orientation of these buildings close to the street provides a strong urban street wall and helps to accentuate this site as a gateway into the City. Also, due to the location of the site at the corner of the City boundary and the terminus of these setback requirements, a smaller setback for the proposed buildings will not significantly disrupt the visual rhythm of the buildings further into the City boundaries.

L. Open Space

The applicant will provide approximately ~~36.2~~ 34.6 percent open space on the site which includes both ground-level and above grade open space. The CRMU-H zone requires 40 percent open space for residential portions of a mixed-use project and as such, the applicant is requesting a modification to this requirement.

The primary open space feature on the site will be a central pedestrian plaza that will include landscaping, benches, and a public art component. Special pavers in varying patterns will be used on the plaza as a place making tool. The road and sidewalk surrounding the plaza will be flush with the pedestrian area and will incorporate similar pavers and patterns so the entire area between the 3 buildings will read as one large open space.

In addition to the central plaza, both residential buildings will include an interior courtyard accessible from the second floor of each building. The courtyards will include amenities such as grilling areas, tables with umbrellas, games, landscaping, and turf areas. In addition to these items, the courtyard in the affordable housing building will also have a play feature for children. All site amenities in both residential buildings will be accessible to all residents of the development.

The steep slope between the market rate building and the Bolling Brook Condominium will be a landscaped buffer element that will include a series of terraced retaining walls and above grade private patios facing the landscaped hillside.

Table 4: Open Space Provided

	Entire Site
Ground-Level Open Space	38,942 sf (17.2%)
Above-Grade Outdoor Amenity Space	39,552 sf (17.4%)
Total	78,494 sf (34.6%)

M. Pedestrian and Streetscape Improvements

The proposed development will transform the pedestrian experience on this block of N. Beauregard Street and King Street. The existing streetscape along the property consists of a 3.5 foot concrete sidewalk, and a 3 to 5 foot grass strip buffering the sidewalk from the street. There are also several wide curb cuts that provide vehicular access to surface parking lots. There are a few street trees as N. Beauregard approaches King Street, but much of the frontage lacks canopy vegetation. As proposed, the streetscape surrounding the property will feature 10 to 13 foot sidewalks, and 5 foot landscape strips with street trees. A new internal street will also be constructed as part of this project and will include wide sidewalks, planting strips, and pedestrian friendly spaces, most notably an urban plaza with special pavers, flush curbs, and a public art element.

N. Intersection Improvements

The streetscape improvements along the frontage of the property on North Beauregard Street and King Street will be constructed to include utility undergrounding, curb and gutter, inlets, BMP's, wide 10 foot concrete sidewalks, 6 foot landscaped strips, trees, and street lights. The roadway improvements on the eastern half of N. Beauregard Street will be constructed to include the left turn lane into the site at Branch Avenue, medians, storm sewer improvements, roadway widening, milling and overlay and restriping. The developer will coordinate their utility undergrounding and construction phasing with the King Beauregard project. The Department of Project Implementation (DPI) is managing the final design and construction of the project.

The King Beauregard Project will be constructed in phases to facilitate the relocation of overhead utilities on King Street. Phase I improvements must be constructed to allow for the utility relocations. Staff anticipates that the Phase I construction will begin in spring 2016 and be completed in fall 2016. Once Phase I is complete, the utilities will be relocated by Dominion. The utility relocation is expected to take 10-12 months and should be completed in summer 2017.

The Phase II improvements include: an additional turn lane in each direction on King Street, medians, curb and gutter, sidewalks, pavement, drainage, storm water management, traffic signal and crosswalk upgrades. The Phase II portion of the project will be advertised near the end of

utility relocation construction. The Phase II construction is currently anticipated to begin in summer 2017 and be completed in late 2018, but is subject to the completion of the utility relocation work.

O. School Impacts:

As noted earlier, the applicant proposes 352 apartment units, 74 of which will be affordable. The buildings for this project are considered mid-rise apartments. The student generation rate for new mid-rise apartments is 0.02 students per unit, or 5.6 for the 278 market rate apartments. The student generation rate for affordable housing units is 0.6 students per unit, or 44.4 for the 74 affordable apartments. Therefore the total number of students forecasted for this new development is 50. The proposed development project will be incorporated into the next round of ACPS short-range enrollment forecasts that will be included in the FY2017 capital budgeting process by ACPS and the City. This project is located in the John Adams Elementary School and Hammond Middle School attendance area.

P. Traffic

Grove/Slade Associates performed the Traffic Impact Study for the Gateway at King and Beauregard site. The site is projected to generate 317 AM peak hour net new trips, 526 PM peak hour net new trips and a total of 5764 new weekday trips. The traffic projections assume a 30 percent transit trip reduction for the office/residential component and a five percent trip reduction for the retail component. These reductions are based on Census data for the area as well as TDM survey data collected by the City for nearby properties. The future background traffic was calculated using a growth factor of 1.0 percent per year which was based on historical growth as well as previous studies in the area. In addition, traffic volumes associated with the planned expansion of the Northern Virginia Community College campus were also included.

The results of the Traffic Impact Study indicate that the proposed project will not have any significant negative impacts to the surrounding roadways. There are a few instances where the level of service drops by one letter, but still remains within an acceptable range. The following tables illustrate the changes in level of service and delays at key intersections.

Table 5: Intersection service levels

Intersection	Existing Conditions	AM Peak			
		2020 Background	2020 with Development	2026 Background	2026 with Development

King St & Dawes Ave	A	A	A	A	A
King St & Chesterfield Rd	A	A	A	A	A
King St & 25 th St	C	B	B	B	B
King St & Beauregard St	C	D	D	F	F
King St & Site Garage	n/a	n/a	A	n/a	B
King St & 28 th St	C	C	C	C	C
King St & N. Hampton Dr.	A	A	A	A	A
King St & Halstead Tower DW	A	B	A	B	B
King St & Park Center Dr	B	B	B	B	B
Dinwiddie St & Walter Reed Dr	A	A	A	A	A
Beauregard St & Branch Ave	n/a	A	B	A	B
Beauregard St & Braddock Rd	D	D	D	D	D
Beauregard St & Fillmore Ave	B	B	B	B	B
Beauregard St & Seminary Rd	E	E	E	F	F
King St & Site Driveway	n/a	n/a	B	n/a	B

PM Peak

	Existing Conditions	2020 Background	2020 with Development	2026 Background	2026 with Development
King St & Dawes Ave	A	B	B	B	B
King St & Chesterfield Rd	A	B	B	B	B
King St & 25 th St	B	B	B	B	B
King St & Beauregard St	D	E	E	F	F

King St & Site Garage	n/a	n/a	B	n/a	B
King St & 28 th St	B	B	B	B	C
King St & N. Hampton Dr.	A	A	A	A	B
King St & Halstead Tower DW	B	B	A	B	B
King St & Park Center Dr	C	C	C	C	D
Dinwiddie St & Walter Reed Dr	A	A	A	A	B
Beauregard St & Branch Ave	n/a	A	B	A	B
Beauregard St & Braddock Rd	D	D	D	D	D
Beauregard St & Fillmore Ave	B	B	B	B	B
Beauregard St & Seminary Rd	E	E	E	F	F
King St & Site Driveway	n/a	n/a	B	n/a	B

The Level of Service (LOS) at the following intersections decreases a small amount as a result of the site generated traffic:

1. King Street and 28th Street drops from LOS B to C in the PM peak
2. King Street and North Hampton Drive drops from LOS A to B in the PM peak
3. King Street and Park Center Drive drops from LOS C to D in the PM peak
4. Beauregard Street and Branch Avenue drops from LOS A to B in both the AM and PM peaks.

At all four of the above intersections the LOS only drops by one letter and in none of the cases does the LOS drop to unacceptable levels. Staff does not believe that these drops in LOS are of concern because in all cases, the future LOS is well above the acceptable level.

The following intersections have an unacceptable LOS both before and after the site generated traffic:

1. King Street and Beauregard Street
2. Beauregard Street and Seminary Road

Of particular concern is the southbound left turn at King Street and Beauregard Street. This movement operates well below acceptable levels. However, this movement is not impacted by the Gateway site.

Overall staff believes the benefits gained from the improvements to this parcel outweigh the degradations in traffic caused by the Gateway at King and Beauregard project.

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

Q. Existing Transit

Gateway at King and Beauregard is situated in a key location, which is served by several WMATA and DASH transit routes as well as the future transitway. WMATA routes 7A, 7C, 7Y, 7F and 22F provide service to this area as well as DASH routes AT6 and AT9. These routes provide frequent service from approximately 5:00 AM to past 9:00 PM depending on the route. Bus headways are approximately 20-30 minutes during peak periods and 30-60 minutes during off peak times. The routes are as follows:

Table 6: Bus routes servicing the site

Route	From	To	Peak Headway	Off Peak Headway
7A	Lincolnia	Pentagon	15-20	30-60
7C	Park Center	Pentagon	20-25	N/A
7Y	Southern Towers	Fed. Triangle	5-15	N/A
7F	Lincolnia	Pentagon	60	60
22F	Ballston	Pentagon	20-30	N/A
Dash AT6	NVCC	King St Metro	15	30
7B	Southern Towers	Pentagon	30-45	N/A
Dash AT9	Mark Center	Potomac Yard	30	60

Both WMATA and the City monitor these routes to ensure that overcrowding is not a systemic problem. Occasionally, trips may be missed, and there may be a temporary overcrowding problem. Currently there is adequate capacity on all of these bus routes. If overcrowding becomes a problem, WMATA or DASH will review the scheduling of bus trips, and determine if a slight scheduling change can help alleviate the problem. If this is not possible, a trip may be

recommended to be added. Since the cost of adding a trip is over \$32,000 annually, this expense must be solidly justified.

The existing bus stops are not ADA compliant and cannot be accessed by persons with disabilities. This deficiency will be corrected when the roadway is reconstructed as part of this project.

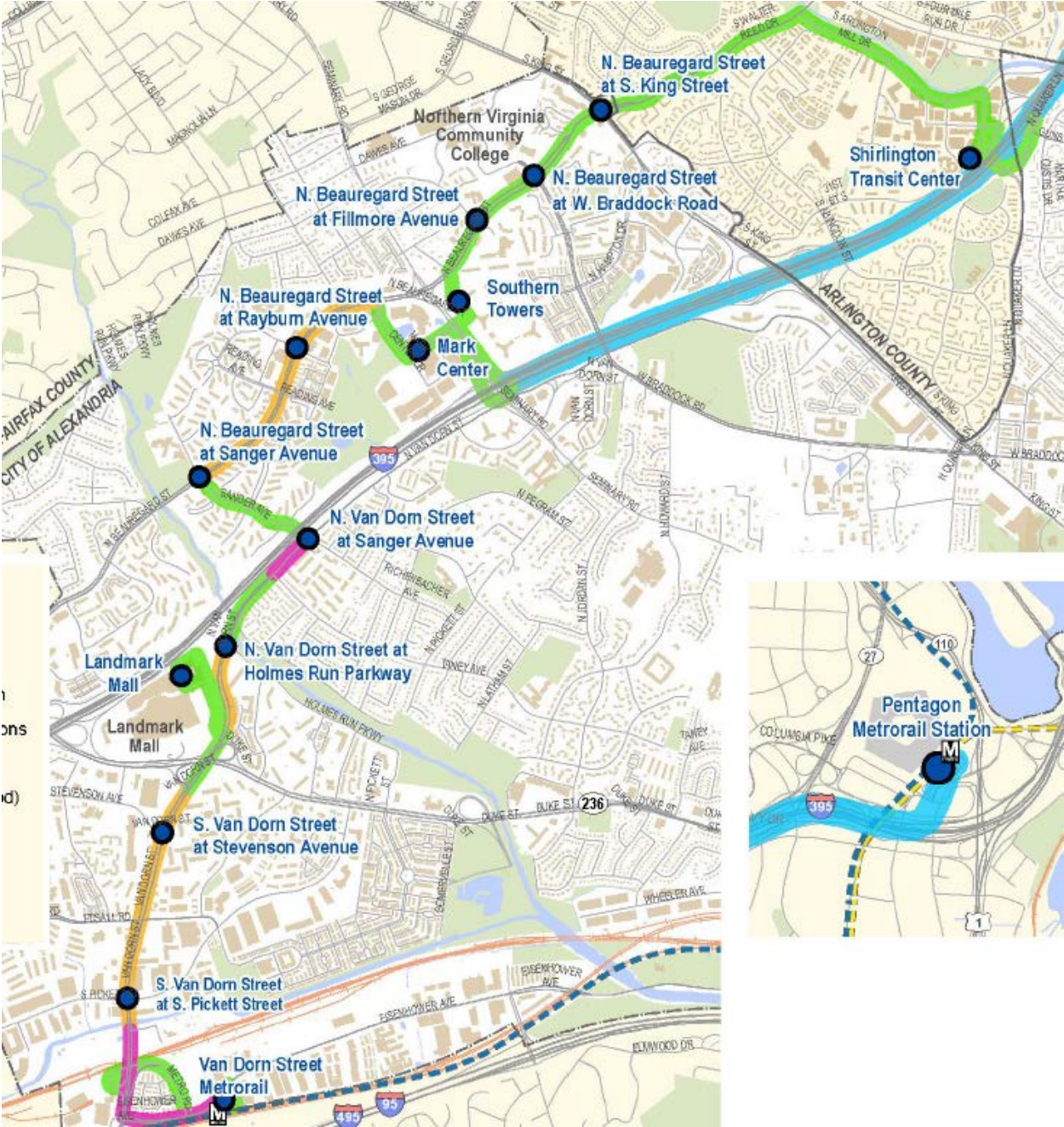
R. Transit Improvements

The West End Transitway is proposed to provide bus rapid transit (BRT) from the Van Dorn Metrorail Station to the Pentagon Metrorail Station. The West End Transitway would include dedicated median bus lanes on sections of Van Dorn Street and Beauregard Street, similar to the Potomac Yard Transitway on Route 1 in the City. Landmark Mall, the Mark Center, Southern Towers, and Shirlington are among the activity centers that will be served by the Transitway.

The service is proposed to have 7.5 minute headways and 15 minute off-peak headways -- a substantial increase in transit service to the corridor. The preliminary alignment is shown in Figure 1. The project is projected to open in the 2020 to 2021 timeframe. The site has been designed to incorporate the BRT station at the nearside intersection of northbound N. Beauregard Street at King Street. In addition, the existing bus stops on eastbound and westbound King St. will be constructed to ADA and City standards by the applicant.

The project will also have a robust transportation demand management plan (TDM) which will encourage and facilitate use of existing transit service in the area as well as the future BRT.

Figure 1: Preliminary West End Transitway Alignment



V. COMMUNITY

Redevelopment of this site has been anticipated since the Jefferson Hospital was closed, and has been widely discussed, within the City and the immediate community, which includes Arlington County residents. The developer has been talking with the neighborhood over the last several years, with City staff in attendance at the meetings. Questions have been raised about length of construction, pedestrian connections to the site from the neighborhood, open space, retail options, and traffic. Staff has worked with the applicant to address many of these concerns, either through site design, or in recommendations, to finalize during the Final Site Plan process.

Additionally, the project has been discussed at the City's Affordable Housing Advisory Committee (AHAAC), which is a public meeting. The project and the associated affordable housing building were presented to the AHAAC on June 17 and October 1 2015. At the June meeting AHAAC recommended a predevelopment loan of \$350,000 to AHDC for the affordable project (which was subsequently approved by City Council on June 24). On October 1, AHAAC approved and recommended a permanent loan of up to \$5.5 million to facilitate the project. The permanent loan request (and the revitalization area resolution) will be considered by Council on November 10 with action on these items occurring following Council's hearing on the land use approvals.

City staff also coordinated with Arlington County planning staff on the project. Site plans were routed to Arlington County staff for review. Additionally, staff from both jurisdictions attended a community meeting on April 15th to meet with citizens of North Fairlington to answer questions about the project.

The following community meetings were held related to this project:

Table 7: Community Engagement

Community Engagement	
March 25, 2014	The Arlington Condominium
April 25, 2014	Bolling Brook Towers
May 15, 2014	Fairlington Citizens Association & Fairlington Villages Condo Association
September 10, 2014	Bolling Brook Towers
December 16, 2014	Bolling Brook Condominium Association
April 8, 2015	Fairlington Citizens Association & Bolling Brook Towers
April 15, 2015	North Fairlington Citizens
June 17, 2015	Affordable Housing Advisory Committee (AHAAC)
September 15, 2015	Fairlington Citizens Association, Bolling Brook Condominium Association, Bolling Brook Towers & Fairlington Villages Condo Association

October 1, 2015	Affordable Housing Advisory Committee (AHAAC)
October 28, 2015	Bolling Brook Towers Condominium Assn

VI. CONCLUSION

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

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

VII. GRAPHICS

Aerial view of the site within the existing neighborhood context



View into the development from King Street



The office building along Beauregard with the market-rate residential building in the background



View of development at the corner of King Street and N. Beauregard Street



King Street Elevation



N. Beauregard Street Elevation



Central Plaza Elevation



VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated July 21, 2015 and the updated sheets dated September 11, 2015 and comply with the following conditions of approval.
2. As part of the first Final Site Plan submission, update all sheets and plans in the submission dated July 21, 2015 to reflect the site plan configuration depicted in the sheets dated September 11, 2015.

A. PEDESTRIAN/STREETSCAPE:

3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Provide a phasing plan with the Final 1 site plan submission for implementation of the pedestrian and streetscape improvements. The phasing plan must be approved prior to the release of any portion of a final site plan for this project. Required improvements must be complete prior to the CO for the appropriate building
 - 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 7 feet at the BRT station (excluding the width of the BRT pad), and 10 feet for the remainder of the sidewalks in the public right of way. The minimum unobstructed width of newly constructed private sidewalks in the development shall be 6 feet.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - 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). 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)(RP&CA)(T&ES)
4. The Applicant shall construct the following public improvements included in the City's King Beauregard Intersection Improvement plan as part of the project. The public improvements shall be completed the satisfaction of the Directors of T&ES and P&Z prior to the issuance of a permanent certificate of occupancy for the first building.
- a. North Beauregard Street:
 - i. Construct half of the street section from the King Street intersection along the entire frontage of the property on the east side of the median in North Beauregard Street. The final driving surface of this section of North Beauregard street shall be completed prior to release of any performance bond which includes the street.
 - ii. Construct the left turn lane into the site's main entrance on North Beauregard Street.
 - iii. Construct a concrete median, approximately 200 feet long, on North Beauregard Street from the King Street intersection in accordance with the City's King Beauregard Intersection Improvement plan.
 - iv. Install ADA accessible pedestrian crossing at the north leg of the North Beauregard Street and Branch Avenue intersection. Per the new agreement between the City and the Applicant, the signal at this intersection will be constructed by the City.
 - v. Install refuge island at the south leg of the North Beauregard Street and Branch Avenue to improve pedestrian safety at the crossing.
 - vi. Install the complete streetscape along the frontage of the property along the east side of North Beauregard Street to include curb and gutter, a six foot landscaped strip, ten foot concrete sidewalk, trees, inlets, storm sewer, BMP's and streetlights in accordance with the City's King Beauregard Intersection Improvement plan. The public improvements shall include the foundation and support structural elements for the construction of the future transitway station in accordance with design plans and specifications prepared by the City and provided to the applicant.

- vii. This construction of the public improvements shall be coordinated with the City's King Beauregard Intersection Improvement plan.
 - viii. The plans for the public improvements shall be included in the final site plan.
 - b. King Street:
 - i. Install the complete streetscape along the frontage of the property along the south side of King Street to include curb and gutter, a six foot landscaped strip, ten-foot concrete sidewalk, trees, inlets, storm sewer, BMP's and streetlights. in accordance with the City's King Beauregard Intersection Improvement plan.
 - ii. This construction shall be coordinated with the City's King Beauregard Intersection Improvement plan.
 - iii. The plans for the public improvements shall be included in the final site plan. (P&Z)(T&ES)
- 5. The City and the applicant shall have a coordination meeting(s) about the King Beauregard Intersection Project prior to the first final site plan submission to update both parties on the status of each project and make adjustments as necessary.
 - a. The applicant shall provide the final design for the roadway and streetscape improvements to the City when approved. At a minimum it shall include:
 - i. Plan and profile of North Beauregard Street.
 - ii. Plan of King Street.
 - iii. Typical section of North Beauregard Street.
 - iv. Cross sections at fifty foot intervals.
 - v. Location and dimensions of the curb inlets
 - vi. Storm sewer and inlet computations and profiles.
 - vii. BMP computations and specifications.
 - viii. All drains and overflow devices from the BMPs to proposed/existing inlets and outfall pipes.
 - ix. All finish and material details visible at the sidewalk surface
 - x. All above and below grade construction, including the structural support of the sidewalk where necessary
 - xi. Specification for the planting medium
 - xii. Specification and planting plan for all planted material
 - b. Provide clear identification on all the site and landscape plans of the extents of the City's King Beauregard Intersection Improvement Project which is to be built under the City's construction contract. (P&Z) (T&ES)

B. PUBLIC ART:

6. Per the City's Public Art Policy the first Final Site Plan 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. (RP&CA) (P&Z)*
7. 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:

8. Coordinate with Bolling Brook Condominium for installation of buffer plantings within their property depicted on Sheet L-3.0 in the Preliminary Site Plans dated July 21, 2015 (P&Z)***
9. With the first Final Site Plan submission, design the above-grade open space area behind the grocery store building so it is accessible to all residents of the development.(P&Z)*
10. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Ensure positive drainage in all planted areas.
 - b. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - c. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - 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)
11. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
- a. Provide 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.
 - f. (Code Administration) (P&Z)
12. 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 P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, landscape containers, bollards, a trellis, and other associated features (P&Z)(T&ES)
13. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, and T&ES. (P&Z)(T&ES)
14. Provide a coordinated design palette of play area related site structures/equipment. Locate and depict the scale, massing and character of play equipment, perimeter fencing, grade conditions, surfacing and associated site furnishings. Play area and site equipment must comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and

ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Park 1191; Final Rule. (RP&CA)(P&Z)

D. TREE PROTECTION AND PRESERVATION:

15. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated September 11, 2015. (P&Z)(RP&CA)

E. BUILDING:

16. The building design shall be consistent with the elevations dated July 21, 2015 and the following conditions. (P&Z)
17. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Provide additional color schemes for the 3 buildings that display more differentiation between the structures.
 - b. Study an alternate brick color for the northern façade of the corner building that lightens the appearance of this highly visible corner element.
 - c. Explore using a white or silver metal for the tracery element on the northern façade of the corner building instead of gray.
 - d. All window styles and materials will be evaluated during final site plan process.
 - e. Provide a range of depths up to 4 feet for architectural elevation changes in some locations
 - f. Ensure the commercial section of the corner building reads as a separate building from the residential building through material changes and a distinct architectural break.
 - g. Remove the white lids from the top of the affordable housing building. (P&Z)*
18. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director Planning and Zoning.(P&Z)

19. The grocery store windows along King Street shall be made of clear glass and remain unobstructed by merchandise and/or window decals. (P&Z)
20. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color. (P&Z)*
21. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4 inch = 1 foot. (P&Z)
22. 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. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
23. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver/Equivalent for the non-residential portions of the project and LEED Certified / Equivalent for the residential portions of the project to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification and LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential portions of the project and LEED Silver (or equivalent) for the non-residential portions of the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
 - f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(RP&CA)(T&ES)
24. 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)
25. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
26. 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/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
27. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides

of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)

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

F. RETAIL USES:

29. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. One (1) leasing office for the building is allowed;
 - b. Retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
 - c. Personal service uses shall not include appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
 - d. Day care centers are subject to the applicable conditions below;
 - e. Restaurants are subject to the applicable conditions below; and
 - f. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed.
 - g. The term “retail” within this DSUP shall include all of the uses listed herein, even if those uses are referred to as “restaurant” or “personal service” in the Zoning Ordinance. (P&Z)
30. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
 - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)
31. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with

the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.

- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
- b. The hours of operation for the restaurant shall be limited to between 7:00 AM and 11:00 PM Sunday through Thursday, and between 7:00 AM and midnight Friday and Saturday.
- c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)

32. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:

- a. Provide a minimum 15 feet floor to floor height.
- b. All retail entrances along Beauregard Street, King Street, and the internal private street shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
- c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

33. The Director of Planning and Zoning shall review the administrative Special Use Permit after it has been operational for one (1) year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

G. SIGNAGE:

34. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding

graphics, business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and T&ES.*

- a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (Arch)(P&Z) (T&ES)
35. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
- a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
36. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
37. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

H. HOUSING:

38. The applicant agrees to sell the air rights and the parking associated with their development to the Alexandria Housing Development Corporation (AHDC) for construction of a condominium containing 74 units of affordable rental housing. The affordable housing condominium will be located above a ground floor retail podium being developed by the applicant. The site of the affordable housing is generally located at the southern corner of North Beauregard Street and King Streets as part of the larger Gateway project. The site is, in part, subject to a 99-year ground lease with a third party.

39. The applicant agrees to work cooperatively with AHDC in its application for Low-Income Housing Tax Credit (LIHTC) funding in March 2016. The applicant agrees to submit a final site plan by January 20, 2016 in advance of the 2016 LIHTC application deadline. The applicant agrees to cooperate with AHDC on a subsequent LIHTC application in 2017 should the 2016 application not be funded.
40. The applicant agrees to construct the parking and retail podium on a schedule to facilitate AHDC's delivery of its affordable housing building in compliance with LIHTC requirements.
41. The applicant agrees to provide project-related information, including its schedule of development and construction costs and the terms of the ground lease on which the affordable condominium is situated, to the extent needed to facilitate AHDC's LIHTC application and city and third-party financing.
42. The applicant's Housing Trust Fund (HTF) contribution (based on 2014 rates) is estimated to be \$1.2 million. The contribution amount will be reduced to \$300,000 in exchange for AHDC having no future monetary obligation in order to own its condominium outright when the applicant exercises its option to buy out the ground lease (in Year 10 or so). The contribution of \$300,000 will be due when the first certificate of occupancy is requested for any portion of the project besides the affordable housing condominium.
43. Should AHDC be unable to finance or opt not to develop the project for any reason, the applicant may, subject to mutual agreement among the Director of Housing, the Director of Planning and Zoning, and the applicant:
 - a. contribute \$1.2 million to the HTF and develop the air rights; or
 - b. build and operate affordable units equivalent in value to the HTF contribution; or
 - c. solicit another nonprofit housing developer to develop the affordable housing building subject to the same conditions.
44. The applicant agrees that residents of constructed affordable units shall have access to all amenities offered on the entire site
45. The applicant shall cooperate with AHDC or any other selected nonprofit housing developer to provide necessary easements or licenses to facilitate access to the amenities as needed.
46. Pursuant to Part C of the City of Alexandria Procedures Regarding Affordable Housing Contributions, the applicant agrees to submit an Affordable Housing

Plan which will be presented to the Alexandria Housing Affordability Advisory Committee (AHAAC) for feedback prior to consideration by City Council.

47. Amendments to the approved Affordable Housing Plan must be submitted to AHAAC for consideration and require final approval from the City Manager.

I. PARKING:

48. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways, or emergency vehicle easements and all purchasers shall be notified of this prohibition.
(P&Z)(T&ES)(Code Administration)
49. The applicant shall provide the number of parking spaces that is consistent with the ratios provided in the preliminary site plan.
 - a. Based on the current ratios, the applicant shall provide a minimum of 795 parking spaces in the underground garage
 - b. The final number of spaces shall be based on the actual number of residential units and bedrooms, office and retail footage.
 - c. All parked vehicles shall be prohibited from encroaching on the pedestrian walkways or emergency vehicle easements, and all purchasers shall be notified of this prohibition. (T&ES)
50. Provide 153 bicycle parking spaces per Alexandria's current Bicycle Parking Standards. The final number and type of bicycle spaces shall be based on the actual number of residential units, office and retail footage. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Bicycle parking for each building must be installed and operational prior to final CO. (T&ES)***
51. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. Signs should be consistent with the City's Wayfinding Program. (T&ES)

52. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
- a. General project information/summary and development point of contact.
 - b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - d. Total capacity and a breakdown of parking types by uses (standard, compact, tandem, accessible, etc.).
 - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - f. Information on location of spaces for carpool/vanpool, monthly account permits and transient day parkers.
 - 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 and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - j. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - k. How rates will be determined and details of validation program if proposed.
 - l. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
53. 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.
 - d. 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)
54. 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)

J. TRANSPORTATION MANAGEMENT PLAN:

55. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #1 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
56. 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)
57. 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)

58. 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)
59. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$82.58 per residential unit, \$0.21 per square foot of retail space, and \$0.26 per square foot of commercial space,. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)
60. 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)
61. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
62. 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.

K. BUS STOPS AND BUS SHELTERS:

63. The applicant shall construct the bus shelter on eastbound King Street in addition to the loading pad currently shown on the plan. Show proposed bus stop with bus shelter and association amenities on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. (T&ES)
64. Install an unobstructed thirty-five (35) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb bus stop passenger loading pad at eastbound King Street, on the farside of the intersection with Beauregard.
 - a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
 - b. Create a 90 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb on the far side of an intersection. (T&ES)
65. Install an unobstructed thirty-five (35) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb bus stop passenger loading pad at westbound King Street, on the nearside of the intersection with Beauregard.
 - a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
 - b. Create a 100 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb for bus stops located on the near side of the intersection. (T&ES)
66. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
 - a. Located to avoid conflict with vehicles, specifically:

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

L. SITE PLAN:

- 67. 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)
 - a. The applicant shall coordinate with adjacent property owners on the design and construction of a pedestrian connection to the site if any of the following adjacent parcels proceed with redevelopment: 003.04-OA-00, 003.04-OC-00, 011.02-01-01. Coordination shall begin at the time of the DSUP application for the adjacent parcels listed above by providing safe feasible pedestrian access from the applicable property line to the central plaza of the development proposal to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)
- 68. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)
- 69. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:

- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
70. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way for all street frontages 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. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.

- k. The 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.
 - l. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)
71. The applicant shall contribute \$60,000 to the city prior to the Final Site Plan release to install a bike share station on their site frontage as part of the coordinated bike share program. The location for the Capital Bikeshare dock shall be determined during Final Site Plan and will be proximate to the BRT Station on North Beauregard Street. The space shall be 52' wide and 6' wide. An extra 6' feet of width is required for adequate clearance on the adjacent sidewalk. The location and adequate space shall be demonstrated on the Final Site Plan. *(T&ES)
72. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
73. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

M. CONSTRUCTION MANAGEMENT:

74. 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.* (T&ES)
75. Submit a 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 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.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
76. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50 percent 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)
77. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
78. No major construction staging shall be allowed within the public right-of-way on King Street and North Beauregard Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
79. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stops at eastbound King

Street and/or northbound North Beauregard Street adjacent to the site, temporary ADA accessible transit stops shall be installed. The exact temporary locations 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)

80. 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)
81. 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)
82. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
83. 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)
84. 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)
85. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may

cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

86. 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)
87. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
88. 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)
89. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
90. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

N. WASTEWATER / SANITARY SEWERS:

91. There are two sanitary sewer segments (City's Facility ID 001395SEWP and 001394SEWP) that are inadequate to serve the proposed development as determined by the applicant's sanitary sewer adequate outfall analysis completed per the City's Memo to Industry 07-14. Improvements to sanitary sewer capacity to serve this project can be achieved by doing one of the following:
 - a. Option 1: Replace the existing 12-inch sanitary sewer segments (001395SEWP and 001394SEWP) with 18-inch diameter pipes.
 - b. Option 2: For sanitary sewer segments 001395SEWP and 001394SEWP, provide sanitary sewer lining using cured-in-place pipe lining.
 - c. The applicant must, as part of the first Final Site Plan, identify and propose construction of infrastructure improvements that satisfies either Option 1 or Option 2. * (T&ES)
92. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
93. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)

O. RESOURCE RECOVERY:

94. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of nine (9) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way 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)
95. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of nine (9) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way 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)

P. STREETS / TRAFFIC:

96. Preferably a separation of 150 feet, with a minimum of 100 feet between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
97. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
98. 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)
99. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
100. Traffic Studies and Multi-modal Transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
101. 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 each loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
102. 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)
103. Furnish and install two 3 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)

104. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
105. Provide and install presence detection at the intersection of Beauregard and Private Road. The updated traffic equipment and technology shall be shown on the final site plan to the satisfaction of the Director of T&ES. In lieu of providing and installing updated traffic enhancement equipment, the applicant may provide a contribution of \$12,000 to the City of Alexandria for the City to complete the upgrades. If the contribution in lieu option is chosen by the applicant, it shall be made prior to release of the final site plan.(T&ES)*

Q. UTILITIES:

106. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
107. The applicant shall underground primary utilities for all frontages of the site. The undergrounding shall be coordinated with Dominion Virginia Power and the City's King Beauregard Intersection Plan and shall be shown on the Final Site Plan. (T&ES)

R. SOILS:

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

S. WATERSHED, WETLANDS, & RPAs:

109. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
110. The stormwater collection system is located within the (Four Mile Run, watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

111. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)
112. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

T. STORMWATER MANAGEMENT:

113. 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)
114. 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)
115. 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 approved Final Site Plan.

- b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
116. 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)

Submit two 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)

117. 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 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)
118. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

119. 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)
120. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop 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. 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)
121. Submit a copy of the Operation and Maintenance Manual to the Stormwater Management Section on digital media prior to release of the performance bond. ****(T&ES)
122. 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)

U. CONTAMINATED LAND:

123. 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)

124. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading plan] shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - 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)
125. 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)

126. 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. (Include if applicable.)](T&ES)

V. NOISE:

127. 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)
128. The noise study and noise abatement measures shall be submitted and approved prior to final site plan approval.* (T&ES)
129. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
130. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
131. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 PM and 7:00 AM. (T&ES)

132. 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)

W. *AIR POLLUTION:*

133. 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)

X. *ARCHAEOLOGY:*

134. 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)
135. 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)

Y. *DISCLOSURE REQUIREMENTS:*

136. The Condominium / Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
- a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
 - b. The trees to be protected as depicted on the approved site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.

- c. Any proposal to remove a tree that is designated to be retained on the approved site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
137. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. No more than two (2) parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - e. 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.
 - f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. *** (P&Z) (T&ES)
138. 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 Gateway at King and Beauregard 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)
139. Notify prospective buyers, in its marketing materials and homeowner documents, that the internal street is a private street with public access easement and shall not

be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)

140. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That King Street and North Beauregard Street area major arterials and that future traffic is expected to increase significantly as development continues. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- F - 1. As part of the first Final Site Plan submission, update the following sheets on the plan set dated July 21, 2015 to reflect the site layout depicted on the site plan dated September 11, 2015: C4.10, C5.21, C5.30, C6.00, C6.10, C6.20, C7.00, C7.10, C8.00, C8.10, C8.20, C8.30, C8.31, C8.40, C9.00, C11.00, C15.00, L-1.0, L-1.2, L-1.4, L-1.4B, L-1.5, L-1.6, L-1.7, L-2.0, L-2.2, L-2.8, L-2.9, L-3.0, L-3.1, L-3.3, L-4.0, L-4.1, A-001, A-002, A-104, A-105, A-106, A-202, A-203, A-204, A-205, A-206, A-207, A-208, A-209, A-210, A-301, A-302, A-303, and A-304
- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F - 2. Bicycle parking locations with dimensions shall be shown on the final site plan. (T&ES- Transportation Planning)
- F - 3. Details of proposed Class 1 & 2 bicycle parking shall be provided with the first final site plan submission. (T&ES- Transportation Planning)
- F - 4. 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 - 5. 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 - 6. 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 - 7. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 8. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 9. Asphalt patches larger than 20 percent 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 - 10. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18 inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15 inches. The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES) [Include this condition on all plans.]
- F - 11. 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 inches 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 - 12. 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 - 13. 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 - 14. 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 - 15. 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 - 16. 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 - 17. 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 - 18. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 19. 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 - 20. 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 - 21. The following notes shall be included on all Maintenance of Traffic Plan Sheets:

- 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 - 22. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development 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 - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If 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 - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and 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 - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 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 - 8 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

Resource Recovery Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

- C - 9 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 - 10 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Resource Recovery 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/resourcerecovery or by calling the Resource Recovery Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 11 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 13 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 - 14 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 15 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. T&ES requires that initial site survey work and plans 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 required to prepare plans in this format including initial site survey work. (T&ES)
- C - 16 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 - 17 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 - 18 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 - 19 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 20 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 21 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 - 22 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. (T&ES)
- C - 23 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 - 24 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 25 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 Virginia Pollution Discharge Elimination System (VPDES) Construction General Permit for land disturbing activities equal to or greater than one (1) 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 - 26 A complete Stormwater Pollution Prevention Plan (SWPPP) Book must be provided with the Final #1 submittal. 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 must be provided with the Mylar submission and the coverage letter must be copied onto the plans with the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included with the released site plans, and the approved hardcopy SWPPP Binder must accompany the construction drawings onsite.. (T&ES)

VAWC Comments:

None

AlexRenew Comments:

None

Health Department

Food Facilities

C-1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.

C-2. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria.

C-3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

C-4. A Food Protection Manager shall be on-duty during all operating hours.

C-5. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

C-6. In many cases, original wooden floors, ceilings and wall structures in historical structures may not be suitable for food service facilities. Wood materials shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent.

C-7. Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods.

Child Care Facility

C-8. An Alexandria Health Department Permit is required for all regulated facilities that are serving and/or preparing food. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another.

C-9. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Construction plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria.

C-10. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

C-11. A Food Protection Manager shall be on-duty during all operating hours.

C-12. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

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.

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

Previously acknowledged by applicant.

- F-2 Plans should show location of all existing fire hydrants in and around site and existing fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.

Previously acknowledged by applicant.

- F-2 All new fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.

Previously acknowledged by applicant.

- C-1 The applicant shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each required FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.

- a) **Access routes are shown on plans.**
- b) **Due to height of buildings, two fire department connections are required on each building.**
- c) **Hydrants that are shown on plans are within required distance but additional hydrants will be necessary once second FDC location is determined.**
- d) **Additional hydrants will be required to meet this specification. Location of second FDC should be considered when placing the additional hydrants.**
- e) **All roads appear to be public streets and there do not appear to be fire lanes.**

f) No fire service lines have been shown on plans.

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

Applicant has provided requested information.

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

It appears that all buildings have adequate fire department access or are at or above the requirement to be classified as a high-rise building.

- C-4 The applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.

Previously acknowledged by applicant.

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

Previously acknowledged by applicant.

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

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

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

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

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

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

Previously acknowledged by applicant.

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

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

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

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



Previously acknowledged by applicant but at this point in the review process, there does not appear to be any EVE's proposed or required.

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

Tower 203 Turning Specifications

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

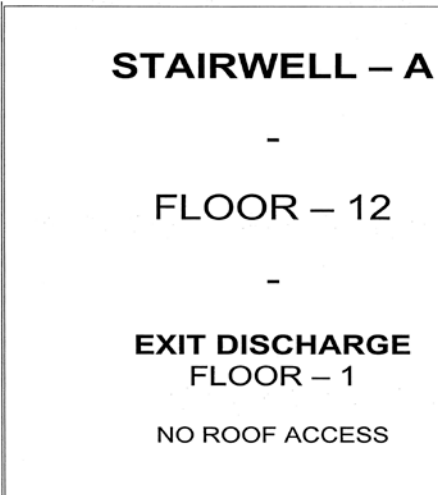
Applicant has provided requested information.

C-9 Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

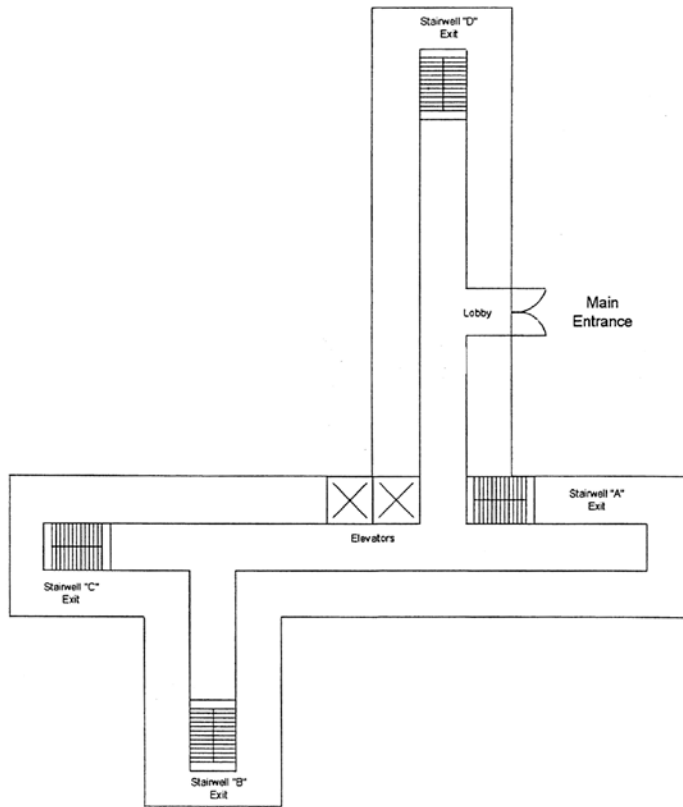
Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is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

In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the building exterior and the

general layout of the lobby of the first floor. Stairways shall be denoted by letter as required.



Example Stairway Identification Sign



Example Building Footprint Sign

Previously acknowledged by applicant.

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

Previously acknowledged by applicant.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

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

Police

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.

- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.
- R - 5. It is recommended that the walls and ceilings in the garage be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.

Landscape Recommendations

- R - 6. 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 - 7. 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 - 8. 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 - 9. 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 - 10. 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 North Beauregard Street was built in the path of Lucky Run, a tributary of Four Mile Run. In the prehistoric era, the terraces overlooking streams such as Lucky Run would have been attractive places for hunters and gatherers to temporarily camp while they foraged for resources. By the first half of the eighteenth century the subject property was part of the 790 acre Gabriel Adams plantation. Adams sold the tract to John Mercer in 1733, and Mercer later conveyed the tract to George Washington (yes, that George Washington) in 1774. Washington held title to the land until his death in 1799 and referenced the property as his “Four Mile Run Tract.” There is no evidence that anyone physically lived on the 4.86 acre subject property in the eighteenth century.

F-2 By the mid-nineteenth century the Daniels farmstead was located a short distance to the northwest from the subject property on the opposite side of Lucky Run. A detailed map of the area made during the Civil War shows two unspecified structures located approximately 175 ft. to the southeast from the subject property adjacent to Leesburg Turnpike (King Street). The map also depicts two other unidentified structures on the north side of Leesburg Turnpike. By the late nineteenth century the subject property may have been part of the acreage for the F. Finney farm or the Robert E. Lee farm (no, not that Robert E. Lee). By the mid-twentieth century a small enclave of buildings with a loop road was standing on the property. Jefferson Memorial Hospital was built on the property in the mid-1960s and was recently razed.

F-3 The property has the potential to contain archaeological sites spanning from the prehistoric period to the twentieth century. However, based on preliminary background research and historic map study, there is no direct evidence of prehistoric or historic habitation sites on the property.

F - 4. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

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

Asterisks denote the following:

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

IX. ATTACHMENTS

Attachment #1 — Transportation Management Plan The Gateway at King & Beauregard – DSP2013-00001 TMP SUP#2013-00002

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

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

The Transportation Management Program for The Gateway at King & Beauregard consists of six parts:

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

1. Goal and Evaluation of the TMP

- a. The Gateway at King & Beauregard site is located near several DASH and Metro bus lines stops and is located on the proposed alignment of the West End Transitway, the City-led project to create a bus rapid transit (BRT) line connecting Van Dorn Metro to the Pentagon. BRT stations at the intersection of King St. and Beauregard St. are proposed. The Gateway at King & Beauregard has a goal of 30% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are

being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transit Services Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transit Services Division. This report will be due on July 15 of every year. The Annual Report shall include a summary of the occupied space (commercial space and dwelling units), results of the annual resident and commercial tenant survey, an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transit Services Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transit Services Division. Survey results will be due on July 15 of every year. A 50% response rate is required as approved by the Transit Services Division. Results of the survey are required as part of the annual TDM report. The survey of commercial tenants shall focus on commute mode share and the survey of residents shall focus on vehicle ownership and daily travel patterns.
- e. The Annual Report and all commitments here within shall be publicized online and made publically available to confirm commitments have been met.

3. Transportation Management Plan Directives

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

	Land Use*		
	Dwelling Units	Commercial SF	Retail SF
The Gateway at King & Beauregard	352	116,000	94,000

**May be subject to change with Final Site Plan*

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

- v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transit Services Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 30% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$.26 per occupied square foot of commercial space, \$.210 per occupied square foot of retail space, and \$82.42 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:
- i. Provide SmarTrip cards (or equivalent transit fare media) for free, one time, per employee to each of the tenants' employees and each on-site employee of the property management company and/or building operator.
 - ii. Provide SmarTrip cards (or equivalent regional transit fare media) for free, one time, per resident.
 - iii. Provide each resident with one-year Capital Bikeshare subscription or a dollar-equivalent rebate for bicycle, or bicycle equipment purchases at an authorized bicycle retailer.

- iv. Employers based at the site shall facilitate employee use of pre-tax payroll deduction transit benefit as outlined in USC 26 § 132(f).
- v. Discounting the cost of bus and transit fare media for on-site employees and tenants.
- vi. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
- vii. Marketing activities, including the following:
 - i. Promotion of the regional Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - ii. Participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such visible locations within the building
 - iii. Host events or participate in Bike to Work Day, Try Transit Week, Car Free Day, Earth Day or other events with Local Motion.
- viii. Installation of secure bicycle storage in the parking garage.
- ix. Provision of on-site shower and changing facilities for employees at the site.
- x. Location and furnishing of an on-site Transit Store/Bicycle Room.
- xi. Establish covenants securing the right to bring bicycles into all buildings and dwelling units.
- xii. Provide a one-time membership fee subsidy in a carsharing program for each residential unit.
- xiii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
- xiv. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.

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

X. 5. Permanence of the TMP Ordinance

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

- e. This special use permit issued pursuant to the provisions of section 11-700 shall expire and become null and void concurrently with the expiration of the site plan approved in connection therewith as provided in section 11-400.
- f. The enlargement, extension or increase of more than five percent in the Floor Area expressed in square feet of any use for which this special use permit has been issued under the provisions of these conditions shall require an application for and approval of a new or amended special use permit governing the entire use as enlarged, extended or increase.
- g. Any modification of the mixture of uses which increases or decreases the amount of square feet utilized by the dominant use by more than 20 percent shall require an application for and approval of a new or amended special use permit governing the entire building or structure as modified.
- h. Any other provision of law to the contrary notwithstanding, the owner, contract purchaser or lessee, or any authorized agent of such party in interest, of any individual building or structure or project, complex or development which is or becomes a lawful nonconforming or noncomplying use under the provisions of this TMP SUP, may file an application for the issuance of a special use permit under the provisions of section 11-700.

Attachment #2: Master Plan Amendment Resolution

RESOLUTION NO. MPA 2015-0001

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

WHEREAS, an application for amendment to the Alexandria West Small Area Plan chapters of the 1992 Master Plan was filed with the Department of Planning and Zoning on **January 9, 2015** for changes in the land use designations and building heights for the parcels at **4530, 4600, 4600B, 4600K and 4622 King Street, and 3451 N. Beauregard Street**

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **November 5, 2015** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Alexandria West Small Area Plan sections of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Alexandria West Small Area Plan chapters of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the Alexandria West Small Area Plan; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the Alexandria West Small Area Plan chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

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

1. The following amendment is hereby adopted in its entirety as an amendment to the Alexandria West Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Amend Map 8 / Land Use Plan to note that the applicable parcels are zoned to CRMU-H / Commercial Residential Mixed-Use – High

Amend Map 14 / Height Limits to note that the applicable parcels can have a height maximum of 100 feet

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

ADOPTED the 5th day of November, 2015.



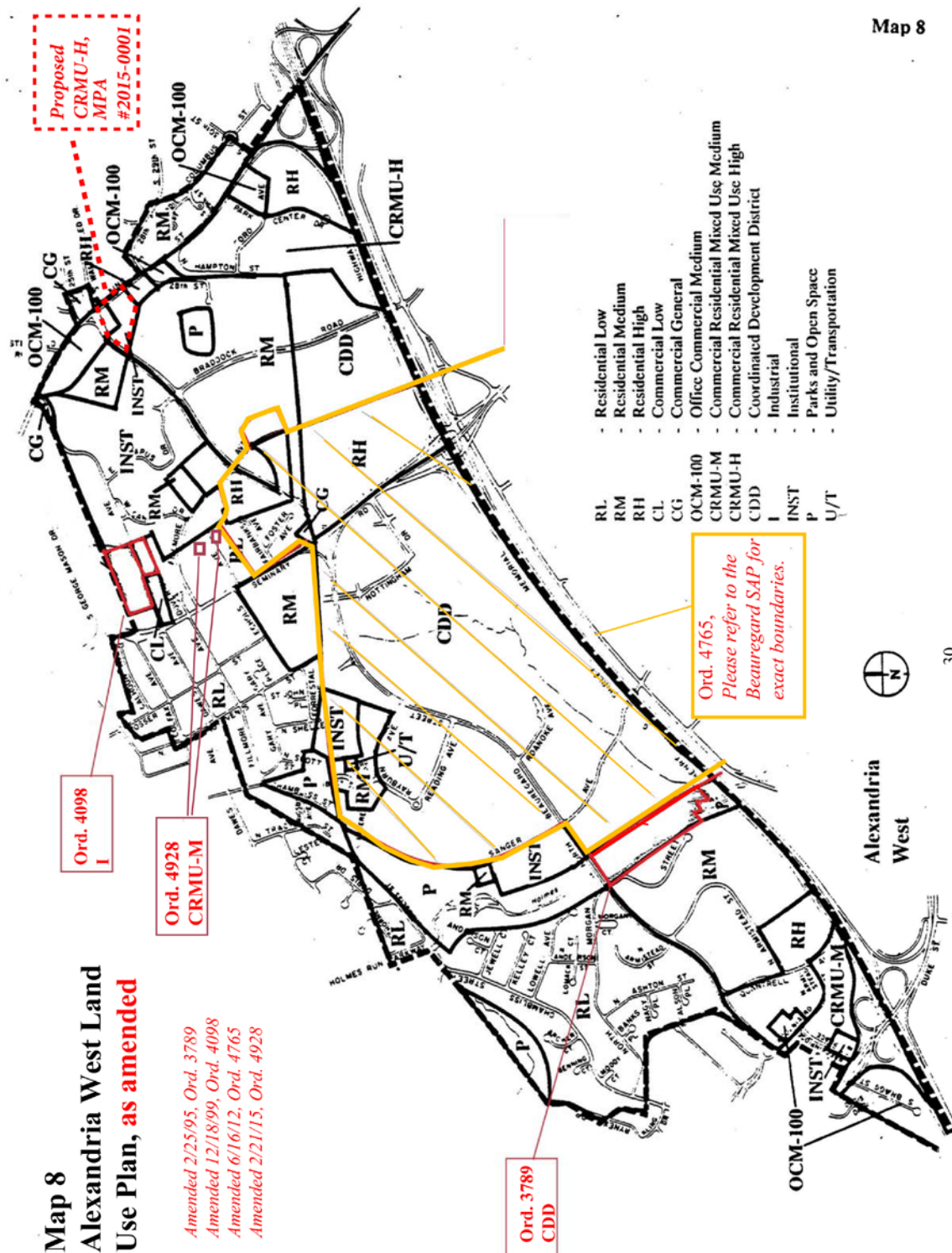
Mary Lyman, Chair
Alexandria Planning Commission

ATTEST:



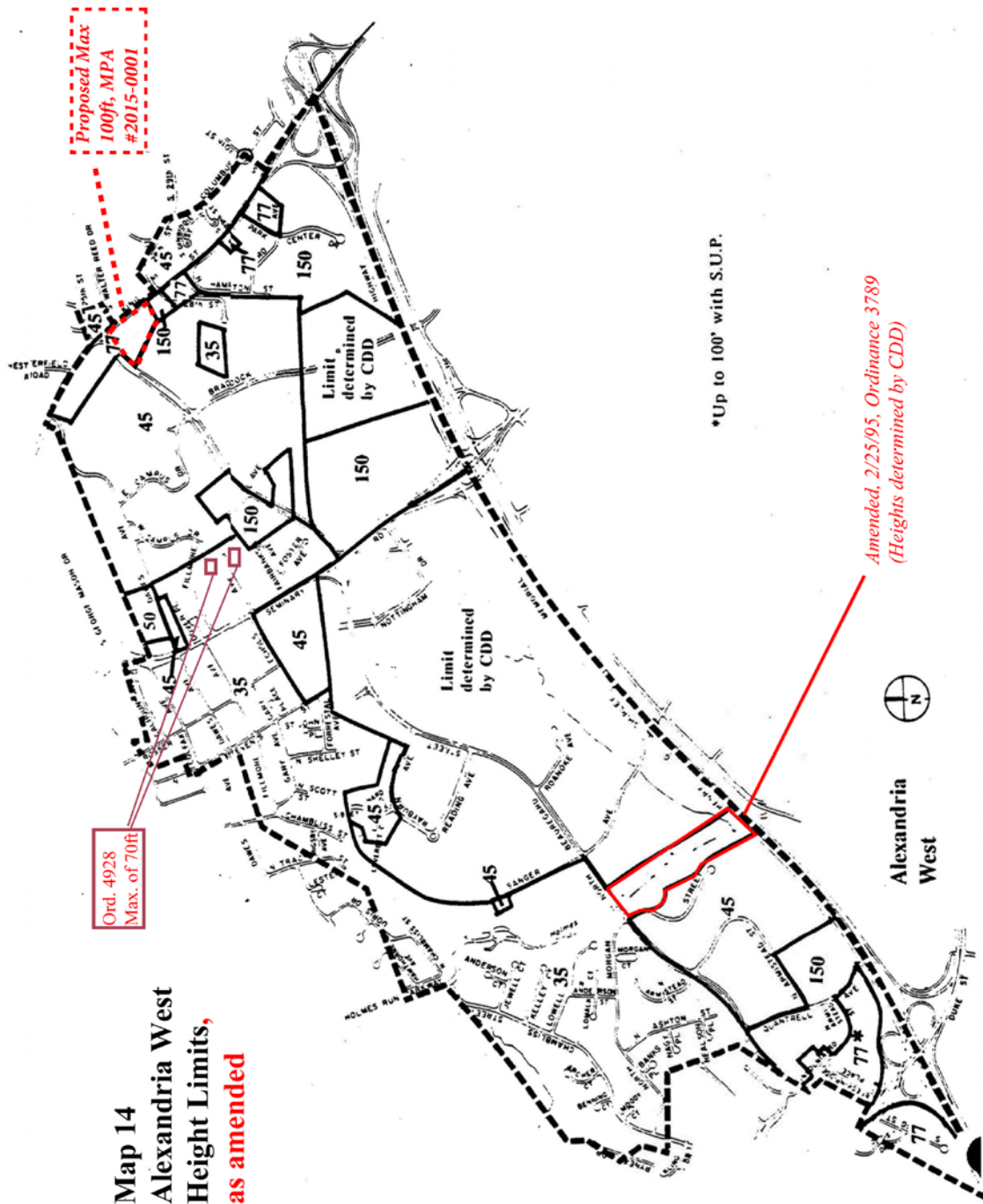
Karl Moritz, Secretary

Proposed change to Alexandria West Small Area Plan Land Use Map



Attachment #4

Proposed change to Alexandria West Small Area Plan Height Map





APPLICATION

☒ **Master Plan Amendment MPA#** 2015-0001

☒ **Zoning Map Amendment REZ#** 2015-0001

PROPERTY LOCATION: 4530, 4600, 4600B, 4600D and 4622 King Street and 3451 N. Beauregard Street, Alexandria, Virginia

APPLICANT

Name: 4600 King Street, LLC, a Delaware limited company

Address: 507 Wythe Street, Alexandria, Virginia 22314

PROPERTY OWNER:

Name: See attached

Address: _____

Interest in property:

☐ Owner ☒ Contract Purchaser

☐ Developer ☒ Lessee ☒ Other Developer

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.

☐ 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.

Duncan W. Blair, Esq.

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

Alexandria, VA

City and State

22314

Zip Code

[Signature]
Signature

703-836-1000

Telephone #

703-549-3335

Fax #

Original January 9, 2015; Revised June 18, 2015

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL: _____

June 18, 2015

4600 King Street, LLC

MASTER PLAN AMENDMENT – ZONING MAP AMENDMENT Application

Property Owners:

Laszlo N. Tauber Family Foundation Inc.
600 Executive Blvd., Suite 600
North Bethesda, MD 20852

3451 N. Beauregard Street	3.04	02	08
4530 King Street	3.04	02	12
4600 King Street	3.04	02	9.L
4600 B King Street	3.04	02	10
4600 D King Street	3.04	02	11

G. Tyson Hopkins Associates LLC
PO Box 1193
Easton, MD 21601

4622 King Street	3.04	02	02
------------------	------	----	----

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 4622 King Street, Alexandria, Virginia I hereby
(Property Address)
grant the applicant authorization to apply for the Land Use and Zoning approvals to construct a multi-use project use as
(use)
described in this application.

Name: Gerard T. Hopkins, III

Phone 703-772-3221

Please Print

Address: 1305 Stafford Dr., Christiansburg, VA 24073

Email: tyhopkins@gmail.com

Signature: 

Date: 6/19/15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
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 4822 King Street, Alexandria, Virginia (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. William L. Hopkins	1515 Harding Rd., Blacksburg VA 24060	33.333 %
2. Mary Hopkins Cregger	308 Del Ray Ave., Alexandria VA 22301	33.333 %
3. Gerard T. Hopkins, III	1305 Stafford Dr., Christiansburg, VA 24073	33.333 %

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

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

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.

6/19/15
Date

Gerard T. Hopkins, III

Printed Name

C. T. Hopkins
Signature

6/19/15

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 4600/4622 King St. & 3451 N. Beauregard St
(Map 003.04-02-09.L, -02-08, -02-10, -02-11, -02-12, 01-11), I hereby
(Property Address) Land Use & Zoning approvals to construct a
grant the applicant authorization to apply for the mixed-use project on the Property use as
(use)
described in this application.

Name: The Laszlo N. Tauber Family Foundation, Inc. Phone 301-231-8334
Please Print
Address: 6000 Executive Blvd., Ste 600, N. Bethesda, MD 20852 Email: shari@tauberfoundation.com

Signature:  Date: January 7, 2015

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
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 4600 King Street, Alexandria, VA (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See Attached		
2.		
3.		

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

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

Revised June 18, 2015

Date

Printed Name

Signature

June 18, 2015
4600 King Street
SUP TMP
DSUP
MPA-Rezoning

OWNERSHIP AND DISCLOSURE STATEMENT

The Laszlo N. Tauber Family Foundation, Inc. a private 501(c)(3) corporation. Alfred I. Tauber, M.D. and Ingrid D. Tauber, Ph.D. are the Directors for the charitable foundation. The corporation has no other ownership.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

	Name	Address	Percent of Ownership
1.	Daniel R. Abramson	507 Wythe St., Alexandria, VA	55%
2.	Paul R. Abramson	507 Wythe St., Alexandria, VA	45%
3.			

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4600 King Street, Alexandria, VA (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.			
2.			
3.			

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

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

Revised June 18, 2015

Date

Printed Name

Signature

MPA # _____

REZ # _____

SUBJECT PROPERTY

SEE ATTACHED

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	Zoning	Frontage (ft.)
	Existing - Proposed	Designation Existing - Proposed	Designation Existing - Proposed	Land Area (acres)
1 _____ _____	_____	_____	_____	_____
2 _____ _____	_____	_____	_____	_____
3 _____ _____	_____	_____	_____	_____
4 _____ _____	_____	_____	_____	_____

PROPERTY OWNERSHIP

SEE ATTACHED

☐ Individual Owner

☐ Corporation or Partnership Owner

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: _____

4600 King Street, LLC

MASTER PLAN AMENDMENT – ZONING MAP AMENDMENT Application

Subject Property:

	Address Tax Map-Blk-Lot	Land Use Existing/Proposed	MP Designation Existing/Proposed	Zone Designation Existing/Proposed	Frontage ** (Sq. ft)(acres)
1)	4530 King Street Vacant 3.04-02-12	Inst/CRMU-H	Inst/CRMU-H	OCM-100/CRMU-H	**
2)	4600 King Street Vacant 3.04-02-9.L	Inst/CRMU-H	Inst/CRMU-H	OCM-100/CRMU-H	**
3)	4600 B King Street Vacant 3.04-02-10	Inst/CRMU-H	Inst/CRMU-H	OCM-100/CRMU-H	**
4)	4600 D King Street Vacant 3.04-02-11	Inst/CRMU-H	Inst/CRMU-H	OCM-100/CRMU-H	**
5)	3451 N. Beauregard St. Vac 3.04-02-08	Inst/CRMU-H	Inst/CRMU-H*	OCM-100/CRMU-H	**
6)	4622 King St. Shopping Cntr 3.04.02-02	OCM-100/CRMU-H	ocm-100/CRMU-H	OCM-100/CRMU-H	**

*Proffer Ordinance 2566 To Be Removed

** See attached Lot Areas and Frontages Plan. Total Project Site Area 226,671 square feet or 5.2 acres of land)

In addition to designating the Master Plan Designation from INST to CRMU-H, rezoning the properties from OCM-100 to CRMU-H, and amending the permitted building height map from the Alexandria West Small Area Plan Chapter, as amended, of 1992 City of Alexandria Master Plan, as amended certain other SAP maps may also need to be amended.

June 18, 2015

4600 King Street, LLC

MASTER PLAN REZONING Application

Justification for Amendment:

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.

4600 King Street LLC, a Delaware limited liability company (the “Applicant”) has assembled the six (6) parcels of land located at the southeast corner of King Street and Beauregard Street in the West End of the City of Alexandria, and proposes to redevelop the properties as an urban mixed-use transit oriented development consisting of a Ninety Four Thousand Three Hundred and Seventy Four (94,374 sq. ft.) square feet of commercial office space located in two (2) buildings, One Hundred Fifteen Thousand Eight Hundred and Three square feet (115,803 sq. ft.) of retail space of which Seventy Two Thousand Two Hundred and Seventy One square feet (72, 271 sq. Ft.) has been leased to Harris Teeter for use as a twenty-four (24) hour grocery store, Three Hundred Forty-eight multi-family residential dwelling units of which Seventy (70) units will be low-moderate income dwelling units. The residential components of the project are located in two buildings.

In addition to the uses described above, the required parking for the project will be provided in a below-grade parking structure and limited surface retail convenient parking with a total of Eight Hundred Twenty-two (822) parking spaces. The focal points of the project the curved building on the corner of Beauregard and King Street and the pedestrian plaza located in the interior of the site. It is anticipated that the project will become the Town Center for this area of the City of Alexandria.

The Property is located within the boundaries of the Alexandria West Small Area Plan, adopted in 1992. The Property and was not part of the Beauregard Corridor Study Area Plan which updated a major portion of Alexandria West Small Area Plan. At the time of the adoption of the Alexandria West Small Area Plan, the property included in the assemblage was improved by the Jefferson Memorial Hospital and associated medical office buildings used in support of the hospital, and a small strip center located along the Beauregard and King Street frontage. The majority of the Property had Land use Designation of Institutional under the Small Area Plan and was zoned OCM-100. The Property was not designated or envisioned as a potential redevelopment site.

Since 1992 there have been substantial changes to the Property, in particular the closure and subsequent demolition of the Jefferson Memorial Hospital and associated medical buildings, leaving the large foot tract as vacant and unused and surrounded by an underutilized and outdated strip shopping center.

The requested Master Plan Amendment and Rezoning to the CRMU-H Land Use Designation and Zoning classification will permit the level of density needed to allow for the construction of the multi-use project, creating the urban, transit-oriented development and Town Center for this area of the City of Alexandria.

In addition to the re-designation of the Land Use and Zoning classification of the property, the Applicant is also requesting an amendment to the Master Plan to increase allowable height of the buildings on the property from Seventy-seven feet to (77') to One Hundred Twenty (120') feet. The requested height is consistent with other buildings and structures in the surrounding area, and permits greater variation of the architectural character and urban design features of the proposed buildings and site improvements.

2. Explain how and why any 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.

The requested rezoning of the Property from OCM-100 to the CRMU-H zone will, together with the requested Master Plan amendments, permit the redevelopment of a vacant, underutilized parcel of land, with dated structures, in to a new urban, mixed-use transit-oriented development.

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.

The Applicant has filed for a Development Special Use Permit with Site Plan (DSUP #2013-0001-) to construct the mixed-use project on the property. The Site Plan filed as part of the Special Use Permit request, demonstrates that the property is adequately served by public assemblies, to the extent that public facilities are required.

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, pursuant to Section 11-804 of the Alexandria Zoning Ordinance, have been proffered in connection with the approval of the project.

NOTE: The requested rezoning is consistent with the City Council's adopted policy to help guide applicants when considering a rezoning request without a master plan study. Specifically:

1. **Consistency with the SAP:** While the Small Area Plan did not envision the property to be a redevelopment site, changes in circumstances to the property, including the demolition of the existing buildings, has allowed the site to be redeveloped in accordance with the character that is established by the Small Area Plan and recently adopted Beauregard Corridor Plan.
2. **Consistency with the type of area:** The property is located in the West End portion of the City of Alexandria and is part of the Beauregard Street Corridor. While not in the recently adopted amendments to the Alexandria West Small Area Plan, the redevelopment of the property in accordance with the mixed-use plan is consistent with and enhances the character of the neighborhood.
3. **Isolated parcel:** There are few development sites in the vicinity suitable for construction of an urban, mixed-use transit-oriented project.
4. **Status of planning for the area:** It is unlikely that any planning effort will be undertaken for the remainder of the Alexandria West Small Area Plan, as an extensive planning process was completed in 2012 for the core redevelopment sites within the Small Area Plan.
5. **Application's consistency with City's goals:** The project is consistent with the City goals of affordable housing, green building, transit usage, pedestrian connectivity and economic sustainability.

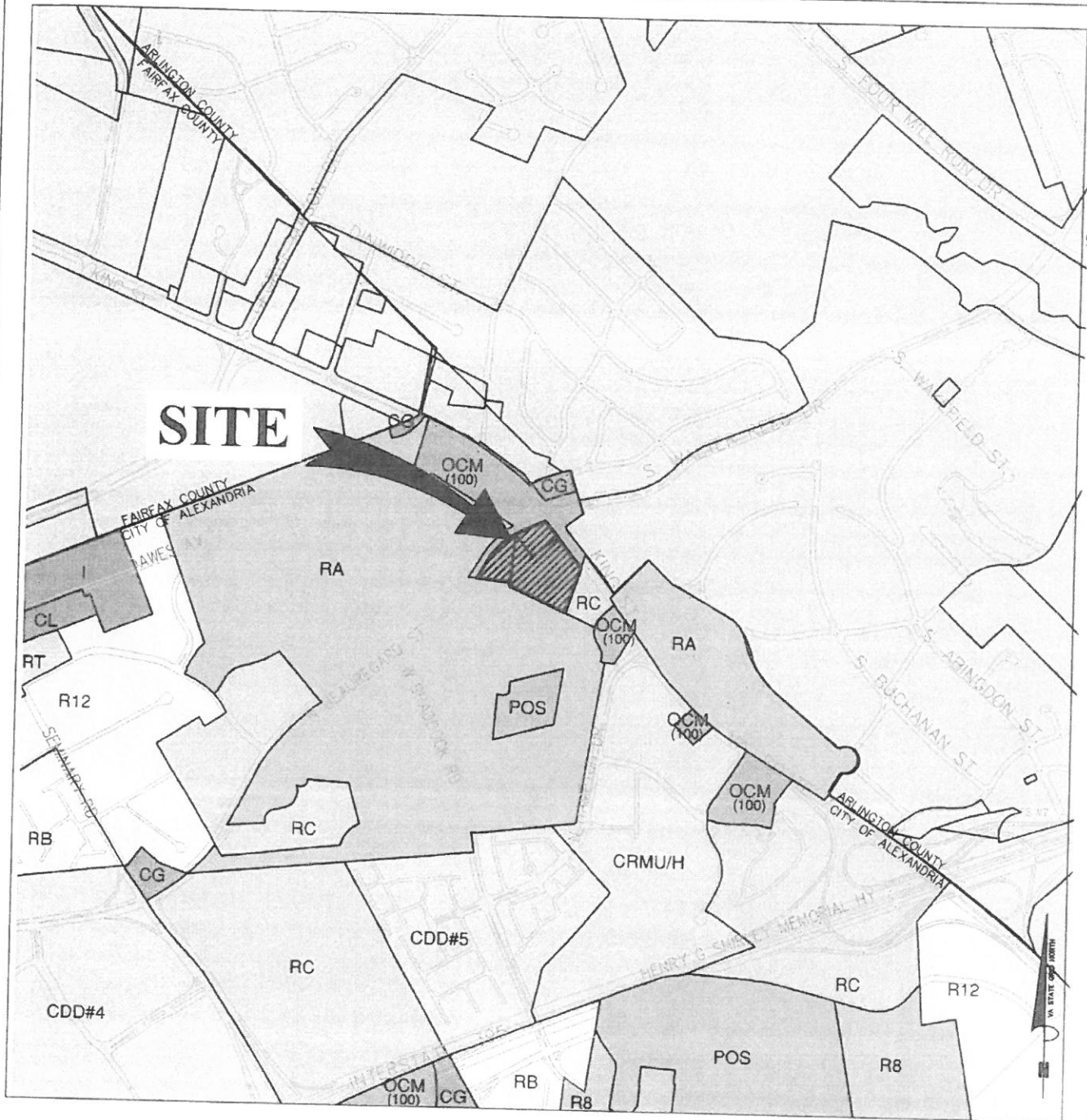
4600 King Street, LLC

MASTER PLAN AMENDMENT AND REZONING

Draft Notice Language:

1. Master Plan Amendment #2015: _____ Consideration of an amendment to Alexandria West Small Area Plan to amend change the Land Use designation and zoning from INST and OCM-100 to CRMU-H to amend Height Map.

2. Rezoning #2015: _____ Consideration of approval of a map amendment rezoning the properties and eliminating proffer from OCM-100 to CRMU-H.



SCALE: 1"=300'

Bowman
CONSULTING

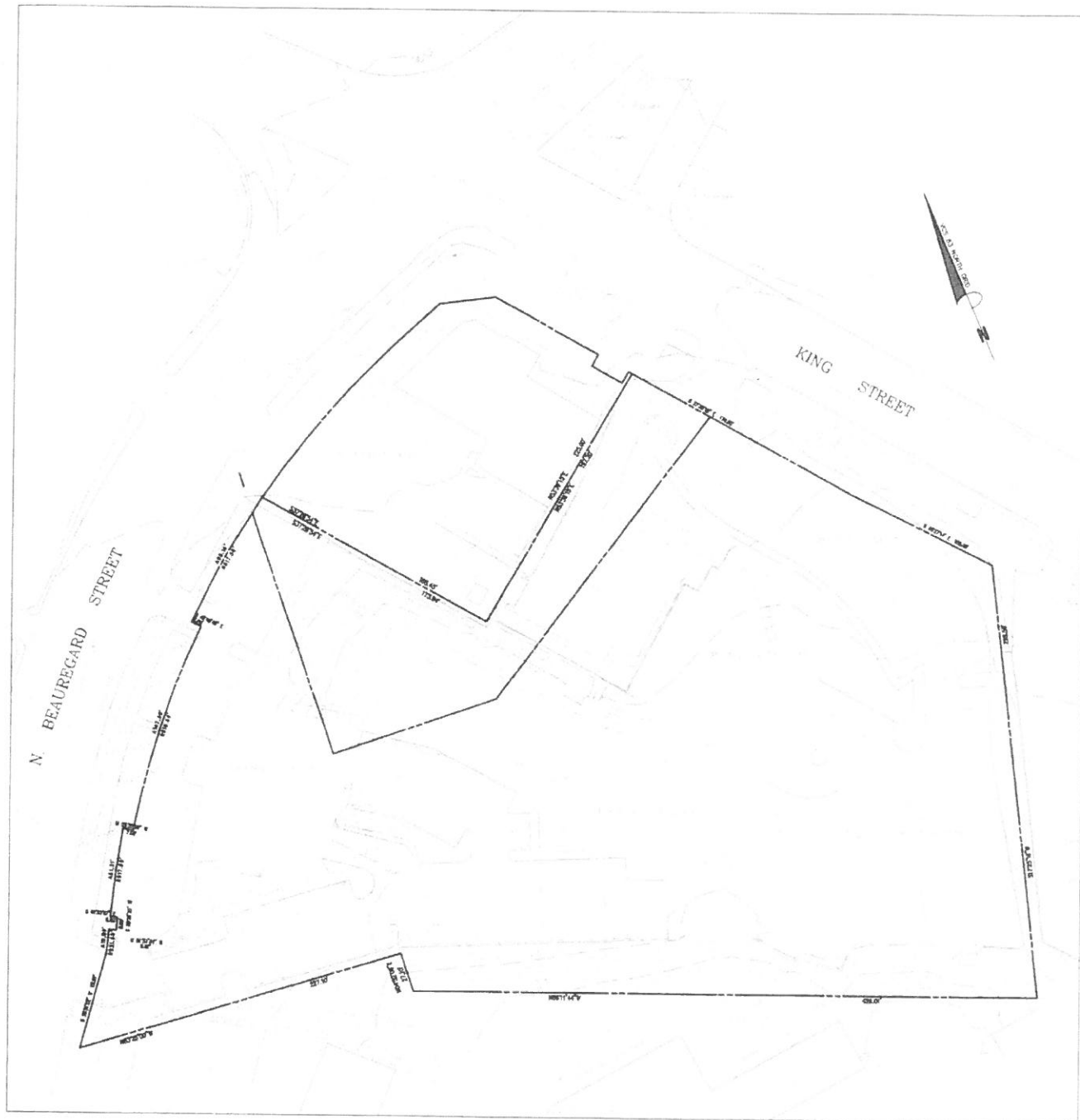
Bowman Consulting Group, Ltd. Phone: (703) 548-2188
2121 Eisenhower Avenue Suite 302 Fax: (703) 683-5781
Alexandria, Virginia 22314 www.bowmanconsulting.com

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VICINITY MAP

ZONING MAP AMENDMENT

CITY OF ALEXANDRIA, VIRGINIA



SCALE: 1" = 300'

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Alexandria, Virginia 22314

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Fax: (703) 683-5781
www.bowmanconsulting.com

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METES AND BOUNDS MAP

ZONING MAP AMENDMENT

CITY OF ALEXANDRIA, VIRGINIA



January 8, 2015

**METES & BOUNDS DESCRIPTION
THE GATEWAY AT KING & BEAUREGARD
CITY OF ALEXANDRIA**

Parcel 3821-03-01, Parcel 3821-03-02, Parcel 3821-03-03 and Parcel 3821-03-04 recorded in Deed Book 707 Page 584, and the Property of The Laszlo N. Tauber Family Foundation, Inc., Less and Except property dedicated for public street purposes recorded in Instrument No. 120023259; The Leasehold Estate recorded in Deed Book 563 at Page 166, Less and Except property dedicated for public Street purposes recorded as Instrument No. 120016830 and Instrument No. 120023259; and Property of G. Tyson Hopkins Associates, LLC recorded in Instrument 110020265, Less and Except property dedicated for public Street purposes recorded as Instrument No. 120016830; described by metes and bounds as follows:

BEGINNING at a point in the southeasterly right-of-way line of N. Beauregard Street, said point being S83°25'00"E 6.33 feet from northwest corner of Parcel 3849-01-01-03 (Deed Book 700, Page 527);

Thence running with said southeasterly line of N. Beauregard Street the following twelve (12) course and distances:

N38°31'52"E 68.97 feet to a point,
With the arc of a curve to the right, whose radius is 821.50 feet and whose chord bearing and chord are N29°11'00"E 15.09 feet, for an arc distance of 15.09 feet to a point,
S61°33'34"E 5.01 feet to a point,
N28°26'25"E 9.00 feet to a point,
N61°33'07"W 5.00 feet to a point,
With the arc of a curve to the right, whose radius is 617.50 feet and whose chord bearing and chord are N31°29'40"E 61.28 feet, for an arc distance of 61.31 feet to a point,
S55°39'40"E 7.00 feet to a point,
With the arc of a curve to the right, whose radius is 610.50 feet and whose chord bearing and chord are N41°16'45"E 147.54 feet, for an arc distance of 147.90 feet to a point,
N42°40'49"W 7.00 feet to a point,
With the arc of a curve to the right, whose radius is 617.50 feet and whose chord bearing and chord are N59°24'52"E 239.97 feet, for an arc distance of 241.51 feet to a point of tangency,
N70°37'07"E 35.68 feet to a point,
S73°31'06"E 38.67 feet to a point in the southwesterly right-of-way line of King Street;

Thence running with said southwesterly line of King Street the following six (6) courses and distances:

S37°39'18"E 80.23 feet to a point,
S52°20'42"W 9.00 feet to a point,
S37°39'18"E 24.00 feet to a point,

Bowman Consulting Group, Ltd.
14020 Thunderbolt Place • Suite 300 • Chantilly, Virginia 20151
Phone: 703.464.1000 • Fax: 703.481.9720

SCALE: NA



Bowman Consulting Group, Ltd. Phone: (703) 548-2188
2121 Eisenhower Avenue Suite 302 Fax: (703) 683-5781
Alexandria, Virginia 22314 www.bowmanconsulting.com

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**METES AND BOUNDS DESCRIPTION
1 OF 2
ZONING MAP AMENDMENT**

CITY OF ALEXANDRIA, VIRGINIA

Bowman

CONSULTING

N52°20'42"E 9.00 feet to a point,

S37°39'18"E 173.63 feet to a point,

S40°27'14"E 108.46 feet to a point in the northwesterly line of Bolling Brook Towers Condominium Property (Deed Book 749, Page 189);

Thence departing the southwesterly line of King Street and running with said northwesterly line of Bolling Brook Towers Condominium Property, S17°25'16"W 298.50 feet to a point in the northerly line of Bolling Brook Condominium Property (Deed Book 1133, Page 1828), said point being the southwest corner of the Bolling Brook Towers Condominium Property;

Thence running with said northerly line of Bolling Brook Condominium Property, N66°11'44"E 426.01 feet to a point in the easterly line of Parcel 3849-01-01-03;

Thence running with the easterly and northerly lines of Parcel 3849-01-01-03 the following two (2) courses and distances:

N04°52'06"E 27.10 feet to a point being the northeast corner of Parcel 3849-01-01-03,
N83°25'00"W 227.10 feet to the POINT OF BEGINNING.

CONTAINING 226,672 Square Feet or 5.20367 Acres.

Bowman Consulting Group, Ltd.
14020 Thunderbolt Place • Suite 300 • Chantilly, Virginia 20151
Phone: 703.464.1000 • Fax: 703.481.9720

SCALE: N/A

Bowman

CONSULTING

Bowman Consulting Group, Ltd.
2121 Eisenhower Avenue Suite 302
Alexandria, Virginia 22314

Phone: (703) 548-2188
Fax: (703) 683-5781
www.bowmanconsulting.com

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METES AND BOUNDS DESCRIPTION

2 OF 2
ZONING MAP AMENDMENT

CITY OF ALEXANDRIA, VIRGINIA

ORDINANCE NO. 2566

AN ORDINANCE to amend Section 42-3, Article II, Chapter 42 of The Code of the City of Alexandria, Virginia, 1963, as amended; which Chapter 42 relates to ZONING, which Article II relates to ZONES AND GENERAL PROVISIONS and which Section 42-3 relates to ZONE BOUNDARIES; ADOPTION OF ZONING MAPS.

WHEREAS, pursuant to due and timely notice of the time and place of hearing published in a newspaper of general circulation published in the City of Alexandria, Virginia, by mailing and by posting, a public hearing was held in relation to the matters hereinafter set forth, at which public hearing parties in interest and citizens had an opportunity to be heard; therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the "FIFTH REVISED ZONING MAP" described and referred to in Section 42-3, Article II, Chapter 42 of The Code of the City of Alexandria, Virginia, 1963, as amended, be and the same hereby is amended in the particulars following so that the pieces of property hereinafter listed are changed to the respective zones specified:

All of Lot 1, Block 2, City of Alexandria Assessment Map 3.00, with frontage on North Beauregard Street of 434.00 feet and containing 1.2 acres (52,272.00 square feet), subject to certain conditions proffered by the applicant and accepted by the city, to-wit:

1. The property will be used only for parking, medical and hospital-related uses and offices.
2. Any building or structure erected on the property shall be used primarily for parking purposes.

FROM: RA residence
TO: C-2-B commercial with proffer

Section 2. Copies of any matter incorporated in this ordinance by reference, including but not limited to the "FIFTH REVISED ZONING MAP," as amended, and any other map referred to in this ordinance, may be examined in the city hall of the City of Alexandria, Virginia, at the citizens assistance office, room 103, at the city clerk's office, room 302 and at the information desk in the main lobby of the King Street entrance to city hall, and also at the department of planning and community development, room 201, 320 King Street, Alexandria, Virginia 22314, phone 838-4666.

Section 3. That the title of and an informal memorandum explaining this ordinance shall be published in a newspaper of general circulation published in the city not later than five days following its introduction together with a notice containing the time and place for a public hearing. The city clerk shall have the full text of this ordinance printed in sufficient numbers to supply copies to meet request. The city clerk shall

the date of introduction and first reading, the date of publication, the date of the public hearing, and the date of the second reading and final passage in the minutes of the meeting. This ordinance shall become effective the date of its final passage.

CHARLES E. BEATLEY, JR.
Mayor

Final passage: May 16, 1981





APPLICATION SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2015-0002

PROPERTY LOCATION: 4530, 4600, 4600B, 4600D, 4622 King Street, and 3451 N. Beauregard Street
Alexandria, Virginia

TAX MAP REFERENCE: 003.04-02-02, -08, -09.L, -10, -11 and -12 **ZONE:** OCM (100) proposed

APPLICANT:

CRMU-H

Name: 4600 King Street, LLC, a Delaware limited company

Address: 507 Wythe Street, Alexandria, Virginia 22314

PROPOSED USE: Tier Three Transportation Management Special Use Permit (DSUP #2013-0001)

☒ **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.

Duncan W. Blair, Esq.
Print Name of Applicant or Agent

[Signature]
Signature

1/9/2015
Date

Revised
6/18/2015

524 King Street
Mailing/Street Address

703-836-1000

Telephone #

703-549-3335

Fax #

Alexandria, VA 22314
City and State Zip Code

dblair@landcarroll.com

Email address

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

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

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 4622 King Street, Alexandria, Virginia, I hereby
(Property Address)
grant the applicant authorization to apply for the Land Use and Zoning approvals to construct a multi-use project use as
(use)
described in this application.

Name: Gerard T. Hopkins, III

Phone: 703-772-3221

Please Print

Address: 1305 Stafford Dr., Christiansburg, VA 24073

Email: tyhopkins@gmail.com

Signature: 

Date: 6/19/15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
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 4822 King Street, Alexandria, Virginia (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. William L. Hopkins	1515 Harding Rd., Blacksburg VA 24060	33.333 %
2. Mary Hopkins Cregger	308 Del Ray Ave., Alexandria VA 22301	33.333 %
3. Gerard T. Hopkins, III	1305 Stafford Dr., Christiansburg, VA 24073	33.333 %

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

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

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.

6/19/15
Date

Gerard T. Hopkins, III
Printed Name

C. T. Hopkins 6/19/15
Signature

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

4600/4622 King St. & 3451 N. Beauregard St

As the property owner of _____, I hereby

(Property Address)

Land Use & Zoning approvals to construct a
grant the applicant authorization to apply for the mixed-use project on the Property use as
(use)

described in this application.

Name: The Laszlo N. Tauber Family Foundation, Inc.

Phone 301-231-8334

Please Print

Address: 6000 Executive Blvd., Ste 600, N. Bethesda, MD 20852

Email: shari@tauberfoundation.com

Signature: _____

Shari N. Tauber

Date: January 7, 2015

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
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2.		
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2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4600 King Street, Alexandria, VA (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See Attached		
2.		
3.		

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

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

Revised June 18, 2015

Date

Printed Name

Signature

OWNERSHIP AND DISCLOSURE STATEMENT

The Laszlo N. Tauber Family Foundation, Inc. a private 501(c)(3) corporation. Alfred I. Tauber, M.D. and Ingrid D. Tauber, Ph.D. are the Directors for the charitable foundation. The corporation has no other ownership.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

	Name	Address	Percent of Ownership
1.	Daniel R. Abramson	507 Wythe St., Alexandria, VA	55%
2.	Paul R. Abramson	507 Wythe St., Alexandria, VA	45%
3.			

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4600 King Street, Alexandria, VA (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
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	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.	Daniel R. Abramson	None	CC and PC
2.	Paul R. Abramson	None	CC and PC
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.

Revised June 18, 2015

Date

Printed Name

Signature

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

[] **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.)

Tier Three Transportation Management Plan Special Use Permit.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.

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: Tier Three Transportation Management Plan Special Use Permit.

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).

Not Applicable.

B. How many employees, staff and other personnel do you expect?
 Specify time period (i.e., day, hour, or shift).

Not Applicable.

6. Please describe the proposed hours and days of operation of the proposed use: *NOT APPLICABLE*

Day:

Hours:

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

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

Not Applicable.

B. How will the noise be controlled?

Not Applicable.

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

Not Applicable.

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)

Not Applicable.

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

Not Applicable.

- C. How often will trash be collected?

Not Applicable.

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

Not Applicable.

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:

- 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:

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

Not Applicable.

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.

PARKING AND ACCESS REQUIREMENTS

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

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

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A _____

Does the application meet the requirement?

☐ Yes ☐ No

- 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? Not Applicable.

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200 _____

Does the application meet the requirement?

☐ Yes ☐ No

B. Where are off-street loading facilities located? Not Applicable.

C. During what hours of the day do you expect loading/unloading operations to occur?

Not Applicable.

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

Not Applicable.

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?

Not Applicable.

SITE CHARACTERISTICS **NOT APPLICABLE**

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? **NOT APPLICABLE**

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ 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: New Development TMP.

End of Application

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** 2013-0001**Project Name:** 4600 King Street,**PROPERTY LOCATION:** 4530, 4600, 4600B, 4600D, 4622 King Street and 3451 N. Beauregard Street, Alexandria, Virginia**TAX MAP REFERENCE:** 003.04-02-02, -08, -09.L, -10, -11 and -12 **ZONE:** OCM (100)Proposed CRMU-H**APPLICANT:**Name: 4600 King Street, LLC, a Delaware limited companyAddress: 507 Wythe Street, Alexandria, Virginia 22314**PROPERTY OWNER:**Name: See attached

Address: _____

SUMMARY OF PROPOSAL Development Special Use Permit to construct a mixed use transit-oriented retail, residential and office project.**MODIFICATIONS REQUESTED** See attached.**SUP's REQUESTED** See attached.

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

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

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

Duncan W. Blair, Esq.

Print Name of Applicant or Agent

524 King Street

Mailing/Street Address

Alexandria, Virginia

City and State

22314

Zip Code

Signature

703-836-1000

Telephone #

703-549-3335

Fax #

dblair@landcarroll.com

Email address

January 9, 2015, Revised June 18, 2015

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: _____

June 18, 2015

4600 King Street, LLC

DEVELOPMENT SPECIAL USE PERMIT w/SITE PLAN Application

Property Owners:

Laszlo N. Tauber Family Foundation Inc.
600 Executive Blvd., Suite 600
North Bethesda, MD 20852

3451 N. Beauregard Street	3.04	02	08
4530 King Street	3.04	02	12
4600 King Street	3.04	02	9.L
4600 B King Street	3.04	02	10
4600 D King Street	3.04	02	11

G. Tyson Hopkins Associates LLC
PO Box 1193
Easton, MD 21601

4622 King Street	3.04	02	02
------------------	------	----	----

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

4600 King Street, LLC is a Delaware limited liability company. The only individuals owning an interest in excess of 10% are Daniel R. Abramson and Paul R. Abramson. The mailing address for both members is 507 Wythe Street, Alexandria, Virginia 22314.

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.

June 18, 2015

4600 King Street, LLC

DEVELOPMENT SPECIAL USE PERMIT w/ SITE PLAN Application

Special Use Permits Requested:

1. Special Use Permit pursuant to Section 5-305(C) of the Alexandria Zoning Ordinance, as amended, ("**Ordinance**") for increased floor area ratio to an amount not to exceed 2.5 FAR for Mixed-Use or residential development, with request for increased height and mechanical penthouse.
2. A parking reduction pursuant to Section 8-100 (A)(4).
3. A Tier Three Transportation Management Special Use Permit.
4. A Section 9-105(F), coordinated sign Program Special Use Permit of the Ordinance.
5. A Special Use Permit for Retail Shopping Establishment, larger than 20,000 gross square feet pursuant to Section 5-303(O) of the Ordinance.

June 18, 2015

4600 King Street, LLC

DEVELOPMENT SPECIAL USE PERMIT w/ SITE PLAN Application

Modifications Requested:

1. Modification of the Zone Transition Setback Section 7-903 of the Ordinance.
2. Modifications of King Street Setback Requirement pursuant to Section 7-1006 of the Ordinance.
3. Modification from required Open Space

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 4622 King Street, Alexandria, Virginia, I hereby
(Property Address)
grant the applicant authorization to apply for the Land Use and Zoning approvals to construct a multi-use project use as
(use)
described in this application.

Name: Gerard T. Hopkins, III

Phone: 703-772-3221

Please Print

Address: 1305 Stafford Dr., Christiansburg, VA 24073

Email: tyhopkins@gmail.com

Signature: 

Date: 6/19/15

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
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 4022 King Street, Alexandria, Virginia (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. William L. Hopkins	1515 Harding Rd., Blacksburg VA 24060	33.333 %
2. Mary Hopkins Cregger	308 Del Ray Ave., Alexandria VA 22301	33.333 %
3. Gerard T. Hopkins, III	1305 Stafford Dr., Christiansburg, VA 24073	33.333 %

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

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

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.

6/19/15
Date

Gerard T. Hopkins, III

Printed Name

C. T. Hopkins
Signature

6/19/15

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

4600/4622 King St. & 3451 N. Beauregard St

As the property owner of (Map 003.04-02-09.L, -02-08, -02-10, -02-11, -02-12, 01-11), I hereby

(Property Address)

Land Use & Zoning approvals to construct a
grant the applicant authorization to apply for the mixed-use project on the Property use as
(use)

described in this application.

Name: The Laszlo N. Tauber Family Foundation, Inc.

Phone 301-231-8334

Please Print

Address: 6000 Executive Blvd., Ste 600, N. Bethesda, MD 20852

Email: shari@tauberfoundation.com

Signature: *Alfred N. Tauber*

Date: January 7, 2015

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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Name	Address	Percent of Ownership
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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 4600 King Street, Alexandria, VA (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See Attached		
2.		
3.		

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

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

Revised June 18, 2015

Date

Printed Name

Signature

June 18, 2015
4600 King Street
SUP TMP
DSUP
MPA-Rezoning

OWNERSHIP AND DISCLOSURE STATEMENT

The Laszlo N. Tauber Family Foundation, Inc. a private 501(c)(3) corporation. Alfred I. Tauber, M.D. and Ingrid D. Tauber, Ph.D. are the Directors for the charitable foundation. The corporation has no other ownership.

OWNERSHIP AND DISCLOSURE STATEMENT

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	Name	Address	Percent of Ownership
1.	Daniel R. Abramson	507 Wythe St., Alexandria, VA	55%
2.	Paul R. Abramson	507 Wythe St., Alexandria, VA	45%
3.			

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4600 King Street, Alexandria, VA (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.			
2.			
3.			

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

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

Revised June 18, 2015

Date

Printed Name

Signature

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

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

RESIDENTIAL: Not Applicable. GROCERY: It is anticipated that approximately 3,000 patrons will shop in the store on a weekly basis. The peak usage will occur between the hours of 9:00 a.m. and 10:00 p.m. on weekdays and weekends.

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

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

RESIDENTIAL: Not Applicable. GROCERY: The store will employ approximately 150 employees on a full or part-time basis working in shifts. It is anticipated that no more than 50 employees will be in the store at any given time.

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

Day	Hours	Day	Hours
<u>RESIDENTIAL:</u>	<u> </u>	<u> </u>	<u> </u>
<u>Not Applicable.</u>	<u> </u>	<u> </u>	<u> </u>
<u>GROCERY:</u>	<u> </u>	<u> </u>	<u> </u>
<u>Monday - Sunday</u>	<u>24 hours per day</u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>

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

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

RESIDENTIAL: It is not anticipated that noise levels will exceed permitted levels under the Alexandria City Code. GROCERY: Noise levels from all mechanical equipment will not exceed permitted levels under the Alexandria City Code.

B. How will the noise from patrons be controlled?

RESIDENTIAL: Not Applicable. GROCERY: It is not anticipated that patron noise will be a source of complaints; as such, no extraordinary noise mitigation or control measures are warranted.

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

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

GROCERY: It is not anticipated that offensive odors will emanate from the use of the property as a retail grocery store.

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

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

The type of trash and garbage will be that generally associated with residential and commercial use.

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

The volume of trash and garbage will be that generally associated with residential and commercial use.

C. How often will trash be collected?

Trash, garbage and recyclable materials will be collected by commercial trash collectors contracted for by the building management.

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

Trash receptacles will be provided near the store entrances.

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

☒ Yes. ☐ No.

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

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

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

☒ Yes. ☐ No.

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

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

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

It is not anticipated that any extraordinary methods will be required to ensure the safety of residents, employees and patrons of the residential units or grocery establishment.

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.

RESIDENTIAL: Not Applicable.

GROCERY: The grocery establishment will provide beer and wine for sale in-store, for consumption off-site.

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?

Per the City's zoning ordinance, 324 parking spaces are required.

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

<u>153</u>	Standard spaces
<u>50</u>	Compact spaces
<u>8</u>	Handicapped accessible spaces
<u>17</u>	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? Four (4).
- B. How many loading spaces are available for the use? Four (4).
- C. Where are off-street loading facilities located? The loading dock at the southwest corner of
the building will have capacity for three delivery trucks. An additional striped loading space for vendor
trucks will be located along the "truck only" exit driveway, southwest of the loading dock.
- D. During what hours of the day do you expect loading/unloading operations to occur? Efforts will be made to complete loading operations by noon each day.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Approximately 2-3 grocery store trucks, plus 20-25 outside vendor box truck deliveries are
expected daily. An additional 2-3 box trucks for outside vendors are expected weekly.

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

Yes.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

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

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

Based on the City's current code requirements, a total of 1,164 spaces would be required for the site. Based on the proposed site plan the project will provide 792 spaces (plus 14 tandem spaces) in the underground garage, and 16 surface spaces for a total of 822 spaces.

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

Although the proposed amount of parking for the site is below what is required by current City of Alexandria code, the mixed-use nature of the project allows for sharing of spaces between the retail, office, and residential uses. Additional details on the shared parking calculations are included in the Parking Memo dated June 18, 2015.

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

Providing the number of parking spaces required by City code would not be economically feasible for the project. In addition, market research shows that the required amount of parking would exceed the actual parking demand of the uses planned for the site.

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

_____ Yes. ☒ No.

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

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

TECHNICAL MEMORANDUM

To: Katy North, AICP, LEED AP
City of Alexandria, T & ES/Transportation

Cc: Daniel Abramson
Abramson Properties
Duncan Blair
Land Carroll & Blair PC

From: Daniel VanPelt, P.E., PTOE
Felice Brychta, P.E.

Date: June 18, 2015

Subject: Gateway at King and Beauregard – Parking Calculations

The purpose of this memorandum is to provide an update on the parking calculations for the Gateway at King and Beauregard site.

As you know, we have been working T&ES staff, primarily Faye Dastgheib before she left the City, on the Parking Study for this site. The parking calculations for the site are based on shared parking between the residential, office and retail uses. We understand that the City is willing to accept this approach given the mixed-use nature of the project.

Previous versions of the Parking Study compared the proposed parking ratios to the City's old residential parking ratios and data for comparable sites. Since then, the new parking ratios for multi-family residential have been approved by City Council. Therefore, the updated parking calculations provide a comparison of the proposed parking ratios to the current standards approved as part of the residential parking study. Sharing of parking between uses is still the anticipated plan for parking.

The current parking calculations are attached to this memo. As shown in the tables on page 1, the minimum number of parking spaces for residential uses would be 361 spaces, and the maximum number of spaces would be 423. According to the Shared Parking calculations on pages 3 and 4, at least 361 spaces will be available for the residential use between the hours of 6:00 PM and 10:00 AM, when residential parking would be at peak demand.

As shown on page 3, the overall peak parking demand for the site of 821 spaces occurs at 2:00 PM. The proposed two-level underground garage includes 792 spaces (plus 14 tandem spaces), and there are 16 spaces planned for the surface level. This results in a total of 822 parking spaces on-site, which is consistent with the peak shared parking demand.

Please let us know if you have any questions or comments on the updated parking calculations, or if there is any additional information you need.

Zoning Requirements Based on Residential Performance-Based City Standards (Maximums)						
	Baseline	Total	Credits	Final	Development Site	Maximum Spaces
Residential						
ADUs - 50% AMI	0.65 /unit	0%		0.65 /unit ²	x 18 units	= 12
ADUs - 60% AMI	0.75 /unit	0%		0.75 /unit ²	x 52 units	= 39
1 Bedroom	1.00 /bdm	0%		1.00 /bdm ⁴	x 184 units	= 184
2 Bedroom	1.00 /bdm	0%		1.00 /bdm ⁴	x 94 units	= 188
Residential Subtotal					348 units	423
Non-Residential						
Retail (Including Grocery) ²				5.217 /ksf	x 116 ksf	= 604
Office ³				2.105 /ksf	x 94 ksf	= 199
Non-Residential Subtotal						803
Total with Zoning Requirements						1,226

Notes:
 1. Residential performance-based ratios based on Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated April 21, 2015.
 2. City of Alexandria's parking code for retail uses is 1.2 spaces per 230 sf.
 3. City of Alexandria's parking code for office use is 1.0 space per 475 sf.

Zoning Requirements Based on Residential Performance-Based City Standards (Minimums)						
	Baseline	Total	Credits	Final	Development Site	Minimum Spaces
Residential Rates						
ADUs - 50% AMI	0.65 /unit ²	15%		0.55 /unit ²	x 18 units	= 10
ADUs - 60% AMI	0.75 /unit ²	15%		0.64 /unit ²	x 52 units	= 34
1 Bedroom	1.00 /bdm ⁴	15%		0.85 /bdm ⁴	x 184 units	= 157
2 Bedroom	1.00 /bdm ⁴	15%		0.85 /bdm ⁴	x 94 units	= 160
Residential Subtotal					348 units	361
Allowable Residential Credits (Voluntary):						
Metro Station / BRT walkshed						
Market-Rate: Located <u>outside</u> 0.5 mile Metro Station walkshed <u>but</u> within 0.5 mile BRT stop walkshed (10%)						10%
ADU: Located <u>within</u> 0.5 mile Metro Station walkshed <u>OR</u> the 0.5 mile BRT stop walkshed (10%)						10%
Walkability Index score is between 90-100 (10%)						10%
Walkability Index score is between 80-89 (5%)						0%
Four or more bus routes stop within .25 mile of development entrance (5%)						0%
Development project has 20% or more studio units (5%)						5%
Non-Residential						0%
Retail (Including Grocery)				5.217 /ksf ⁶	x 116 ksf	= 604
Office				2.105 /ksf ⁶	x 94 ksf	= 199
Non-Residential Subtotal						803
Total with Zoning Requirements						1,164

1. Residential performance-based ratios based on Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated April 21, 2015.
 2. The ratio shown above includes a reduction to the 0.65 space per unit rate for affordable housing based on units at 50% AMI, the site being within 1/2 mile of BRT (10%) and within 1/4 mile of 4+ bus routes (5%).
 3. The ratio shown above includes a reduction to the 0.75 space per unit rate for affordable housing based on units at 60% AMI, the site being within 1/2 mile of BRT (10%) and within 1/4 mile of 4+ bus routes (5%).
 4. The ratio shown above includes a reduction to the 1.0 space per bedroom rate based on site being within 1/2 mile of BRT (10%) and within 1/4 mile of 4+ bus routes (5%).
 5. City of Alexandria's parking code for retail uses is 1.2 spaces per 230 sf.
 6. City of Alexandria's parking code for office use is 1.0 space per 475 sf.

Proposed Parking Allocation				
	Zoning Ratio		Development Size	Spaces
Residential				
ADUs	0.60 /unit	x	70 units	= 42
1 Bedroom ¹	1.00 /unit	x	184 units	= 184
2 Bedroom ¹	1.00 /unit	x	94 units	= 94
Residential Subtotal			348 units	320
Non-Residential				
Grocery ²	3.230 /ksf	x	62 ksf	= 200
Retail ³	1.950 /ksf	x	54 ksf	= 105
Office ⁴	1.770 /ksf	x	94 ksf	= 167
Non-Residential Subtotal				472
Total with Proposed Program				792

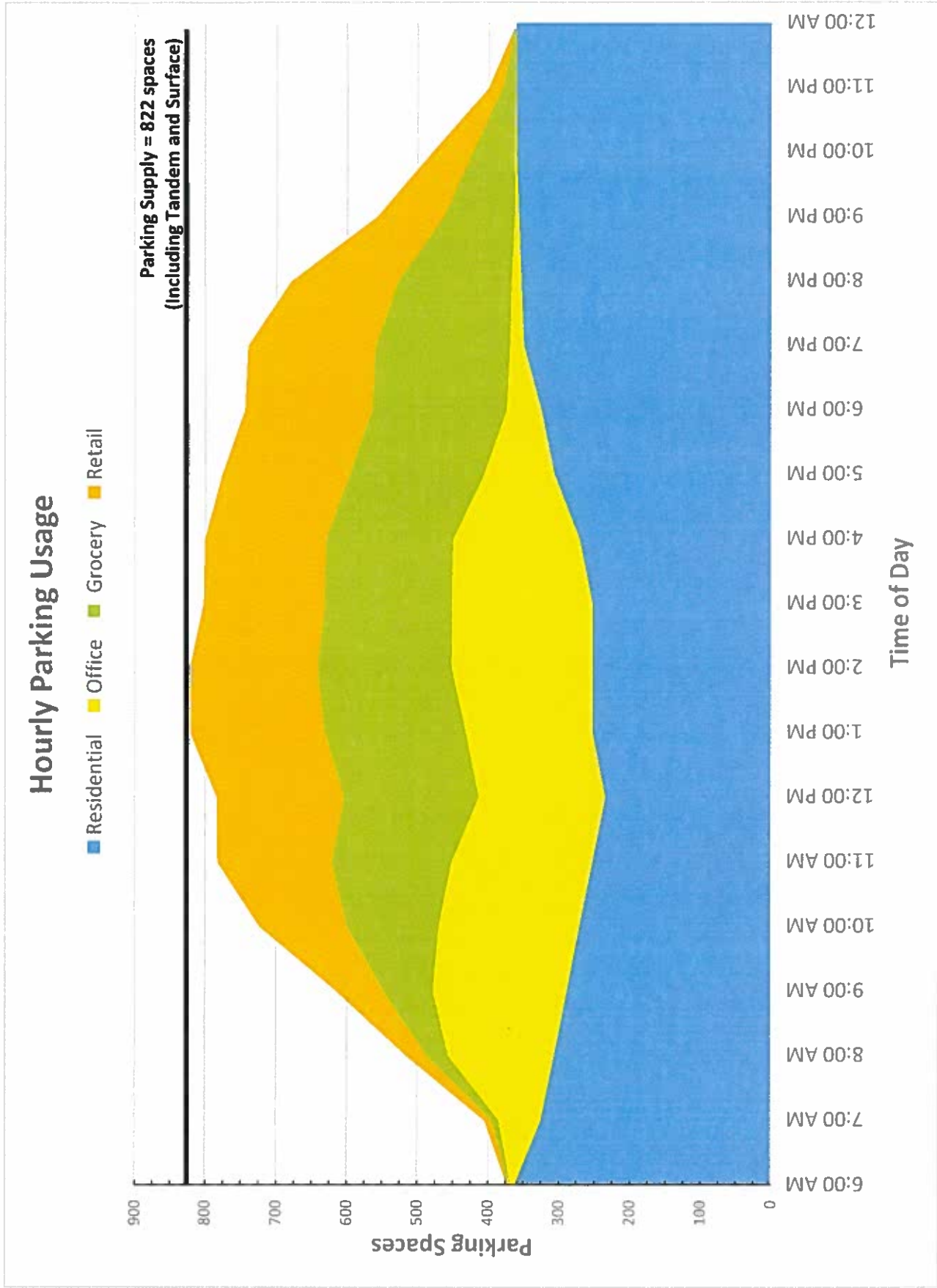
Notes:

1. Proposed residential ratio based on current market rates.
2. Proposed grocery ratio based on requirements of the grocer.
3. Proposed retail ratio based market.
4. Proposed office ratio based market.

Shared Parking Analysis - Weekday

	Ratio		Development Size		Peak Demand by Use		Ratio Justification	
Residential								
Total Residential					254 units	=	361 spaces	Parking Standards for Multi-family Residential Projects (Minimums)
ADUs - 50% AMI					18 units	=	10 spaces	
ADUs - 60% AMI					52 units	=	34 spaces	
1 Bedroom	0.55 /unit	x			184 units	=	157 spaces	
2 Bedroom	0.64 /unit	x			94 units	=	160 spaces	
Grocery	0.85 /bedroom	x			62 ksf	=	200 spaces	Grocer Required
Retail (Non-Grocery)	3.230 /ksf	x			54 ksf	=	189 spaces	Beauregard SAP
Office	2.105 /ksf	x			94 ksf	=	199 spaces	Current City Requirement
Total Without Sharing							949 spaces	
Parking Supply = 822								
Time of Day	Residential		Grocery		Retail		Office	
	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand
6:00 AM	100%	361	1%	2	1%	2	3%	6
7:00 AM	90%	325	5%	10	5%	9	30%	60
8:00 AM	85%	307	15%	30	15%	28	75%	149
9:00 AM	80%	289	35%	70	35%	66	95%	189
10:00 AM	75%	271	65%	130	65%	123	100%	199
11:00 AM	70%	253	85%	170	85%	161	100%	199
12:00 PM	65%	235	95%	190	95%	180	90%	179
1:00 PM	70%	253	100%	200	100%	189	90%	179
2:00 PM	70%	253	95%	190	95%	180	100%	199
3:00 PM	70%	253	90%	180	90%	170	100%	199
4:00 PM	75%	271	90%	180	90%	170	100%	199
5:00 PM	85%	307	95%	190	95%	180	50%	100
6:00 PM	90%	325	95%	190	95%	180	25%	50
7:00 PM	97%	350	95%	190	95%	180	10%	20
8:00 PM	98%	354	80%	160	80%	151	7%	14
9:00 PM	99%	357	50%	100	50%	95	3%	6
10:00 PM	100%	361	30%	60	30%	57	1%	2
11:00 PM	100%	361	10%	20	10%	19	0%	0
12:00 AM	100%	361	0%	0	0%	0	0%	0
Total Demand = 822								
Time of Day	Residential		Grocery		Retail		Office	
	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand
6:00 AM	100%	361	1%	2	1%	2	3%	6
7:00 AM	90%	325	5%	10	5%	9	30%	60
8:00 AM	85%	307	15%	30	15%	28	75%	149
9:00 AM	80%	289	35%	70	35%	66	95%	189
10:00 AM	75%	271	65%	130	65%	123	100%	199
11:00 AM	70%	253	85%	170	85%	161	100%	199
12:00 PM	65%	235	95%	190	95%	180	90%	179
1:00 PM	70%	253	100%	200	100%	189	90%	179
2:00 PM	70%	253	95%	190	95%	180	100%	199
3:00 PM	70%	253	90%	180	90%	170	100%	199
4:00 PM	75%	271	90%	180	90%	170	100%	199
5:00 PM	85%	307	95%	190	95%	180	50%	100
6:00 PM	90%	325	95%	190	95%	180	25%	50
7:00 PM	97%	350	95%	190	95%	180	10%	20
8:00 PM	98%	354	80%	160	80%	151	7%	14
9:00 PM	99%	357	50%	100	50%	95	3%	6
10:00 PM	100%	361	30%	60	30%	57	1%	2
11:00 PM	100%	361	10%	20	10%	19	0%	0
12:00 AM	100%	361	0%	0	0%	0	0%	0
Total Demand = 822								
Effective Residential Ratio = 3.24								
Time of Day	Residential		Grocery		Retail		Office	
	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand	Time of Day Adjust ¹	Demand
6:00 AM	100%	361	1%	2	1%	2	3%	6
7:00 AM	90%	325	5%	10	5%	9	30%	60
8:00 AM	85%	307	15%	30	15%	28	75%	149
9:00 AM	80%	289	35%	70	35%	66	95%	189
10:00 AM	75%	271	65%	130	65%	123	100%	199
11:00 AM	70%	253	85%	170	85%	161	100%	199
12:00 PM	65%	235	95%	190	95%	180	90%	179
1:00 PM	70%	253	100%	200	100%	189	90%	179
2:00 PM	70%	253	95%	190	95%	180	100%	199
3:00 PM	70%	253	90%	180	90%	170	100%	199
4:00 PM	75%	271	90%	180	90%	170	100%	199
5:00 PM	85%	307	95%	190	95%	180	50%	100
6:00 PM	90%	325	95%	190	95%	180	25%	50
7:00 PM	97%	350	95%	190	95%	180	10%	20
8:00 PM	98%	354	80%	160	80%	151	7%	14
9:00 PM	99%	357	50%	100	50%	95	3%	6
10:00 PM	100%	361	30%	60	30%	57	1%	2
11:00 PM	100%	361	10%	20	10%	19	0%	0
12:00 AM	100%	361	0%	0	0%	0	0%	0
Total Demand = 822								
Effective Residential Ratio = 3.24								

Source: Time of Day Adjustment - ULI Shared Parking, Second Edition (2005)



City of Alexandria, Virginia
MEMORANDUM

DATE: NOVEMBER 5, 2015

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: ROB KERNS, DEVELOPMENT DIVISION CHIEF, DEPARTMENT OF
PLANNING AND ZONING

SUBJECT: STAFF REPORT CORRECTION REGARDING PARKING & A NEW
CONDITION REGARDING FUTURE COORDINATION WITH ADJACENT
PARCELS FOR DSUP #2013-0001 THE GATEWAY AT KING AND
BEAUREGARD

Parking Correction

Subsequent to the completion of the staff report and mailing to the Planning Commission, City staff identified several errors in the parking section with applying the new multifamily parking standards that are noted below and will be corrected with the staff report that is forwarded to the City Council. While the requested parking reduction is larger than previously noted in the staff report, these corrections do not change staff's recommendation to approve the project. Justification for the parking reduction is discussed below and in the staff report. Additionally, as noted in the report, the applicant has proposed a parking strategy that allows the various uses on the site to share parking spaces, given the varying times of parking demand. This development combines residential, retail, and office uses, providing an excellent opportunity to share parking across uses and maximize the occupancy of the spaces within the garage. Figure 1 illustrates the total parking demand for the various uses on site throughout the day. This figure demonstrates sufficient parking at the peak parking time for the site (2:00 pm) and surplus parking that could be available to the residential units during evening and early morning hours.

The report corrections include:

Page 8: The minimum required parking using the current residential, commercial, and office parking requirements in the Zoning Ordinance should be 1,234 spaces (430 residential spaces, 605 retail spaces, and 199 office spaces).

Page 17 – Multifamily Parking: Under the new multifamily parking standards, this site is only eligible for the 5% credit for being located within a quarter mile of 4 or more bus route stops. Applying this credit allows the minimum parking for the residential use to be 430 spaces and the maximum to be 453 spaces. This is a minimum of 0.95 spaces per bedroom.

At this time, the site is not eligible to take the 10% credit for proximity to BRT since the Guiding Document for the parking standards notes the BRT route is required to be operational or under construction. However, the planning process for the West End

Transitway is currently underway and calls for a BRT stop at the corner of King and Beauregard Street. This development will provide space for a BRT stop at this location.

The site is also not eligible for the 5 or 10% credit for Walkability since the Guiding Document requires using Walkscore until the City's Walkability Index is completed (staff will be finalizing the Index in the next few months). Currently, the Walkscore for this site is only 67, which is not high enough to take a credit. However, a preliminary review of the draft Walkability Index suggests this site would be eligible for at least a 5% credit and possibly a 10% credit.

The applicant has requested a parking reduction to the residential requirement to apply these two credits. This would create a minimum parking ratio of 0.75 spaces per bedroom for a minimum of 340 spaces. This is a 90 space reduction from the current minimum residential parking requirement. Staff supports this request because of the mix of uses and shared parking approach on the site.

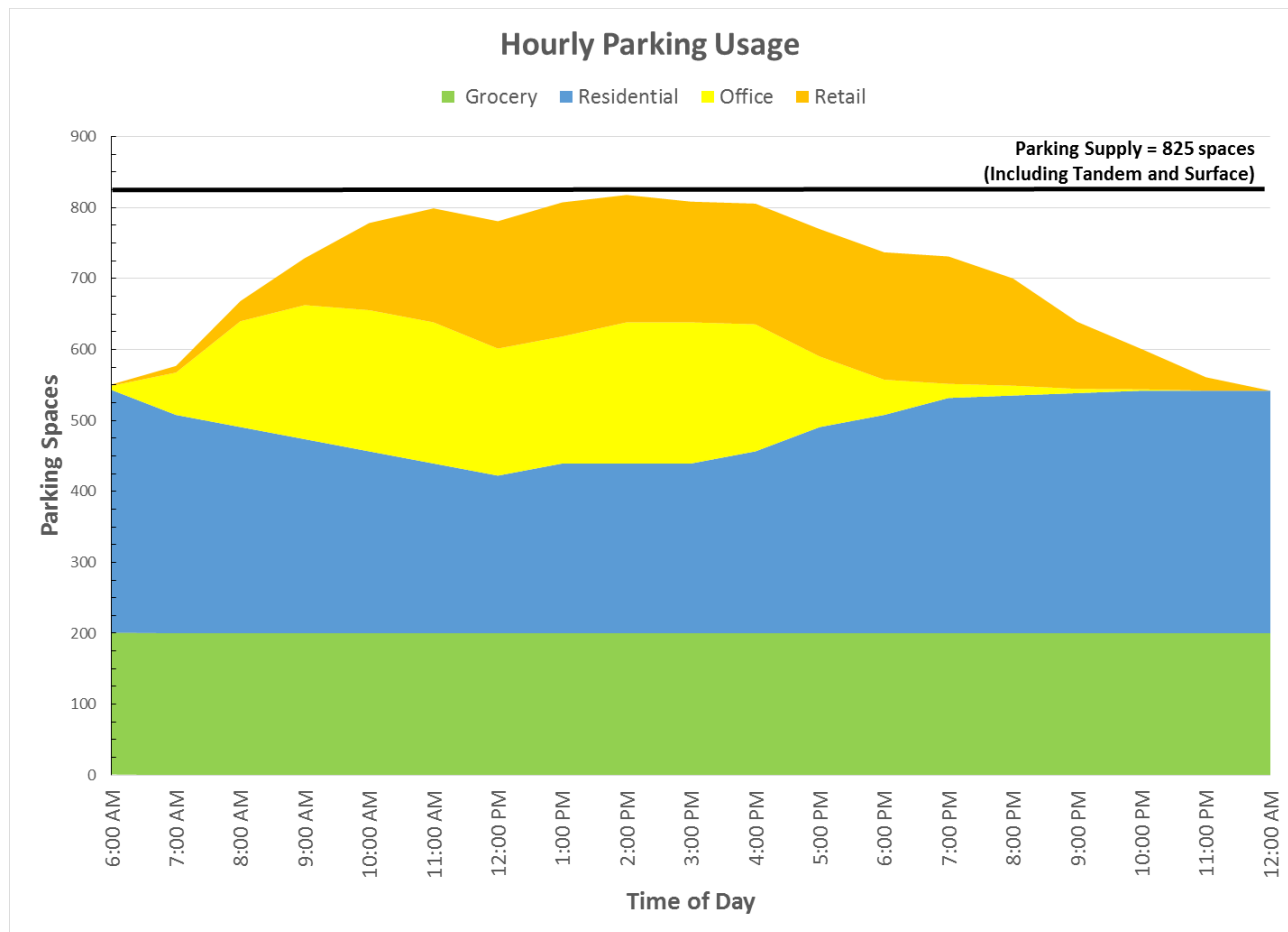
Page 18 – Retail Parking: The size of the grocery store is 62,000 square feet rather than the 75,271 square feet noted in the report. The lease with the grocery store requires 200 spaces for the store, which is a parking ratio of 3.23 spaces per square foot. The applicant has proposed parking the remainder of the retail at 3.5 spaces per square foot. The current parking requirement for retail is 605 spaces. The applicant has requested a parking reduction to provide 389 spaces. Again, staff supports this request due to sharing of parking, the mix of uses and current retail parking demand in the marketplace.

To conclude, staff would like to clarify what is included in the request for a parking reduction special use permit. As noted in the report, a reduction has been requested for the commercial parking requirement. Approval of a reduction is also required for the residential parking requirement and to use shared parking to satisfy the parking requirement for the entire site. A breakdown of the required and provided parking is provided in the table below.

Use	Requirement	Provided
Residential	430-453*	340
Retail (grocery)	323	200
Retail (non-grocery)	282	189
Office	199	199
Total	1,234	928 (through shared parking) 825 physical spaces

* New multifamily parking standards (min-max)

Figure 1



New Condition

Staff recommends the following condition be added to this DSUP:

The applicant shall coordinate with adjacent property owners on the design and construction of a pedestrian connection to the site if any of the following adjacent parcels proceed with redevelopment: 003.04-OA-00, 003.04-OC-00, 011.02-01-01. Coordination shall begin at the time of the DSUP application for the adjacent parcels listed above by providing safe feasible pedestrian access from the applicable property line to the central plaza of the development proposal to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)

Adding this condition is consistent with the City's goals of connectivity and pedestrian circulation. It will also ensure future development can be integrated with the site and provide direct pedestrian access to the retail amenities on this site.

Additional Materials

DSUP2013-0001

Gateway @ King & Beauregard



**FAIRLINGTON CITIZENS ASSOCIATION
P. O. BOX 6182
ARLINGTON, VIRGINIA 22206**

October 21, 2015

Members of the City Council
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22314

Dear Members of the City Council:

The Executive Board of the Fairlington Citizens Association (FCA) supports the application for a Development Special Use Permit for 4600 King Street – Gateway at King and Beauregard. FCA represents the residents of North and South Fairlington, including the portion of Fairlington along S. Columbus Street that lies within the City of Alexandria. Fairlington sits diagonally across from the site of the proposed development. Although we have some concerns about the potential impact of traffic in the area, we believe that the proposed development will provide an overall benefit to the community.

Over the past couple of years representatives of Abramson Properties have conducted three briefings for residents of Fairlington on the plans for the Gateway development. They have responded to all of our requests for information. At a briefing on the proposed project for our residents in September, an informal survey of residents attending the meeting suggested widespread support for the broad outlines of the development. Benefits include the elimination of the somewhat run-down shopping strip at the intersection of King and Beauregard, access to a large grocery store and other quality retail stores, and improvement of the vacant site of the old Jefferson Hospital.

Of course, we are concerned about the increased traffic that will result from the new development. We particularly urge the City and Abramson Properties to pursue a timetable for development that will appropriately line the Gateway schedule up with the City's plans for the widening of King Street and the improvement of the King and Beauregard intersection. We also encourage Abramson and the City to aggressively promote public transit to Gateway residents. Fairlington residents have also expressed a desire to see additional green space within the development.

We believe that the general plans for the Gateway development will provide an improvement over the existing use of the property without significantly adversely affecting Fairlington.

Sincerely,

A handwritten signature in black ink, appearing to read "Guy Land".

Guy Land
President

October 30, 2015

Chairwoman Lyman and Members of City Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: The Gateway at King and Beauregard

Chairwoman Lyman and Members of City Planning Commission,

I am writing to you as a member of a coalition of housing advocates, nonprofit housing providers and human service organizations who provide shelter, housing and support services to low-income residents in the City of Alexandria. We would like to take this opportunity to offer our support for The Gateway at King and Beauregard project (The Gateway) that you will hear at your November 5, 2015 meeting. This project creates 74 new units of housing affordable to low and moderate income families.

The 74 units will serve a range of incomes, with half of the units targeting households at or below 50 percent of area median income. Given the significant loss of market rate housing over the past 15 years, and the demand for affordable units that was identified during the Beauregard small area planning process, this project will provide much needed housing for the City of Alexandria within a new vibrant community.

The project meets many of the objectives identified in the City's Housing Master Plan. Specifically, the project is a partnership between a for-profit and nonprofit developer (Principle 3); it creates a new mixed income/mixed use community in the City (Principle 5); and with the planned West End Transitway, it provides location-efficient affordable housing (Principle 4).

This development has been endorsed by the City's Housing Affordability Advisory Committee (AHAAC), as well as the civic associations surrounding the site. I believe this project advances the City's goal identified in the Housing Master Plan of creating or preserving 2,000 new units of affordable housing before 2025. This proposal utilizes the City's zoning authority along with the financial tools at its disposal to create a new mixed use community that provides a diversity of housing opportunities. I urge you to support the staff recommendation and approve this project at your November 5, 2015 meeting.

Sincerely,

Michelle Krockner

691 W. Glebe Road
Alexandria, VA 22305

From: Maya Contreras
Sent: Friday, October 30, 2015 12:25 PM
To: Kendra Jacobs; Kristen Walentisch
Cc: Ryan Price
Subject: FW: DSUP 2013-001 The Gateway at King & Beauregard – 4600 King Street

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Salena Zellers [mailto:salena_zellers@yahoo.com]
Sent: Friday, October 30, 2015 12:23 PM
To: PlanComm; Karl Moritz; Robert Kerns; Maya Contreras; Ryan Price
Subject: DSUP 2013-001 The Gateway at King & Beauregard – 4600 King Street

DOCKET ITEM #10
Master Plan Amendment #2015-0001
Rezoning #2015-0001 Development
Special Use Permit #2013-0001 TMP
Special Use Permit #2015-00002

Chairwoman Lyman and Members of City Planning Commission,

My name is Salena Zellers. I am an ARHA Board Commissioner and have been very involved in the planning for low income and affordable housing in my neighborhood, Braddock East. I am not writing on behalf of ARHA, I am writing as a citizen who is concerned about the need affordable housing in Alexandria.

By way of this email, I offer my support for The Gateway at King and Beauregard project that you will hear at your November 5, 2015 meeting. This project creates 74 new units of housing affordable to low and moderate income families, with half of the units targeting households at or below 50 percent of area median income.

Given the significant loss of market rate housing over the past 15 years, and the demand for affordable units that was identified during the Beauregard small area planning process, this project will provide much needed housing for the City of Alexandria within a new vibrant community.

The project meets many of the objectives identified in the City's Housing Master Plan. Specifically, the project is a partnership between a for-profit and nonprofit developer (Principle 3); it creates a new mixed income/mixed use community in the City (Principle 5); and with the planned West End Transitway, it provides location-efficient affordable housing (Principle 4).

This project advances the City's goal identified in the Housing Master Plan of creating or preserving 2,000 new units of affordable housing before 2025.

I sincerely urge you to support the staff recommendation and approve this project at your November 5, 2015 meeting.

Sincerely,

Salena Zellers



Carpenter's Shelter

At the Hubert N. Hoffman, Jr. Center for Homeless Families

930 North Henry Street
Alexandria, VA 22314
(703) 548-7500
(703) 548-3167 FAX
www.carpentersshelter.org
United Way #8228/ CFC #87293

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David Speck
Neil Gillespie

Shannon Steene
Executive Director

November 3, 2015

Chairwoman Lyman and Members of City Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: The Gateway at King and Beauregard

Chairwoman Lyman and Members of City Planning Commission,

I write to you on behalf of Carpenter's Shelter, which is active in a coalition of housing advocates, nonprofit housing providers and human service organizations who provide shelter, housing and support services to low-income residents in the City of Alexandria. We would like to take this opportunity to offer our support for The Gateway at King and Beauregard project (The Gateway) that you will hear at your November 5, 2015 meeting. This project creates 74 new units of housing affordable to low and moderate income families.

The 74 units will serve a range of incomes, with half of the units targeting households at or below 50 percent of area median income. Given the significant loss of market rate housing over the past 15 years, and the demand for affordable units identified during the Beauregard small area planning process, this project provides much needed housing for the City within a new vibrant community.

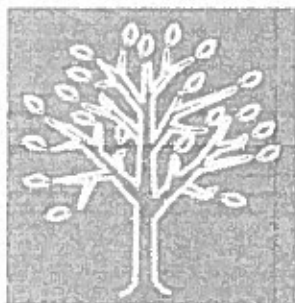
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This development has been endorsed by the City's Housing Affordability Advisory Committee (AHAAC), as well as the civic associations surrounding the site. We believe this project advances the City's goal identified in the Housing Master Plan of creating or preserving 2,000 new units of affordable housing before 2025. This proposal utilizes the City's zoning authority along with the financial tools at its disposal to create a new mixed use community that provides a diversity of housing opportunities. We urge you to support the staff recommendation and approve this project at your November 5, 2015 meeting.

Sincerely,

Shannon Steene
Executive Director

Thank you.



ALIVE!

Alexandrians Involved Ecumenically

**Diane L. Charles,
Executive Director**

Food

Furniture

Housewares

Last Saturday Food

ALIVE! House Shelter

Child Development Center

Family Emergency Program

Agudas Achaim Congregation

Alexandria Church of the Nazarene

Alfred Street Baptist Church

Beth El Hebrew Congregation

Beverly Hills Community United

Methodist Church

Blessed Sacrament Catholic Community

Christ Episcopal Church

Church of St. Clement

Church of the Resurrection

Church of God and Saints 16th Tabernacle

Commonwealth Baptist Church

Community Praise Center

Convergence: A Creative Community of

Faith

Del Ray United Methodist Church

Downtown Baptist Church

Ebenezer Baptist Church

Emmanuel Episcopal Church

Fairlington Presbyterian Church

Fairlington United Methodist Church

First Agape Church

First Baptist Church of Alexandria

First Christian Church

First Church of Christ, Scientist

Good Shepherd Lutheran Church

Grace Episcopal Church

Immanuel Church-on-the-Hill

Meade Memorial Episcopal Church

Old Presbyterian Meeting House

Roberts Memorial United Methodist Church

Spiritual Assembly of Baha'is

St. Andrew's United Methodist Church

St. James United Methodist Church

St. Joseph's Catholic Church

St. Mary's Catholic Church

St. Paul's Episcopal Church

St. Rita's Catholic Church

Third Baptist Church

Trinity United Methodist Church

Unitarian Universalist Church of Arlington

Victory Temple

Washington Street United Methodist Church

Westminster Presbyterian Church

Zion Baptist Church

A United Way # 8352

CFC #44658

2723 King Street, Alexandria, VA 22302

alivetoo@aol.com www.alive-inc.org

Phone: 703-837-9300

Fax: 703-837-9399

November 3, 2015

Chairwoman Lyman and Members of City Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: The Gateway at King and Beauregard

Chairwoman Lyman and Members of City Planning Commission:

ALIVE! would like to offer our support for The Gateway at King and Beauregard project (The Gateway) that you will hear at your November 5, 2015 meeting. This project creates 74 new units of housing affordable to low and moderate income families.

As you may know, ALIVE! is the largest private safety net for those in need in the City of Alexandria. At ALIVE!, we see families and individuals each day that need assistance, whether it is financial assistance to avoid homelessness, food to feed their families, a decent place to live, or affordable childcare, often because rent is taking a disproportionate portion of the family's income. Low-income families in Alexandria need the support of the City as well as the non-profit community and we encourage the Planning Commission to support this opportunity to provide housing to those in need.

The 74 units will serve a range of incomes, and we are especially pleased to see that 10% of the units will serve households at or below 40% of area median income. These are the families most in need and the most difficult to serve. We commend the Alexandria Housing Development Corporation and the City for working together to address this critical need.

This project advances the City's goal identified in the Housing Master Plan of creating or preserving 2,000 new units of affordable housing before 2025 and also meets the target in the strategic plan of the Partnership to Prevent and End Homelessness of securing 10% of the new rental units produced with the assistance of the City as affordable to households with incomes at or below 40% of area median income. This proposal utilizes the City's zoning and financial tools to create a new mixed use community that provides a diversity of housing opportunities. We urge you to support the staff recommendation and approve this project at your November meeting.

Sincerely,

Deborah Patterson
President

Diane Charles
Executive Director



The Gateway Project

Hoben James <jameshoben29@gmail.com>

Tue 11/3/2015 9:18 AM

Inbox

To PlanComm <PlanComm@alexandriava.gov>;

Nov. 3, 2015

Dear Chair Mary Lyman and Commissioners:

Subject: The Gateway Project

I'm writing to request your approval of the Gateway Project proposed by the Alexandria Housing Development Corporation (AHDC). This would be an excellent advancement of the City's commitment to housing that is affordable to moderate and lower income persons/households that are vital to Alexandria.

As a matter of transparency, I was once in your seat as an Alexandria Planning Commissioner from 1980-1990. Later, I co-chaired with Nancy Carson, Alexandria's community housing coalition called Housing Action from 2002 to 2010. Housing Action played a large roll in Council's earmarking 1 % of the property tax for affordable housing and the creation of AHDC.

As you well know, the provision of housing that is affordable is a tough task that takes creative and generous efforts by a whole community. Thank you for your support.

Sincerely,

James Hoben
3306 Circle Hill Rd.
Alexandria, VA 22305



Building Foundations... Building Families' Futures

October 30, 2015

Chairwoman Lyman and Members of City Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: The Gateway at King and Beauregard

Chairwoman Lyman and Members of City Planning Commission,

We are writing to you as members of a coalition of housing advocates, nonprofit housing providers and human service organizations who provide shelter, housing and support services to low-income residents in the City of Alexandria. We would like to take this opportunity to offer our support for The Gateway at King and Beauregard project (The Gateway) that you will hear at your November 5, 2015 meeting. This project creates 74 new units of housing affordable to low and moderate income families.

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The project meets many of the objectives identified in the City's Housing Master Plan. Specifically, the project is a partnership between a for-profit and nonprofit developer (Principle 3); it creates a new mixed income/mixed use community in the City (Principle 5); and with the planned West End Transitway, it provides location-efficient affordable housing (Principle 4).

This development has been endorsed by the City's Housing Affordability Advisory Committee (AHAAC), as well as the civic associations surrounding the site. We believe this project advances the City's goal identified in the Housing Master Plan of creating or preserving 2,000 new units of affordable housing before 2025. This proposal utilizes the City's zoning authority along with the financial tools at its disposal to create a new mixed use community that provides a diversity of housing opportunities.

We urge you to support the staff recommendation and approve this project at your November 5, 2015 meeting.

Sincerely,

Rev. Jon Smoot
Executive Director
Habitat for Humanity of Northern Virginia

6295 Edsall Road, Suite 120 Alexandria VA 22312
Phone: (703)521-9890 Fax: (703) 521-9893 www.habitatnova.org



It's time to rethink homelessness.

October 30, 2015

Chairwoman Lyman and Members of City Planning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: The Gateway at King and Beauregard

Dear Chairwoman Lyman and Members of City Planning Commission,

New Hope Housing would like to take this opportunity to offer our support for The Gateway at King and Beauregard project (The Gateway) that you will hear at your November 5, 2015 meeting. This project creates 74 new units of housing affordable to low and moderate income families.

The 74 units will serve a range of incomes, with half of the units targeting households at or below 50 percent of area median income. Given the significant loss of market rate housing over the past 15 years, and the demand for affordable units that was identified during the Beauregard small area planning process, this project will provide much needed housing for the City of Alexandria within a new vibrant community.

The project meets many of the objectives identified in the City's Housing Master Plan:

- It is a partnership between a for-profit and nonprofit developer (Principle 3);
- It creates a new mixed income/mixed use community in the City (Principle 5); and
- With the planned West End Transitway, it provides location-efficient affordable housing (Principle 4).

This development has been endorsed by the City's Housing Affordability Advisory Committee (AHAAC), as well as the civic associations surrounding the site. We believe this project advances the City's goal identified in the Housing Master Plan of creating or preserving 2,000 new units of affordable housing before 2025. This proposal utilizes the City's zoning authority along with the financial tools at its disposal to create a new mixed use community that provides a diversity of housing opportunities. We urge you to support the staff recommendation and approve this project at your November 5, 2015 meeting.

Sincerely,

A handwritten signature in black ink that reads 'Pamela L. Michell'.

Pamela L. Michell
Executive Director

James Hurysz
2863 South Abingdon Street
Arlington VA 22206

Mary Hynes
Chair,
Arlington County Board
2100 Clarendon Boulevard, Suite 300
Arlington VA 22201

Emma Violand-Sanchez
Chair,
Arlington School Board
1426 North Quincy Street
Arlington VA 22201

Dear Mrs. Hynes and Ms. Violand-Sanchez:

As you are aware, I and my neighbors are concerned about future deterioration of quality of life in the neighborhoods around Abingdon School.

As you may also be aware, a site plan has been filed with the City of Alexandria for the redevelopment of a large parcel (Alexandria Gateway) at the intersection of King and Beauregard Streets. This will be a large mixed-use redevelopment - office, supermarket, commercial and residential. The site plans will be going to the Alexandria Planning Commission and Alexandria City Council for approval in November.

Please note the following data from the site plans:

Total Parking Required – 1190 Spaces
Total Parking to be Provided – 808 Spaces
Total Bicycle Parking – 232 Spaces
Total Vehicle Trips Generated Per Day – 10,959

Total Residential Units – 352
Total Retail and Grocery Area – 115,803 Sq Ft
Total Office Area – 94,374 Sq Ft

The site plans submitted to the City of Alexandria include no active open space on-site. There is one small park (about 2/3 acre) located in the City of Alexandria close to the site.

The nearest active open space, active recreation space, sports facilities, trails, community centers, to the Alexandria Gateway site are located across King Street in Arlington County (e.g., Wakefield High School, Barcroft Sports Center, Water Reed Trail, Fairlington Villages, South Fairlington Community Center).

It is one thing for the County Board and School Board to repurpose public infrastructure in Arlington for various purposes, like new schools. It's quite another for an adjacent jurisdiction to make Arlington a de facto public infrastructure provider.

September 29, 2015