

**DOCKET ITEM #10****Development Special Use Permit #2019-0003****TMP Special Use Permit #2019-0025****Special Use Permit #2019-0026****Monday Properties – 2000 N. Beauregard Street**

Application	General Data	
Project Name: Monday Properties	PC Hearing:	May 7, 2019
	CC Hearing:	May 18, 2019
	If approved, DSUP Expiration:	May 18, 2022 (three years)
	Plan Acreage:	3.29 AC (143,285 SF) (After dedications and subdivision)
Location: 2000 N. Beauregard Street	Zone:	CDD #21/Coordinated Development District #21
	Proposed Use:	Multi-family Residential
	Dwelling Units:	300 Multi-family units
	Gross Floor Area:	512,538 square feet
Applicant: 2000 Beauregard LLC, C/O Monday Properties, represented by Jonathan Rak, attorney	Small Area Plan:	Beauregard Small Area Plan
	Historic District:	Not applicable
	Green Building:	LEED Certified or equivalent

Purpose of Application
The applicant requests an amendment to DSUP #2017-0019 to request approval of a Development Special Use Permit (DSUP #2019-0003) with subdivision, site plan and modifications, and associated Special Use Permits, including a coordinated sign program and a Tier 2 TMP, in order to construct a multi-family building with 300 units, sitewide landscaping and pedestrian improvements and new vehicular infrastructure.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none">1. A development special use permit, subdivision and site plan with modifications to construct a multi-family residential building.2. A special use permit for a transportation management plan for Tier 2 (multi-family building); and3. A special use permit for a coordinated sign program.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert M. Kerns, AICP, Division Chief, Robert.Kerns@alexandriava.gov Maya Contreras, Principal Planner, Maya.Contreras@alexandriava.gov Sara Brandt-Vorel, Urban Planner, Sara.BrandtVorel@alexandriava.gov

PLANNING COMMISSION ACTION, MAY 7, 2019: On a motion made by Commissioner Lyle and seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Development Special Use Permit # 2019-0003, with the removal of Condition 19.k.i; and voted to recommend approval of Transportation Management Plan Special Use Permit #2019-0005 and Special Use Permit #2019-0026, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 7-0.

Reason: The Planning Commission agreed with staff analysis.

Commissioner Brown acknowledged his previous vote against the Master Plan Amendment application as he found it was contrary to the approved Master Plan and set up potential issues of compatibility between adjacent multi-family and townhome developments. Commissioner Brown iterated his belief that discussions regarding compatibility and changes to the Master Plan needed to occur in the public realm, but as City Council had previously approved the request, he could now review the amendment without reservations. Commissioner Brown stated that looking in a narrow scope at the proposed amendments to the approved building design he was in support of the requests.

Commissioner Lyle stated her support of the requested window change and felt a modification to the window design would have less of a visual impact on the building than potential changes to building façade materials. Commissioner Lyle similarly supported the balcony design as proposed since the relatively small size of the balconies would minimize the potential for noise and removal of the balconies would negatively impact the overall architectural design of the building.

Vice-Chair Wasowski found the amended windows were acceptable give the market forces and the rising construction costs. Commissioner Wasowski noted the required 45-foot building setback from the northern property line seemed reasonable, and given the increasing urbanization of the City and supported the balcony design as proposed and supported the overall project.

Commissioner McMahon requested clarification regarding Condition 7.O. regarding fencing and wanted to ensure that pedestrian connectivity through the Adams Neighborhood would remain, especially with the forthcoming West End Transitway. Staff clarified that a formal pedestrian entrance through the Adams Neighborhood would be installed at the end of N. Stevens Street as a part of this development approval to ensure pedestrian connectivity.

Commissioner Goebel echoed the sentiments of his fellow Commissioners regarding the applicant's window design and acknowledged the complexities of the development process given the long timeline and evolving market conditions. Commissioner Goebel acknowledged that the original window design was elegant but that the revised design was still appropriate and did not feel it was detrimental to the overall building design.

Commissioner Koenig agreed with Commissioner Goebel's identification of the challenges of the development process and assessment that the window design would not significantly alter

the building design and would support the removal of Condition 19.k.i. Commissioner Koenig also stated his agreement with his colleague's assessments of the appropriateness of the exterior balconies. Commissioner Koenig stated the project was well designed and had gone through a thoughtful and significant public engagement process and was willing to support the requested amendments.

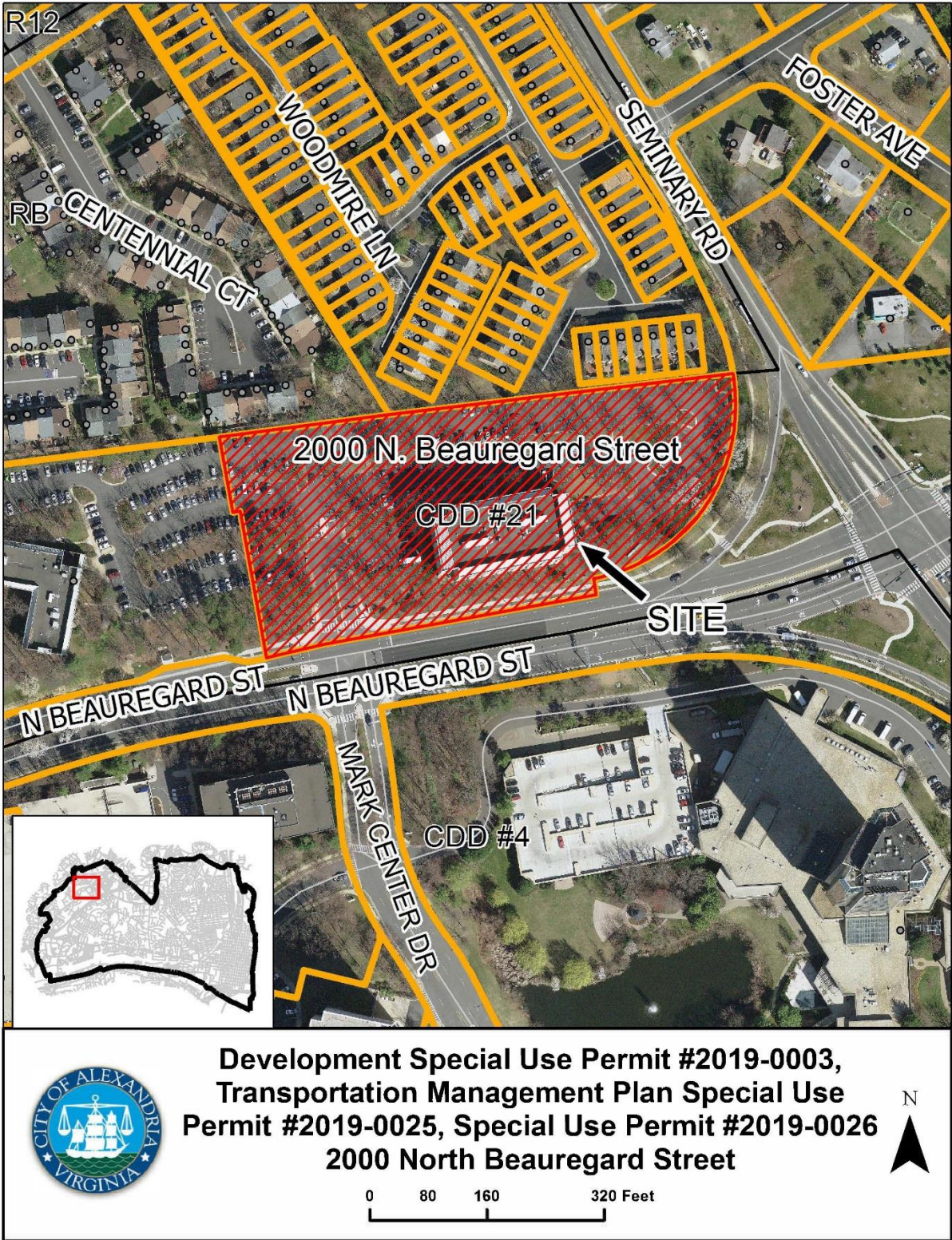
Chairman Macek stated his respect for staff and the Beauregard Design Advisory Committee's position on the window design but was willing to support a simplified window design in order to ensure the preservation of the building façade. Regarding the balconies, Chairman Macek stated balconies were not an uncommon design feature in an urban environment and the scale of development was not inappropriate and would be buffered from the townhomes and existing City ordinances could mitigate potential noise issues. Commissioner Macek quoted year-to-date police data that less than one percent of overall police calls were related to balcony noises and did not see the small size of balconies creating undue noises. Commissioner Macek supported the removal of Condition 19.k.i and requested clarification that the subdivision did not require a separate call out to be approved.

Speakers:

Ms. Rebecca Hierholzer, a nearby resident, requested the enclosure of six northern facing balconies in order minimize potential noise issues from the balconies, citing the building layout and adjacency of residential patios to the property lines. Ms. Hierholzer provided an overview of the potential challenges of reporting an after-hours noise complaint within the City.

Mr. Jonathan Rak, attorney for the applicant, spoke in support of the proposed project and elaborated upon the applicant's need for the requested amendments given the inclusion of five on-site affordable units with the initial approval and increasing construction costs. Mr. Rak acknowledged Ms. Hierholzer's concerns and noted the applicant team's reduction in overall balconies and the team's intent to maintain the landscape screening to mitigate potential noise from balconies. Mr. Rak requested the removal of Condition 19.k.i to permit the applicant team to use a simplified window mullion pattern to permit increased transparency within the units and reduce construction costs. Mr. Rak clarified for Commissioner McMahon that the new windows would be the same height as the original but would use a translucent panel at the base of the window.

DSUP #2019-0003;
TMP SUP#2019-0025; SUP #2019-0026;
2000 N. Beauregard Street



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposed amendments requested by Development Special Use Permit, DSUP #2019-0003, for the construction of a 300-unit multi-family residential building at 2000 N. Beauregard Street subject to compliance with the Zoning Ordinance and all applicable codes, adopted policies, the Beauregard Small Area Plan, the Beauregard Urban Design Standards and Guidelines, CDD #21 and staff's recommendations.

B. Requested Amendments (DSUP #2019-0003)

After receiving approval in October 2018 for DSUP #2017-0019, changes in local and national real estate trends changed the feasibility of the proposed project, and the applicant team approached staff with a list of proposed amendments which would better ensure project success, including:

- The removal of the separate pool and clubhouse building (located across Mark Center Drive) and relocation of the pool into the former building motor court/courtyard located off of Mark Center Drive;
- Adjustment of the formal building lobby entrance from the corner of Mark Center Drive and N. Beauregard Street to a location on N. Beauregard Street;
- Reduction in size and number of on-street parking spaces at the rear courtyard and drop-off area;
- Minor revisions to building massing to account for the approved affordable residential units within the overall unit count;
- Limited modifications to façade materials along the building's northern face;
- Removal of balconies from the northern building façade;
- Reduction in the width of the glass building hyphen along N. Beauregard Street, going from an approved 83 feet to 75 feet in width; and
- Simplification of the window mullions.

In conjunction with the applicant's request to remove the clubhouse building and convert the motor court into an amenity area for residents, staff requested revisions to Mark Center Drive extension to create on-street parking. As such, the applicant revised Mark Center Drive to include:

- The provision of four on-street parallel parking spaces to support short-term parking during business hours, including USPS, deliveries and similar uses; and
- Slight widening of lanes to ensure adequate capacity and sight-lines with on-street parking.

Staff also requested a subdivision of the site to align the area of the former clubhouse building (across Mark Center Drive) with the directly adjacent parcel of 1900 N. Beauregard Street.

While many of the above amendments may have been appropriately processed as an administrative site plan amendment, the removal of the clubhouse building, changes to the motor court and Mark Center Drive, and subdivision were significant enough changes to require a return to hearing. ***Please see attachments one, two and three for additional information on the requested amendments and an exhibit which clearly calls out all requested changes.***

C. Previous Project Description (DSUP #2017-0019)

In October 2018, the applicant received approval to construct an approximately 308,500 square foot multi-family building, with an internally wrapped parking garage and an accompanying 2,500 square foot clubhouse building (DSUP #2017-0019). In addition to approval for the Development Special Use Permit, the applicant team requested and received approval for:

- A Master Plan amendment to the Beauregard Small Area Plan;
- An amendment to the previously approved Coordinated Development District Concept Plan for CDD #21;
- Development Special Use Permit with site plan and modifications; and
- Special Use Permits for an additional mechanical penthouse, a coordinated sign program, and a Transportation Management Plan.

As part of the October 2018 approval, and not changed by this request, the applicant agreed to provide the following community benefits, including but not limited to:

- The removal of a proposed parallel road in the Adams Neighborhood per the Beauregard Small Area Plan;
- Contributions to the Beauregard Implementation Fund;
- An enhanced streetscape along N. Beauregard Street in compliance with the Beauregard Small Area Plan;
- Dedication of right-of-way along the entire Adams Neighborhood for the West End Transitway and Ellipse;
- Public Art Contribution and \$50K for Bike Share; and
- Five on-site, dedicated affordable housing units.

After receiving approval from Planning Commission and City Council, the applicant team returned to the Beauregard Design Advisory Committee (BDAC) in October 2018 and received support to remove a level of underground parking, while maintaining the minimum number of parking spaces per the parking conditions of CDD #21.

For additional detail on the previous request and general project background, please see the staff report for DSUP #2017-0019. The CDD Conditions for CDD #21, as approved in October 2018, remain intact and are not revised as part of this application.

II. ZONING

The subject site is zoned CDD #21 and is located within the Adams Neighborhood of the Beauregard Small Area Plan. The proposed zoning for the project is consistent with previous approvals granted in October 2018 .

Property Address:	2000 N. Beauregard Street		
Total Site Area:	4.16 Acres (181,088 square feet)		
Zone:	CDD #21		
Current Use:	Office		
Proposed Use:	Multi-Family		
	Existing Conditions	CDD #21	Proposed Redevelopment
Parcel Area	181,088 SF (4.16 AC)		143,285 SF (3.29 AC) (After Dedications)
FAR	0.56	N/A	2.15
Height	75 Feet	Max 110 Feet	98 Feet
Setbacks			
N. Beauregard St	44 Feet	10 Feet	10 Feet from Prop ROW
Mark Center Dr.	N/A	14.5 Feet	7 Feet
North Property Line	131.8 Feet	45 Feet	45 Feet
Parking			
Office Use:	300 Surface Spaces	N/A	N/A
Residential Use:	N/A	Max: 1.75 sp/Unit= 525 Spaces Min: 80% of Max = 420 Spaces	420 Spaces (80% of Max) 417 Garage 3 Surface
Total:	300 Spaces		420 Spaces
Loading spaces:	N/A	0	1

III. Updated Items

A. Amendments to Site Plan and Building Design

The following are the amendments requested by the applicant to amend the originally approved building and site design for 2000 N. Beauregard Street per DSUP #2017-0019. Staff has reviewed the requested amendments and finds they are consistent with the revised Beauregard Small Area Plan and Conditions of Coordinated Development District #21, as amended.

Site Plan Amendments:

Clubhouse and Courtyard:

The applicant requested a site plan amendment to remove the clubhouse building and relocate the associated pool from a location across Mark Center Drive, to the central courtyard facing Mark Center Drive. By relocating the pool and moving the associated clubhouse functions into the building lobby, the applicant team has transformed the courtyard from a short-term parking area, into a consolidated amenity space for building residents.

To support the change in the pool location and to accommodate a change in short-term and visitor parking, staff requested changes to Mark Center Drive to maintain the existing pedestrian experience and stormwater infrastructure, and add four on-street, short-term parking spaces. As the applicant enhanced the functionality of Mark Center Drive to accommodate the change in parking, staff supports the removal of the clubhouse building. The relocated pool and clubhouse functions increases the usability of the amenity space as it will be more conveniently located for building residents. Furthermore, by proposing to screen the pool with a five-story building, instead of the previously proposed six-foot wall, the design is better able to reduce potential pool-related noises from disturbing the adjacent residential townhome community to the North.

Rear Courtyard and Drop-Off:

The applicant has taken steps to modify the rear access road and rear drop-off area by decreasing the size of the vehicular drop-off area, reducing the number of temporary parking spaces, and increasing the area for stormwater features and ground-level open space. Staff supports these requested amendments to the site design as the reduction in the drop-off area and available parking may further decrease vehicle use along the rear access road. Additionally, the increased green space creates a greener courtyard area for residents, provides small semi-private terraces and increases the area for on-site stormwater management.

Building Design Amendments:

As the architecture team has continued to refine the final building design since the initial approval in October 2018, the applicant team was able to identify additional building design efficiencies and refinements which resulted in some external changes to the proposed building design. While some of these changes would not require a return to public hearing to review, the cumulative impact of the changes should be considered and reviewed.

Formal Building Lobby and Amenity Courtyard:

The applicant team adjusted the formal building entrance to front N. Beauregard Street instead of the previous location which wrapped the corner of N. Beauregard Street and Mark Center Drive. As the clubhouse building is no longer located across Mark Center

Drive, refocusing the lobby entrance to N. Beauregard Street enhances the building's presence along this major street.

The applicant team is continuing to work on the refinement of the building courtyard to create a rich amenity space for building residents, including the relocated pool and other moveable features which create a usable experience. Given the proximity of the formal building entrance, views from the lobby into the courtyard, location along Mark Center Drive and the vehicular entrance to the garage, a cohesive design which maintains user privacy while elevating the overall building presence and user experience will be critical to achieve. Staff has included Condition 19 to enable the applicant to continue refining the design of the courtyard area through the Final Site Plan process.

Building Massing:

As part of the original October 2018 approval (DSUP2017-0019) the applicant team committed to providing five dedicated affordable units in the building, while remaining under a total unit count of 300 units. To accommodate the additional affordable units, the applicant team has added vertical stacks of units in the building to bring the total unit count to 300 units. These additional units were added:

- Along the northern building face, flanking the sides of the exposed parking garage wall.
- Along the southern building face, between the building lobby and the glass hyphen. (See Attachment 2 for a visual representation of these changes.)

As a result of the addition of units along the northern building wall, the span of parking garage wall which was visible to the residential townhomes to the north, was reduced and made less prominent. As the exposed garage wall had been an area of concern for BDAC and the community, staff found the reduction of the exposed garage wall through the addition of units, a desirable outcome and supported the additional units along the northern building wall. Staff encourages the applicant to continue to work on the design of the remaining portion of exposed garage north wall. Since additional units have been added to the west and east of this area, staff feels it may be appropriate to revisit the design language, materials and coloration of this portion of the façade – something that could be accomplished during Final Site Plan working with staff.

The applicant team also added an additional vertical column of units along the southern building wall, between the building lobby and the glass hyphen, along N. Beauregard Street. As seen from N. Beauregard Street, the impact was the addition of a vertical column of windows and a slight reduction in the width of the glass hyphen, going from an approved width of eighty-three feet (83') to a proposed width of seventy-five feet (75'). The applicant mitigated the reduction of the glass hyphen's width by providing additional windows for the corner units, on either side of the glass hyphen, to provide additional visual interest to the small exterior courtyard that is created by the hyphen. As such, staff was able to support the requested amendment to the building massing.

Adjustment to Building Balconies:

Along the northern building wall, the applicant reduced the total number of balconies which faced the adjacent townhomes to the north. The applicant team removed two vertical rows of balconies and adjusted the location of the third row to the corner at the intersection of Mark Center Drive and the rear access road. The reduction and adjustment of balconies did not result in a significant change to the building design and addressed adjacent neighbor concerns regarding potential noise emanating from exterior balconies. Staff is aware of continued neighbor concerns regarding the single column of balconies (six balconies), but finds that the provision of exterior balconies is typical in new construction and the relatively low number of balconies are unlikely to generate undue noise. Furthermore, should noise become an issue, on-site building management and the City's existing noise ordinance are existing tools to maintain appropriate noise levels. As such, staff supports to proposed amendments to the location of the proposed balconies.

Building Windows:

In both the original approval and the applicant's requested amendment, the building design consists of two primary window sizes; a large window which would typically be used in a living room setting, and a smaller window typically used in a bedroom. The overall building façade used a rhythm of large and small windows to express the building's massing and design. (See Attachment 5 for an excerpt from the applicant's presentation to BDAC which compares the building façade with the two styles of windows).

In the original approval, the applicant's design included a large window with two vertical mullions which divided the pane of glass into three segments. A singular horizontal mullion was also included along the bottom of the window. The smaller window used one vertical mullion to divide the pane of glass into two equal portions. Overall, the visual interest of the larger window across the entire building created a refined window pattern and elevated the overall building design.

Under the proposed amendment, the applicant team has proposed a simplified design for both the large and small windows. The large windows were reduced to one vertical mullion which divides the glass into two equal panes, and maintained the original horizontal mullion, accompanied by a reduction in overall height. The smaller windows were converted from a single vertical mullion to a single horizontal mullion. The cumulative impact of replacing all of the windows with a simpler design drastically reduces the visual refinement of the building and results in an inelegant façade. Additionally, the reduction in window height has taken away from the strong vertical expression that was previously visible in the stacks of living room windows, where glass dominated the amount of solid wall.

As the applicant team had previously committed to the original window design, with the additional large window mullions, to both BDAC and members of the staff, staff is unwilling to support the proposed changes to the window design. The overall reduction in window mullions reduces the overall building elegance and does not uphold the level of building quality that was promised to the community. As such, staff has included Condition

19 requiring the applicant to provide a window design which is consistent with the level of sophistication and visual interest as promised in the original DSUP approval.

B. Modifications

As the primary building and site design have not changed, staff has carried forward the previous analysis and justifications for the requested building modifications from DSUP #2017-0019 to this application.

As part of this application, the applicant is requesting a modification to the Zoning Ordinance related to the following sections:

- Encroachment into the required 75-foot vision clearance triangle per section 7-801(B); and
- Relief from the required 80-foot setback from the centerline of N. Beauregard Street per Section 7-1006(E).

Per Section 11-426 of the Zoning Ordinance, Planning Commission may approve modifications to the site plan if the modifications are deemed:

- Necessary and desirable to good site development;
- Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought; and
- That such modification will not be detrimental to neighboring property or to the public health, safety, and welfare.

The modification request for encroachment into the required 75-foot vision clearance triangle (Section 7-801(B)) applies to a portion of the applicant's building which protrudes a maximum depth of 30-feet into the vision clearance triangle required at the intersection of Mark Center Drive, a future internal road, a proposed private drive, and the entrance to the applicant's internal parking garage.

The provision of the full 75-foot vision clearance triangle would require a redesign of a wing of the applicant's building, including a redesign of the vehicular entry into the parking structure, and possible adjustments to the proposed massing and height of the structure to reallocate units. The reduction in the vision clearance triangle occurs in a location which will have low-levels of vehicular through traffic, as most anticipated vehicular traffic will enter the building's parking garage within the boundaries of the vision clearance triangle. Other vehicular traffic which may pass through the proposed vision clearance triangle will be limited to infrequent delivery and trash vehicles and residential traffic using the proposed private drive aisle to the north. Staff is amenable to the proposed building encroachment into the vision clearance triangle as the building design and specific garage entry location reflect a critical agreement between the applicant and adjacent neighbors for the garage entry location; directing potential vehicular traffic to enter the multi-family parking garage without driving upon the private drive which is located closer to existing residential homes. Furthermore, the design of the intersection, of which a portion falls in

the vision clearance triangle, has been fully designed with appropriate pedestrian and vehicular safety requirements, including signage, lighting and crosswalks and would therefore not be detrimental to nearby properties or to public safety.

The applicant is requesting relief from the required 80-foot setback from the centerline of N. Beauregard Street (Section 7-1006(E)) for a small segment of the building façade which protrudes two-feet into the required setback. Adjusting the location of the building two-feet, to avoid the intrusion into the required setback, would result in the loss of building design features and alter a strong building façade which has received unanimous support from the Beauregard Design Advisory Committee. Furthermore, the current building location which protrudes two-feet into the required portion of the setback along a small length of the building's southern frontage preserves the required 45-foot buffer between the proposed building and the parcel line along the north, per CDD #21 Condition 100g.

Therefore, to minimize the presence of the building upon existing residential communities and preserve the required buffer to the north, staff finds the minor intrusion into the required setback on the south a more desirable outcome than moving the building closer to existing residential communities. Furthermore, the applicant will be providing extensive plantings along N. Beauregard Street and adhering to the design guideline recommendations for streetscape improvements, including a 10-foot wide green space, a 10-foot wide trail and another 10-foot wide green space which will create an appealing streetscape and meet the intent of the centerline setback requirement to provide sufficient area for use for sidewalks. As the applicant is meeting the desired streetscape design and improving upon the current pedestrian experience and streetscape appearance at a critical intersection of N. Beauregard Street and Seminary Road, staff does not find the intrusion into the setback to be detrimental to nearby properties or public safety.

C. Special Use Permit Requests

Coordinated Sign SUP

Section 9-103(C) of the City's Zoning Ordinance permits a coordinated sign special use permit within a Coordinated Development District if the proposed design provides the same or greater benefits to the public as the sign regulations otherwise applicable. Given the linear length of the multi-family building and the set-back being provided by the applicant to permit the dedication of right-of-way for the West End Transitway and the Ellipse, the existing sign ordinance would not permit an arrangement and number of building identification signs which safely and properly identify the building. Staff has worked with the applicant to identify the location, lighting, square footage, and height of the proposed signage to safely identify the multi-family building with both the west and east wings and directional wayfinding around the site.

Transportation Management Plan SUP #2019-0025

Section 11-700 of the City's Zoning Ordinance requires development projects with more than 20 units to participate in a Transportation Management Plan (TMP) to encourage residents to maximize transit use through alternative forms of transportation, including

buses, bicycles, carpooling and other efforts to reduce the number of single vehicle occupancy trips. As the applicant is proposing a development with 300 units, the applicant is categorized as a Tier 2 use within the classification of the Zoning Ordinance and has developed a Transportation Management Plan and is required to participate in the plan through Section G. Transportation Management Plan, Conditions 39-48 of their approval. The applicant is also subject to TMP Conditions found in CDD #21 which requires the applicant to join a larger TMP established within the boundaries of CDD #21 (CDD Section Q. Transportation Management Plan) and to coordinate with the existing TMP at the Mark Center (CDD Condition 76). As future parcels within CDD #21 redevelop, the applicant will be subject to coordinated TMP efforts within CDD #21.

Section 11-500 of the Zoning Ordinance directs staff to review the potential impact of the Special Use Permit request to assess potential negative impacts of the request and to ensure the proposal: a) will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use; b) will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and c) will substantially conform to the master plan of the city.

- A) Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:
 - a. The coordinated sign program has been designed to provide tasteful and discreet signage for the building to enhance building identification for public safety and to enable visitors and residents to more easily navigate the site. Lighting, location, and size of the signs has been reviewed to ensure minimal visual impact while providing needed identification.
 - b. The transportation management plan will require the applicant to coordinate parking management and activities with existing TMPs on adjacent properties, to encourage greater efficiency, and will ensure the careful monitoring of on-site parking to encourage a reduction of single-occupancy vehicle trips. A Tier 2 designation will not affect the health or safety of the neighborhood.
- B) Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:
 - a. A coordinated sign special use permit will provide enhanced building identification and wayfinding which will facilitate easier navigation of the site for residents, visitors, and emergency services.
 - b. A transportation management plan will encourage strategic investments to reduce single occupancy vehicle trips and encourage shared transportation options such as bus rapid transit and carpooling. As more individuals participate in alternative forms of transportation, an overall reduction in vehicular congestion occurs which is beneficial to the surrounding community in the form of reduced environmental impacts and increased home values for properties proximate to a strong transportation network.

- C) Will substantially conform to the master plan of the city:
- a. A special use permit for a coordinated sign program is not addressed in the Beauregard Small Area Plan, however the Beauregard Urban Design Standards and Guidelines does encourage high quality signage design which is integrated into the overall streetscape of a site. The applicant's overall sign plan has been reviewed by staff and presents a quality design that has been integrated into the site design to provide wayfinding and building identification.
 - b. The Beauregard Small Area Plan identifies district-wide Transportation Management Plans (TMPs) as an opportunity to reduce single occupancy vehicle trips and the applicant will remain a participant in any District-wide TMPs once other properties within CDD #21 redevelop and participate in the District-wide TMP.

D. Subdivision

As part of the requested amendments, the applicant is requesting a subdivision of the site to apportion the area of the former clubhouse building with the directly adjacent parcel, 1900 N. Beauregard Street. Under the previously approved design concept, the multi-family building proposed a clubhouse building across Mark Center Drive, a public road, for building residents. As the clubhouse building was associated with the primary multi-family building, the land's association with 2000 N. Beauregard Street was appropriate. However, given the relocation of the clubhouse uses into the courtyard area of the multi-family building, staff found the isolated portion of 2000 N. Beauregard Street, separate from the majority of the parcel by a public roadway, created a small area of land which did not conform with general character and developable intent of the adjacent lots.

By subdividing the land to apportion the area of the clubhouse building with 1900 N. Beauregard Street, the general lot character of the Adams Neighborhood would be preserved and maintain the land's suitability for potential redevelopment within the Adams Neighborhood.

Table 1: Area of Land Reapportioned through Proposed Subdivision

	Existing Parcel Area	Proposed Parcel Area after Land Dedications*
DSUP #2017-00-19	181,088 SF or 4.16 AC	152,208 SF or 3.52 AC
DSUP #2019-0003 (Amendment)	181,088 SF or 4.16 AC	143,285 SF or 3.29 AC
Area to be reassigned through subdivision		8,923 SF or 0.2 AC

**Includes dedications for Mark Center Drive and the right-of-way for the Ellipse.*

E. Open Space

As a secondary impact of the proposed subdivision, reapportioning a portion of the site to the adjacent parcel, the total parcel area and open space for 2000 N. Beauregard Street's redevelopment decreases.

Table 2: Open Space Changes Due to Proposed Subdivision

	Proposed Parcel Area after Land Dedications	Proposed Ground- Level Open Space (SF)	Open Space as Percent of Total Parcel Area
DSUP #2017-00-19	152,208 SF or 3.52 AC	0.98 AC or 42,815 SF	28%
DSUP #2019-0003 (Amendment)	143,285 SF or 3.29 AC	0.84 AC or 36,777 SF	26%
Difference between Proposals	8,923 SF or 0.2 AC	(-) 6,038 SF or 0.14 AC	(-) 2%

While the total amount on on-site, ground-level open space decreases by approximately 6,000 square feet, the overall project and Adams Neighborhood remain in compliance with the open space requirements as identified in CDD #21. Per Condition 37 of CDD #21, the applicant has demonstrated their ability to provide 3.02 acres of publicly accessible open space across the Adams Neighborhood (see Attachment 4) and will exceed the requirement of 15% open space per parcel as required in Condition 37 of CDD #21.

Furthermore, agreements with adjacent property owners to the north, to provide a heavily planted area between the proposed multi-family building and townhomes and a passive open space area will be honored and have been reflected in the submitted site plan revisions and carried forward in Conditions 7 and 12 of approval.

F. Consistency with City Plans and Policies

Green Building Policy

The City's Green Building Policy was adopted by City Council in 2009 and applies to new construction. The policy requires new residential projects to achieve a minimum Certification in Leadership in Energy and Environmental Design (LEED), or an equivalent standard. Non-residential buildings are asked to achieve LEED Silver Certification from the United States Green Building Council (USGBC) or a recognized equivalent ratings system and equivalent authorizing body. The applicant will be required to achieve a minimum of LEED Certified for the multi-family building as stated in Condition 23.

Public Art Policy

The City's Public Art Policy, adopted by City Council in 2012, established a monetary contribution requirement from new development projects within the city which would fund new public art and encourage the growth of public art in the community. The contribution may be used for public art on site or dedicated to a fund to further the City's public art efforts in the surrounding community. If the applicant elects for a monetary contribution, instead of direct installation of public art on site, the policy requires a monetary contribution of \$0.30 per gross square foot of development, with a maximum contribution requirement of \$75,000 per building. Staff will continue to work with the applicant through

the Final Site Plan process to finalize the public art contribution to either provide a monetary contribution or an on-site art installation.

Affordable Housing

Per agreed upon approvals of DSUP #2017-0019, the applicant team committed to provide five, on-site dedicated affordable housing units to be affordable for a period of forty years and available at 60% of Area Median Income (AMI). Under approvals of DSUP #2017-0019, the mix of units was to include one (1) studio, three (3) one-bedroom, and one (1) two-bedroom units.

As part of the applicant's amended development Special Use Permit request (DSUP #2019-0003) the applicant will maintain five, on-site dedicated affordable housing units to be affordable for a period of forty years and available at 60% of Area Median Income (AMI). However, as the overall mix of units within the building shifted, the combination of on-site affordable units was shifted to be proportional to the unit mix as proposed. As such, the applicant team is conditioned to provide three (3) one-bedroom and two (2) two-bedroom units per Condition #142 of their approval.

IV. COMMUNITY

Beauregard Design Advisory Committee

The applicant team returned to the Beauregard Design Advisory Committee (BDAC) on Monday, March 25th to present their revised site plan and building design for consideration by the Committee and community. Prior to the public meeting, the applicant team provided a memorandum of proposed changes and a series of exhibits to visually demonstrate the impact of the proposed changes. In conjunction with the applicant's materials, staff provided a memorandum which stated a strong preference to maintain the originally approved window design on the building instead of a simpler design shown in the amendment. These documents were posted on the BDAC webpage two weeks in advance of the meeting and emailed to adjacent community groups. (See attachments 1, 2 and 3 for copies of the materials provided).

At the BDAC meeting the discussion focused on:

- An overview by the applicant team of the proposed changes to the site and building design;
- On-site parking and landscaping;
- Replacement of fencing along the northern property line to Stevenson Avenue;
- Final design and usability of the amenity courtyard;
- Changes to the proposed window design and the need to maintain visual interest in the final window mullion pattern; and
- Location and potential noise impacts of remaining balconies at intersection of Mark Center Drive and the private drive aisle.

The Committee unanimously voted to approve the amended building site and building design with the following recommendations and requests:

- The applicant team make a good faith effort to mitigate potential noise impacts from exterior balconies;
- Request to explore the installation of fencing along the northern property boundary to Stevenson Avenue and identify potential economies of scale for a coordinated replacement; and
- A condition to continue exploring design opportunities to bring back the syncopation and visual interest of the windows and achieve a visually interesting design similar to the originally approved façade.

The recommendations provided by BDAC were integrated into Conditions 7 and 11 for the request to explore replacement fencing and Condition 19 to maintain the previously approved mullion pattern for large windows.

V. CONCLUSION

Staff recommends approval of the Development Special Use Permit, and all associated applications subject to compliance with City codes, ordinances and staff recommendations below.

VI. GRAPHICS

Figure 1: Proposed amended site plan for 2000 N. Beauregard Street (DSUP #2019-0003)

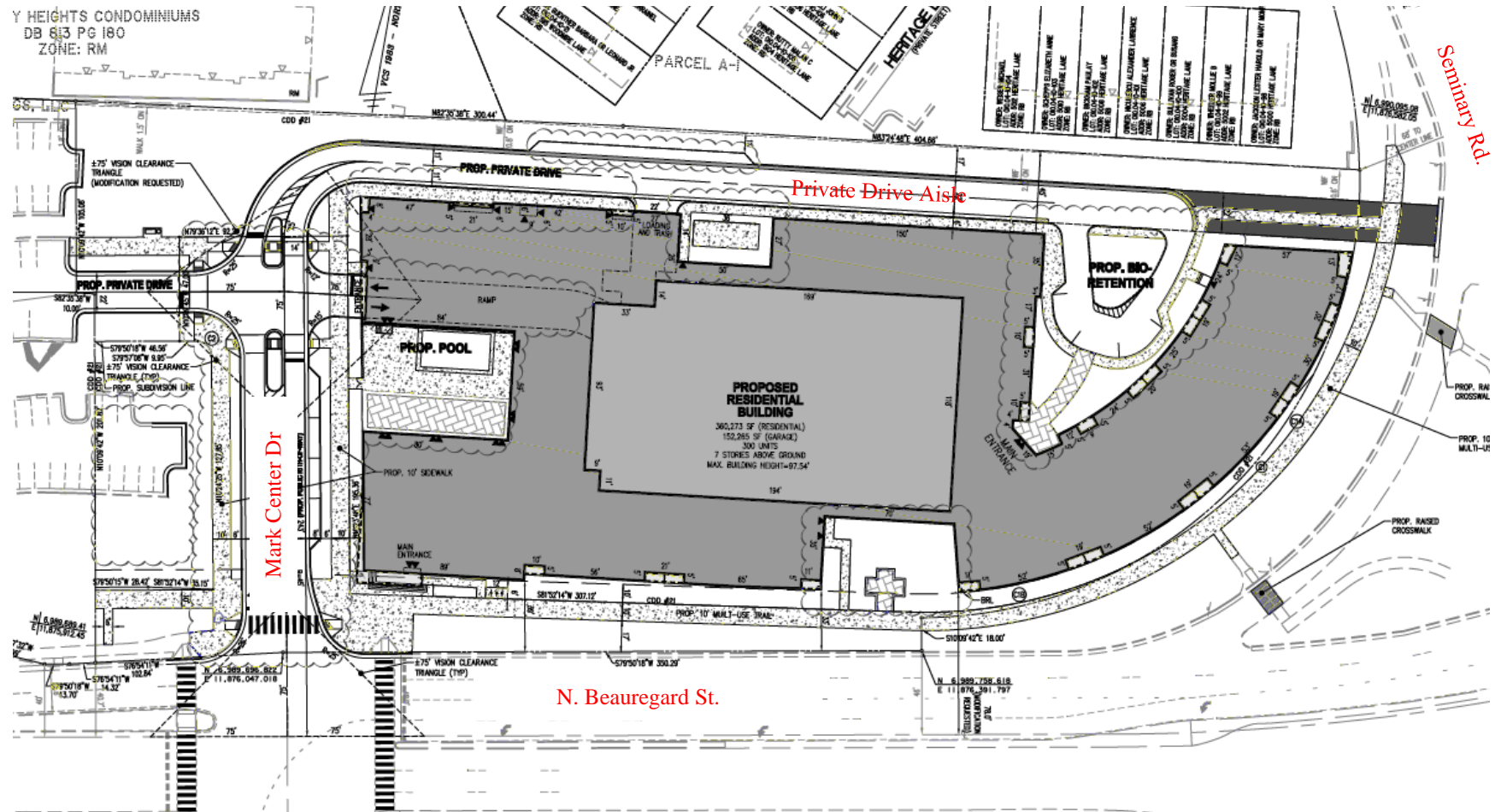


Figure 2: Previously proposed (and approved) site plan for 2000 N. Beauregard Street with multi-family building and adjacent clubhouse building (DSUP #2017-0019)

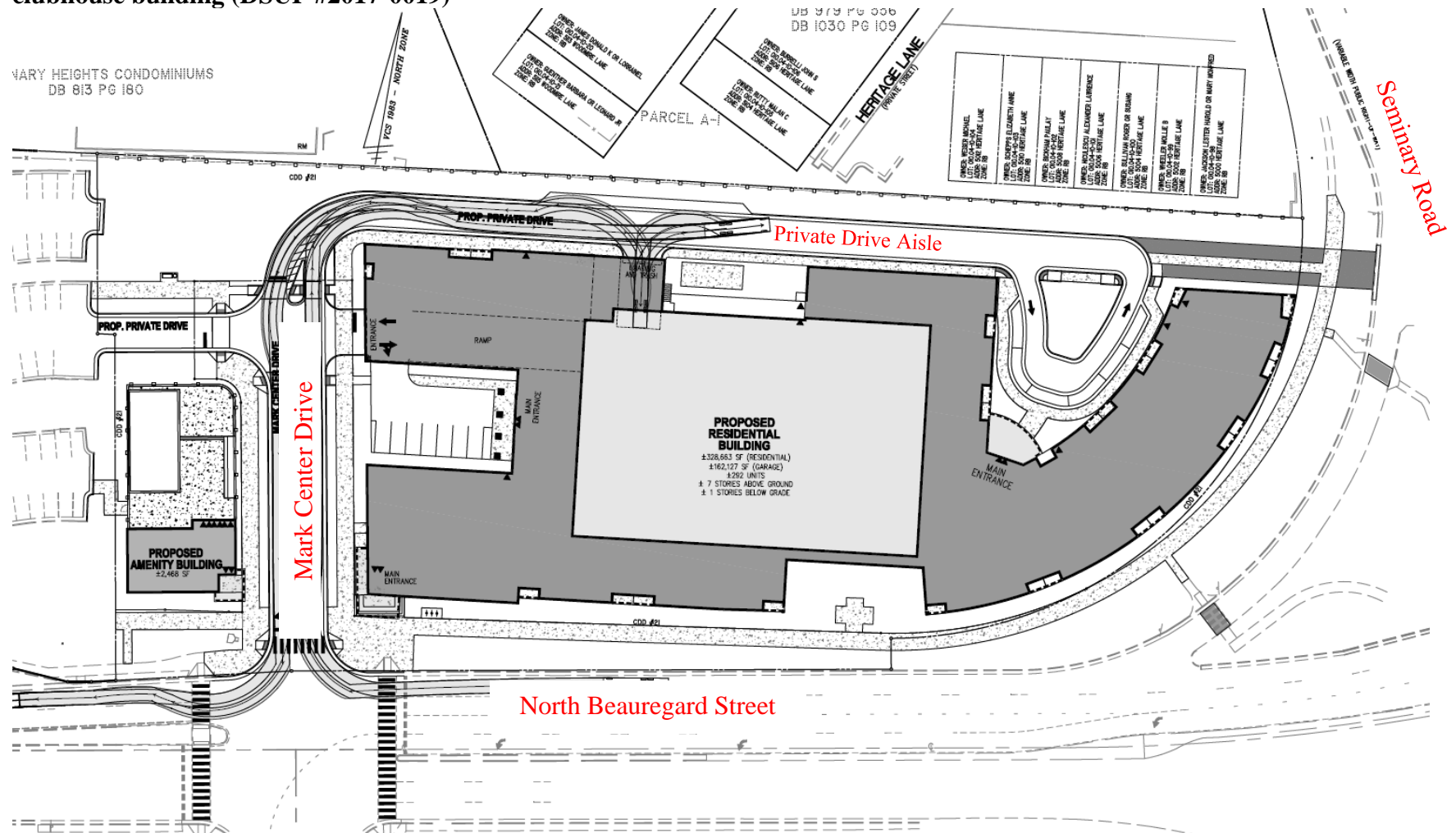


Figure 3: Comparison of approved site plan (DSUP #2017-0019) to requested amended site plan (DSUP #2019-0003).

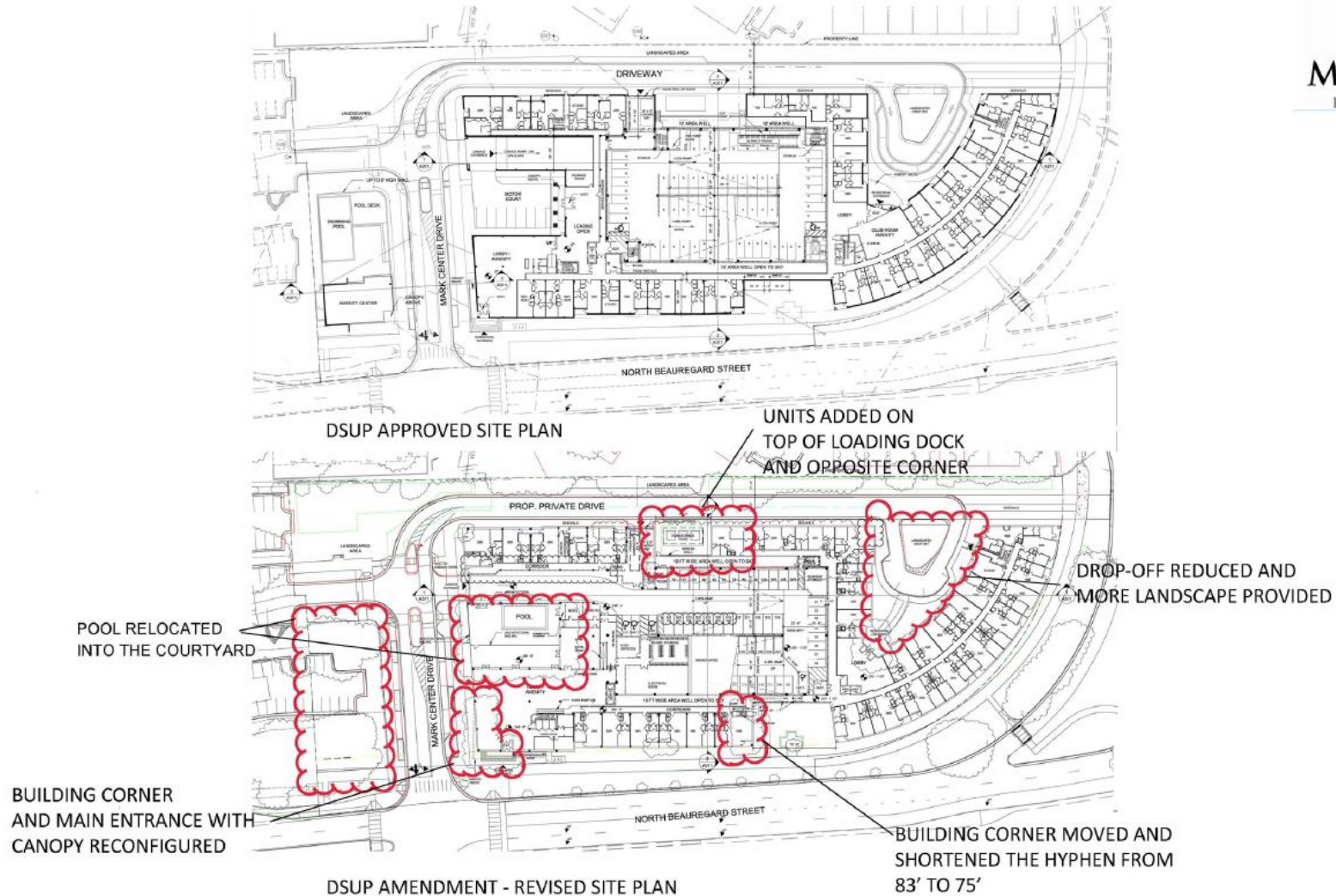


Figure 4: Comparison of approved DSUP south elevation (DSUP #2017-0019) to proposed amended elevation (DSUP #2019-0003), as seen from N. Beauregard St.



DSUP APPROVED SOUTH ELEVATION



DSUP AMENDMENT - REVISED SOUTH ELEVATION



Figure 5: Comparison of approved DSUP north elevation (DSUP #2017-0019) to proposed amended elevation (DSUP #2019-0003), as seen from adjacent townhomes.



DSUP APPROVED NORTH ELEVATION



DSUP AMENDMENT - REVISED NORTH ELEVATION



Figure 6: Comparison of approved DSUP west elevation (DSUP #2017-0019) to proposed amended elevation (DSUP #2019-0003), as seen from Mark Center Drive.



DSUP APPROVED WEST ELEVATION



DSUP AMENDMENT - REVISED WEST ELEVATION



Figure 7: Comparison of approved DSUP southeast elevation (DSUP #2017-0019) to proposed amended elevation (DSUP #2019-0003), as seen from Seminary Road.



1 - SOUTH-EAST VIEW

DSUP APPROVED PERSPECTIVE



1 - SOUTH-EAST VIEW

DSUP AMENDMENT - REVISED PERSPECTIVE



VII. STAFF RECOMMENDATIONS

CDD #21 CONDITIONS:

1. See CDD #21 Conditions per CDD#2018-0004 for Conditions related to the Adams Neighborhood. (*Not amended as part of this DSUP amendment.*)

DSUP CONDITIONS:

1. **CONDITION AMENDED BY STAFF:** The Final Site Plan shall be in substantial conformance with the preliminary plan dated ~~July 27, 2018, and as amended on August 16, 2018~~ March 11, 2019, and comply with the following conditions of approval.
 - A. **PEDESTRIAN/STREETSCAPE:**
2. **CONDITION AMENDED BY STAFF:** Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may

- be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
- j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
 - k. 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.
 - l. ~~Reduce the width of the garage entrance to 22 feet~~ Width of the garage entrance shall be no wider than shown on the preliminary plans to comply with the Complete Street Guidelines or provide unless justification as to the need for the wider entrance is provided, to the satisfaction of the Director of T&ES.
 - m. As part of the Final Site Plan, work with staff to design and install pedestrian safety enhancements in the slip lane from Seminary Road to N. Beauregard St., including by not limited to, geometric improvements, rapid flashing beacons and improved pavement striping. Update the first Final Site Plan submittal to remove the raised pedestrian crosswalks.
 - n. ~~For the area directly north of the amenity building and south of the future internal roadway, provide an 8-foot wide landscaping strip adjacent to the roadway and a six-foot wide sidewalk to connect to the parking lot in 1900 N. Beauregard Street.~~
 - o. On the south side of the proposed private drive to the parking area, provide an eight-foot wide landscaping strip adjacent to the roadway and a six-foot wide sidewalk to connect to the parking lot in 1900 N. Beauregard Street. (P&Z) (T&ES)
3. Applicant shall be responsible for maintenance of all street trees, tree wells and ROW plantings, with the exception of the BMP tree wells installed in the public right of way, which are installed as part of project development, including interior streets and along Mark Center Drive, N. Beauregard Street and Seminary Road. The City reserves the right to conduct emergency maintenance should the applicant be unable or unwilling. (RPCA)
4. The applicant/successor or management company shall be responsible for maintenance of all open space that is a part of the development. (RPCA)
- B. PUBLIC ART:**
5. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum

contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)

- a. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA) (P&Z) *
- b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA) (P&Z)

C. OPEN SPACE/LANDSCAPING:

6. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
 - a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
 - e. 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) (RP&CA)
7. **CONDITION AMENDED BY STAFF:** By Final Site Plan, provide the following modifications to the landscape plan and supporting drawings:
- a. Revise the percentage and mix of proposed native plants in the landscape plan to achieve a majority of native plants on-site.
 - b. ~~Update all landscape pages in the plan set to show the property lines and clearly delineate the area of the Emergency Vehicle Easement.~~
 - c. Continue to explore options for areas of planting along the northern border of the building, adjacent to the private driveway to provide privacy screening for ground-floor residential units. Analyze area of potential planting to determine feasibility of viable plantings and provide summary of findings to staff; areas of planting should be consistent along the length of the building.
 - d. ~~Revise Sheet L-1 to remove the note that indicates the fence should match existing fence.~~
 - e. Revise Sheet L-1 to clearly show the location of the existing trees which are to be saved and integrated into the new landscape plan. Include a tree protection fence around the existing trees to be saved and provide staff with a written narrative to explain how the new plantings will be integrated with the existing trees and the timing for planting of the trees.
 - f. Revise Sheet L-1 (and others as applicable) to provide alternate trees for the following species:
 - i. ~~TH: Hicks Yew~~
 - ii. ~~IN: Nellie Stevens Holly~~
 - iii. ~~DV: Vintage Jade Distylium~~
 - iv. ~~AB: Bowhall Maple~~
 - v. ~~TD: Dense Yew~~
 - vi. LS3: Ligustrum sinense
 - g. ~~Update Landscape Plans to remove Dense Yew trees with a Southern exposure.~~
 - h. ~~Update Landscape Plans to remove Yew trees shown within the right of way.~~
 - i. Update Landscape Plans to increase the number the mix of proposed street trees to include a mix of at least two disease-resistant, urban, hardy, branched shade trees. The planting pattern for the species of street trees should be creatively mixed so as not to create a repetitive pattern along N. Beauregard Street.

- ~~j. Revise Sheet L-5 and calculations for on-site crown cover to exclude the crown cover from street trees within the right-of-way and include applicable crown cover from on-site trees which are to be preserved.~~
 - ~~k. The following species are prohibited within the City of Alexandria, update the proposed landscaping plan and all applicable pages to remove references to:
 - ~~i. Norway Spruce~~
 - ~~ii. Serbian Spruce~~
 - ~~iii. Ebbing Silverberry~~
 - ~~iv. Variegated Maiden Grass~~~~
 - ~~l. By Final Site Plan, ensure the planting of trees along Mark Center Drive aligns with the location of proposed planters.~~
 - m. Across the plan set, remove all references to the proposed, "Conservation Area" and ensure specified plants are native and/or adapted species that are acclimated to the hardiness zones of this region.
 - n. Coordinate the quantity of plants in the planting schedule on sheet L-5, specifically IC, LG, WDH, CK and LV, with the quantity of plants on the plan.
 - o. Prior to the release of Final Site Plan, demonstrate a good-faith effort to coordinate with the Seminary Heights Condominium Association on the Applicant's decision to either install replacement 54-inch Auburn Commercial Aluminum fencing, or similar, along the Northern boundary of the Adams Neighborhood. (P&Z)
8. 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. (P&Z) (Code Administration)
9. 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 may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features.

- c. By Final Site Plan, provide updates to proposed site furnishings to provide information on the color, manufacturer, dimensions and materials. (P&Z) (T&ES)
10. 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)
11. By Final Site Plan, provide detailed information on the fencing between the Adams Neighborhood and the residential communities located to the north. Details should include fence design, including style, colors and materials; height of proposed fence; integration of fence with existing trees to be saved; and timing of fence installation. (P&Z)
12. **CONDITION AMENDED BY STAFF:** ~~By~~ Prior to the release of Final Site Plan, finalize the design of the open space proposed for the northwest corner of the parcel. Design considerations should encourage a passive use of the space and any site furnishings installed within the open space should be focused on the southern portion of the space to minimize potential impacts of the passive use. (P&Z)

D. TREE PROTECTION AND PRESERVATION:

13. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA. A Tree Conservation and Protection Plan shall be approved by the City Arborist prior to Final Site Plan release. (P&Z) (RP&CA)
14. **CONDITION COMPLETED AND REMOVED BY STAFF:** ~~By Final Site Plan, coordinate with staff regarding the feasibility of preserving existing trees numbered #1, 99, 103, 108, 109, 110, 111, 324, 325, 1002, 1003, 1004, 1008 and provide staff with information on the possibility of incorporating those additional trees into the screen of mature trees between the applicant and adjacent neighbors. If one of those trees is unable to be incorporated, provide staff with written justification. Ensure that trees located on adjacent properties are show as “To be saved” and update all applicable pages. (P&Z)~~
15. The Applicant shall develop and submit a robust tree protection plan which identifies, trees, “to be removed,” “to be saved” and “goal to preserve.” The plan will clearly identify measures that will be used to promote the safety of the trees during construction, including but not limited to, tree protection fences, processes to protect tree root systems, integration of trees with the proposed property fence,

- and integrating existing trees with new plantings. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is identified as “to be saved” (TBR) on the Final Site Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z) (RP&CA)
16. Prior to the release of the Final Site Plan, provide an updated landscape plan including a tree survey of the entire Adams Neighborhood or 2000 N. Beauregard St. to show compliance with required tree canopy cover of 40 percent (40%). If deficient, provide a fee calculation of \$250 per each large shade tree deficient of the forty percent (40%) tree canopy cover required on the parcel. Prior to issuance of the final Certificate of Occupancy, a fee for the calculated amount shall be submitted to the City’s Living Landscaping Fund. (P&Z)
17. **CONDITION AMENDED BY STAFF:** 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 ~~July 17, 2018 and as amended on August 16, 2018~~ March 11, 2019 and reduced, if possible, to retain existing trees and grades. (P&Z) (RP&CA)
- E. BUILDING:*
18. **CONDITION AMENDED BY STAFF:** The building design, including the quality of materials, final detailing, and colors shall be consistent with the elevations dated ~~March 11, 2019~~ July 27, 2018 and as revised on ~~August 16, 2018~~, and as presented to and approved by the Beauregard Design Advisory Committee on ~~August 8, 2018~~ March 25, 2019 and the following conditions. (P&Z)
19. **CONDITION AMENDED BY STAFF:** Provide the following building refinements to the satisfaction of the Director of P&Z:
- All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - Building Panels may not use a wrap-around trim for mounting to the substructure but may use a Hardie Reveal 2.0 system with 7/16” thick fiber cement panels or equal with flush, open joints; exposed fasteners may be either concealed or exposed but finished to match panels.
 - The glazed corridor wall along North Beauregard Street which separates the east and west portions of the project shall be designed using all-vision, or a combination of all-vision and spandrel glass, with an aluminum framing system. The glass color and coatings shall be chosen such that the wall gives the impression of a partially reflective surface during daylight, increasing the sense of depth and setback by reflecting the proposed

plantings, but offers views into the corridor at night. The degree of reflectivity and detailing of this element is crucial, and applicant shall continue to work with staff through the final selection of materials. Applicant should also consider what is seen at night: this may include the use of dynamic and indirect lighting methods, as well as color and material accenting of the ceiling and back wall of the corridor space.

- d. The underside of all balconies shall be finished and present a visually cohesive appearance.
- e. Continue to work with staff on the final design and appearance of the northern garage wall.
- f. The loading dock door shall be a solid insulated steel roll up door edged with rubber seals to prevent noise from emanating out to adjacent properties when the door is closed.
- g. Prior to submittal of First Final Site Plan, coordinate with staff to determine if a sun study is needed on the proposed glass hyphen on the southern building wall between the West and East Wing to assess the impact of the potential glare of the glass upon pedestrians, vehicles and potential plantings. If a study is determined to be needed, complete the study and all necessary revisions prior to the release of the Final Site Plan. Should revisions to the proposed glass wall be necessary to ensure safety or success of plantings, work with staff to provide technical revisions to the design of the glass wall while preserving the original design intent of the architectural feature.
- ~~h. Update FAR deduction page and update the key to use a different color or shading technique to indicate areas of deduction as the light grey does not clearly show areas of deduction.~~
- ~~i. Provide numbered parking counts for each level of the parking garage.~~
- ~~j. Revise labeling of units between the floor plans and update table as there were differences in the number of listed 1BR units, 1BR + Den and 2BR units when counted on the floor plans.~~
- k. All refinements or changes to the design, colors and building materials shall be to the satisfaction of the Director of P&Z, and completed prior to the release of the final site plan. The following refinements to include:
 - i. **DELETED BY PLANNING COMMISSION:** Update all large residential windows to utilize the window mullion pattern approved in DSUP #2017-00019 consisting of two vertical mullions and one horizontal mullion.
 - ii. Continue to refine the designs of the pool, courtyard, public realm, and vehicular garage entrance to create an inviting and visually interesting sequence of spaces.
 - iii. Work with staff on the refinement and detailing of intersecting materials, particularly at outside corners, such as the brick base at the southwest corner of the northwest wing, adjacent to the parking garage entrance and the residential towers which flank the garage wall on the northern building face.

- iv. **ADDED BY CITY COUNCIL:** Continue to work with staff to identify a design for the building windows which is consistent with the intent of the approved window design per DSUP #2017-0019. (CC)
 - l. Unit Count: Total residential unit count shall be limited to 300 units. Adjustments to residential unit count shall comply with the conditions below, CDD #21 Conditions, and applicable current City policies.
 - m. If an internally located secure parking gate (or similar feature) is needed within the garage to separate residential parking from guest parking, staff will review it administratively.
 - n. Prior to the release of the Final Site Plan, provide information on the nature of screening for the above-grade “Proposed relocated electrical switch” as seen on P-0403. Information shall include materials, design, color and methods of screening and shall be designed to the satisfaction of the Director of Planning and Zoning.
 - o. With the First Final Site Plan submission, update all sheets with plan view to show the location of windows. (P&Z)
20. **CONDITION COMPLETED AND REMOVED BY STAFF: CONDITION AMENDED BY CITY COUNCIL:** ~~DSUP #2017-00019 shall proceed with the design parameters as submitted, including a unit count of 292 residential units and a parking garage of 492 spaces with one level of below grade parking with six levels of structured parking above. provided, however, that the maximum number of dwelling units may be increased to 300 and the required parking may be reduced to no fewer than the minimum number of parking spaces required pursuant to CDD condition # 32. Modifications to the proposed design may be administratively reviewed and approved by staff through a minor site plan amendment to remove the one level of below grade parking, to reduce to total parking count in compliance with current parking standards, and to increase the number of on-site residential units (not to exceed 300) if the applicant receives a vote of approval on the modified garage design from the Beauregard Design Advisory Committee (BDAC). Should the applicant fail to receive approval from the BDAC, the applicant may apply for major site plan amendment for consideration by the Planning Commission and City Council.~~
- a. ~~Should the Director of Planning and Zoning determine the need for additional public review of the minor site plan amendment, the minor site plan amendment shall be docketed for consideration by the Planning Commission and City Council. (P&Z) (Council)~~
21. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼”=1’-0” scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site

Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)

22. **CONDITION AMENDED BY STAFF:** Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. The design of the submitted mock-up panel shall include ~~a representation of all components and materials for the amenity building,~~ a representation of the West building wing, the glass hyphen, and the East building wing. Ensure that the representations are arranged in a linear fashion and that the glass hyphen is correctly arranged between the representations of the West and East wings.*
 - e. 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. **
 - f. 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. **CONDITION AMENDED BY STAFF:** Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified or Equivalent for the multi-family building ~~and LEED Certified or equivalent for the amenity building,~~ to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***

- c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project ~~and /or LEED Certification (or equivalent) for the commercial project~~ will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z) (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. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers. (T&ES)
27. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)
28. The stairwells within structured parking garages shall be visible, i.e. without solid walls, to the extent permitted by the Building Code. 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)
29. 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)
30. **CONDITION REMOVED BY STAFF:** ~~If slope of ramp exceeds 10%, provide transition ramps at the top and bottom of the garage entrance ramp. (T&ES)~~

F. PARKING:

31. **CONDITION AMENDED BY STAFF:** Provide a minimum of ~~88~~ 90 resident bicycle parking space(s) and six (6) guest bicycle parking spaces for a total of ~~94~~ 96 bicycle parking spaces per Alexandria's current Bicycle Parking Standards based on ~~292~~ 300 residential units. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)
32. 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. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
33. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition. (P&Z) (T&ES) (Code Administration)
34. A maximum of 1.75 spaces per unit shall be provided for the residents. Any spaces dedicated to visitors shall be provided within this amount. (P&Z) (T&ES)
35. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
36. **CONDITION AMENDED BY STAFF:** 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 garage for residents.
 - c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.

- d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - f. Information/circulation diagram noting how cyclists will reach the bicycle storage.
 - g. Information on the location of any carshare vehicle or electric vehicle spaces.
 - h. A description of and plan showing access control equipment and locations.
 - i. An explanation of how the garage will be managed. Include information on access for residents and visitors and hours of operation.
 - j. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - k. Explain how/where the following uses will be managed: USPS; UPS and similar package or service deliveries; days where multiple residents are moving in or out of the building; carshare drop-offs and pick-ups.
 - l. If requested by staff, track the usage of adjacent surface parking lots at 1900 N. Beauregard Street and provide an analysis on the feasibility of using available surface parking lots for overflow parking. * (P&Z) (T&ES)
37. **CONDITION AMENDED BY STAFF:** Parking spaces within the parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
 - b. Provide a parking management plan to include, at a minimum, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the ~~underground~~ garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third-party lease holders.
 - c. Provide a copy of the lease or other agreement to be used for market rate parkers.
Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z)

38. 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)

G. TRANSPORTATION MANAGEMENT PLAN:

39. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
40. 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)
41. 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)
42. 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 in March 2014 dollars shall be \$81.12 per residential unit, \$0.203 per square foot of retail space, \$0.254 per square foot of commercial space, \$40.56 per hotel room and \$0.101 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the City's fiscal year, July 1 to June 30. (T&ES)
43. 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)

44. 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)
45. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
46. The TMP coordinator shall allow City transportation demand management staff or their assigns onto the premises to assist in transportation demand management activities. (T&ES)
47. Prior to accepting tenancy or ownership from any occupant other than residential, the owner or tenant shall contact the City's transportation demand management program to discuss an employee transportation strategy. The TMP coordinator shall have the correct contact information for the City's transportation demand management program at all times. (T&ES)
48. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

H. BUS STOPS AND BUS SHELTERS:

49. Show all existing and proposed bus stop(s), bus shelter(s) (if existing, proposed, or conditioned), and bus stop bench(es) (if existing, proposed, or conditioned) in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination 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. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/6548>. (T&ES) (Code)
50. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:

- a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
- b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
- c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
- d. Installed with a minimum 6 feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

I. SITE PLAN:

- 51. 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)
- 52. **CONDITION AMENDED BY STAFF:** Provide the following site plan refinements to the satisfaction of the Director of P&Z:
 - a. ~~Remove the freestanding monument sign along Mark Center Drive to ensure the motor court and entry are visible from the street and that the motor court is more easily accessible and welcoming to pedestrians as per Table 3.H.1 of the Urban Design Standards and Guidelines.~~
 - b. ~~Provide a design for the motor court that integrates, rather than delineates, pedestrian and vehicle areas. Ensure that materials selected for the motor court are consistent with the final stormwater management design for the site. Consider blending materials of each area so the space appears and functions as a shared space as per Table 3.H.1 of the Urban Design Standards and Guidelines.~~
 - c. ~~Add a canopy tree to the tree well along the west side of Mark Center Drive to provide a uniform streetscape of parallel trees.~~
 - d. Explore options, whether through landscaping or other as effective methods, to soften the sidewalk against the building on the south side of the northern private road in an effort to enhance the pedestrian experience,

prioritize the pedestrian, and provide an enhanced landscaping- buffer for the adjacent neighborhood in compliance with Chapter 4, Sections G and H of the Small Area Plan and Chapter 4, Section D of the Urban Design Standards and Guidelines.

- e. Designate an area for future telecommunication equipment.
 - f. ~~Update the site plan at the intersection of Mark Center Drive and N. Beauregard St to clearly indicate traffic control measures such as signs and traffic signals.~~
 - g. Review abbreviations on sheet P-0403, such as “TRLP” and “TSA” which are not reflected on the master legend listed on P-0201. Review the two pages for consistency and revise as necessary.
 - h. ~~Provide turning movement diagrams for a fire truck.~~
 - i. By First Final Site Plan, update all stormwater calculations, and other calculations as necessary, to capture the area of disturbance of construction activities upon 1900 N. Beauregard Street proposed private drive to the west of Mark Center Drive.
 - j. Provide storm sewer computation for all proposed pipes.
 - k. End of maintenance signs should be place at the end of public roads and show the turnaround within the public right of way.
 - l. Clearly label the stations at Mark Center Drive. (P&Z) (T&ES)
53. Submit the required plat for dedication of the reserved right-of-way dedication area on North Beauregard Street prior to the release of the certificate of occupancy for the multi-family building at 2000 N. Beauregard Street. *** (P&Z) (T&ES)
54. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (BAR)
55. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Clearly show location of all proposed lights in conjunction with proposed plantings to ensure no conflict exists between the landscaping plan and lighting plan.

- c. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- d. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
- e. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures. Update plan set to show appropriate light fixtures within the right of way.
- f. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- g. 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.
- h. 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.
- i. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- j. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- k. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
- l. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- m. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- n. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- o. The lighting for the structured 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.
- p. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- q. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- r. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.

- s. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z) (T&ES) (Police)(Code)
- 56. 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)
- 57. 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.
 - a. Should additional features such as collapsible bollards or other barriers be deemed necessary to prevent through-traffic from utilizing the EVE, coordinate with Planning and Zoning and the Fire Department to implement an appropriate intervention and install to the satisfaction of the Fire Department.
 - b. Should the private drive aisle, covered by the EVE, require traffic remediation efforts to reduce the speed of passenger vehicles or impact of traffic levels, such as noise, the applicant shall coordinate with Planning and Zoning and the Fire Department to identify and implement remediation efforts which are compatible with the function of the drive aisle as a required EVE. (P&Z)
- 58. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements/layers are correctly located and will connect.* (P&Z) (DPI)

J. CONSTRUCTION MANAGEMENT:

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

- c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Provide coordinated information in the construction phasing sheets to accurately reflect which elements of the landscape and edge treatments shall be provided in each phase. Consideration shall be given to the edge conditions along the western parcel boundary and how it transitions to the existing conditions, with access restrictions if necessary and temporary landscape screening to the satisfaction of the Director of P&Z.
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any.
 - h. 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.
 - i. 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.
 - j. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
61. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
62. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the

developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z) (T&ES)

63. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
64. **CONDITION AMENDED BY STAFF:** No major construction staging shall be allowed within the public right-of-way ~~on N. 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)
65. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop at N. Beauregard St and Mark Center Drive, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
66. 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)
67. 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)
68. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)
69. 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)

70. 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)
71. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
72. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z) (Code)
73. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
74. 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)

75. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
76. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)
77. Prior to release of the Final Site Plan, coordinate with Fire to determine whether a training opportunity may be available, prior to demolition of the existing structure(s). In the event the Fire Department uses the existing structure(s), the applicant will be held harmless.

K. WASTEWATER / SANITARY SEWERS:

78. **CONDITION REMOVED BY STAFF:** ~~The applicant may be required to provide a contribution in an amount not to exceed \$116,800, if the City adopts a plan prior to the release of the building permit, to reimburse the City for the cost of construction of sewer improvements to mitigate wet weather surcharging in the Holmes Run Trunk Sewer. The determination and payment of such a contribution shall be made prior to the release of the final site plan. (T&ES)~~
79. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
80. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)
81. **CONDITION REMOVED BY STAFF:** ~~If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)~~
82. **CONDITION REMOVED BY STAFF:** ~~Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.* (T&ES)~~
83. **CONDITION ADDED BY STAFF:** The applicant shall be required to provide CIPP lining for the sanitary sewer segment (GIS Facility ID 001633SEWP) as shown on the Preliminary Site Plan. The applicant shall also meet the City's CIPP specifications and submittal requirements and coordinate the CIPP lining with the City in order for the City to be able to provide for third party inspection of the lining. (T&ES)

84. **CONDITION REMOVED BY STAFF:** ~~Sanitary sewer collection system capital improvements shall be required and paid for by individual development projects as needed to provide adequate conveyance capacity and demonstrate adequate outfall for proposed development as per the standards applicable at the time of approval of each DSUP. (T&ES)~~

L. SOLID WASTE:

85. In order for the City to provide solid waste collection service, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. Payment shall be made to the City or proof of payment for approved containers provided, prior to issuance of the Certificate of Occupancy for each building. (T&ES)
86. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
87. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. 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)
88. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. *(T&ES)

M. STREETS / TRAFFIC:

89. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)

90. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)
91. **CONDITION REMOVED BY STAFF:** ~~By First Final Site Plan, revise Sheet 1101 to address the passenger turning movement as it encroaches into the opposite direction lane. Revise the turning movement or widen the curb for a better movement. (T&ES)~~
92. **CONDITION REMOVED BY STAFF:** ~~By First Final Site Plan, provide updated turning movements to show the intersection of Mark Center Dr. and N. Beauregard St. is appropriately sized, or work to increase the radius/width of Mark Center Dr. at N. Beauregard St. without any impact to the proposed BMP tree wells to provide adequate capacity. (T&ES)~~
93. 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)
94. 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)
95. 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)
96. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
97. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
98. **CONDITION AMENDED BY STAFF:** The slope on parking ramps to garage entrance/exit shall not exceed 10 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps' slopes of 12 percent and greater require 15 feet transition slopes at the top and bottom of the ramp. The transition slope shall be half of the ramp slope percent. The slope on parking ramp shall not exceed 15 percent. ~~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)~~
99. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
100. **CONDITION DELETED BY STAFF:** ~~The shared public/private alley providing access to abutting property owners shall be jointly managed and maintained to the satisfaction of the Director of T&ES. A maintenance agreement shall be approved and recorded prior to release of the Site Plan.* (T&ES)~~

N. UTILITIES:

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

O. SOILS:

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

P. WATERSHED, WETLANDS, & RPAs:

105. The stormwater collection system is located within the Holmes 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)
106. **CONDITION AMENDED BY STAFF:** 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)
107. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and

associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

Q. STORMWATER MANAGEMENT:

108. 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)
109. The applicant will continue to work with staff to maximize the amount of green infrastructure used for stormwater treatment on site. *(T&ES)
110. 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)
111. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
112. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (T&ES)
113. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.

- b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. ***** (T&ES)
- 114. 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)
- 115. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)
- 116. With the exception of the BMP tree wells that will be transferred to the City for maintenance, the Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ***** (T&ES)
- 117. The Applicant shall be responsible for the maintaining the BMP tree wells until acceptance by the City for maintenance. The City shall accept the structural elements of the BMP tree wells constructed and installed in the right of way for maintenance upon passing inspection and termination of the maintenance bond for public improvements. The City shall accept the plantings installed in BMP tree wells located in the right of way upon passing inspection and termination of the maintenance bond for landscaping. (T&ES)
- 118. 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)
- 119. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. ***** (T&ES)

120. 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)
121. **CONDITION AMENDED BY STAFF:** Prior to the release of the performance bond, the Applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance with the approved plan. ****(T&ES) ~~(SWM)~~
122. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by an interior elevator, interior stairway through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. (T&ES)

R. 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. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
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. (T&ES)

S. NOISE:

127. **CONDITION AMENDED BY STAFF:** Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units

- closest to the interstate highway, railroad tracks and airport traffic, and units located above the loading dock 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 commitment letter shall be submitted and approved prior to Final Site Plan release.* (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. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)
131. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

T. CONTRIBUTIONS:

132. Contribute \$1,059,443.00 towards the Beauregard Implementation fund prior to the release of the first certificate of occupancy for 2000 N. Beauregard Street. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)
133. Contribute \$30,000 towards Capital Bikeshare fund within prior to release of final site plan. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)

U. 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)

V. DISCLOSURE REQUIREMENTS:

136. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, Director of T&ES, and the City Attorney:
- a. That this property is along the planned route for the future Transit Corridor C (West End Transitway), which will would run along Beauregard Street and Van Dorn Street in an approximately east/west direction. Construction for the Transitway is anticipated to begin in 2019.
 - b. That the implementation of each Transitway corridor may require the widening of City ROW to accommodate Transitway infrastructure. (P&Z) (T&ES) (City Attorney)

COORDINATED SIGN SPECIAL USE PERMIT (SUP #2019-0026)

137. **CONDITION AMENDED BY STAFF:** Design and develop a sign plan for building, wayfinding and directional signage. 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 Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances Ensure the sign plan includes:
- a. Updated images to clearly show proposed signage.
 - b. ~~Update the table to provide the dimensions of the proposed structure for the Type 2 sign.~~
 - c. Update the table to indicate if signs are to be illuminated.
 - d. Update the coordinated sign application to indicate if any directional signs, such as those indicating the location of trash/loading or parking for ride sharing/UPS/FedEx are to be used. Indicate potential locations and the size of signage.
 - e. Provide clear wayfinding signs for resident pick-up and drop-off in the ~~motor court area~~ rear drop off and garage to ensure vehicles (personal vehicles, ride sharing, taxis, etc.) do not idle along Mark Center Drive while waiting for passengers.
 - f. ~~remove sign B1, located at the entrance of the motor court along Mark Center Drive.~~
 - g. Add, “No Parking, Standing or Stopping” signs along the west private road and update the proposed signage plan sheet and tabulations.

- h. End of maintenance signs should be place at the end of public roads and show the turnaround within the public right of way. * (T&ES)(P&Z)(DROW)
- 138. The building signs shall be designed 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 building signs shall be designed of high-quality materials.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances.
 - c. Ensure that wayfinding signage for both building clearly differentiates the entrances of the two wings. (P&Z)
- 139. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 140. A freestanding monument sign(s) must comply with Article IX of the Zoning Ordinance or as indicated on proposed sign plan. Adjacent plantings should be coordinated with the proposed sign. (P&Z)
- 141. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z) (T&ES)

W. HOUSING

142. CONDITION ADDED BY COUNCIL AND AMENDED BY STAFF:

Set Aside Units:

- a. The applicant has agreed to provide (five) 5 affordable set-aside rental units, to include ~~one (1) studio~~, three (3) one-bedroom and ~~one two (1-2)~~ two-bedroom units, or with a mix of units to the satisfaction of the Director of Housing.
- b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.
- c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will

be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit, or may be allowed to remain in the same unit, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.

- d. Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- e. The applicant agrees that residents of set-aside units shall have access to all amenities offered within the entire Development.
- f. The set-aside units shall be of comparable size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
- g. Residents of the set-aside units may be charged a monthly parking fee of up to \$50 (in 2018 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces will be subject to standard fees.
- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- i. The applicant shall list all set-aside units in www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent. (Council)

For Sale

- l. In the event the project converts to condominium use, the developer shall provide five (5) affordable set-aside for-sale units within the Development.

- The set-aside units will include 3 (three) one-bedroom units to be marketed and sold at \$175,000 and 2 (two) two-bedroom units to be marketed and sold at \$225,000, to households with incomes as designated by the City. These prices include at least one (1) parking space for each unit. The set-aside units shall be of the same size and floorplan and with the same finishes as other similar units in the Development. Should the City's for-sale price guidelines be revised prior to the project's delivery, the for-sale prices will reflect those IN EFFECT at the time of condominium conversion.
- m. At the City's discretion, the set-aside units may be sold to a non-profit entity or the Alexandria Redevelopment and Housing Authority (ARHA), at the same terms as described above, to be operated as affordable rentals. In this case, operation of the rental units shall be governed by a separate agreement to be entered into between the City and the designated non-profit entity or ARHA.
 - n. Any incentives offered to potential market-rate homebuyers shall also be offered to purchasers of the set-aside units.
 - o. The developer agrees that residents of the set-aside units shall have access to all amenities offered on the entire Development.
 - p. The set-aside units shall have a 40-year affordability period that is established through deed restrictions recorded as covenants at the time of sale of each of the set-aside units, in accordance with the City's set-aside resale policy. Language for the covenants shall be provided by the City in advance of the final sale of any unit.
 - q. The developer shall advise the City of its schedule for delivery of the set-aside units and the City and the developer shall jointly market the set-aside units to target populations, including City and school employees. The City reserves the right to randomly select buyers qualified for the set-aside program through a lottery system.
 - r. If the developer sells the market-rate units for less than expected, the developer shall index the price on the affordable units proportionately. Market rate pricing of similar units and the total discount provided on behalf of the City shall be disclosed and certified by the developer prior to the sale of each set-aside unit.
 - s. Real estate commissions shall be paid (or not paid) on the set-aside units in the same manner and on the same basis as market-rate units.
 - t. The developer is encouraged to offer mortgage financing to set-aside buyers through its preferred lender(s) with rates and terms comparable to the Virginia Housing Development Authority (VHDA) bond loan program. If preferred lenders are unable to offer mortgage financing to deed restricted properties, the developer shall ensure that project approvals are completed, documented and available to other lenders so that secondary market financing will be readily available to otherwise qualified set-aside purchasers.
 - u. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for

DSUP #2019-0003;
TMP SUP#2019-0025; SUP #2019-0026;
2000 N. Beauregard Street

- consideration and require final approval from the City Manager.
- v. If the project involves the use of federal funds, the applicant shall comply with all federal related statues, laws and authorities associated with the funding.

CITY DEPARTMENT CODE COMMENTS

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

- F-1 Monday Properties (the Applicant) has agreed to permit established community associations and groups located within communities adjacent to the Adams Neighborhood use of existing meeting rooms within the office buildings located at 1500, 1600, 1800, and 1900 N. Beauregard Street, subject to the availability of the meeting rooms and limited to weeknight evenings. Prior to the release of the Final Site Plan, the applicant shall develop a memorandum of use, outlining hours of availability of the meeting rooms, any limitations on frequency of room usage, potential costs associated with the requests and a point of contact to reserve available meeting rooms. (P&Z)
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan. (P&Z)
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 1. 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 - 2. 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 - 3. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 4. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 5. The applicant is advised that although the project is grandfathered as provided by the Virginia Stormwater Management Program (VSMP) Permit Regulations (9VAC25-870-48), portions of the project not under construction by July 1, 2019 will become subject to any new technical stormwater criteria adopted by the State Water Control Board incorporated into City ordinance, including but not limited to the Part IIB technical criteria (9VAC25-870-63) as found in Article XIII, Section 13-109 of the Zoning Ordinance. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the

- public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F - 10. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation

- cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18 or to the satisfaction of the Director of T&ES. These sheets are to be provided as "Information Only." (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate, then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 3 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 4 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 5 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 6 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)

- C - 7 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 8 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 9 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 10 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 11 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

- C - 12 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 13 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 14 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 15 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys and with the City's Complete Streets Guidelines. (T&ES)
- C - 16 Bond for the public improvements must be posted prior to release of the site plan.
* (T&ES)
- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the

applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

- C - 20 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travel ways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards and with the City’s Complete Streets Guidelines. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 26 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
- Section 11-5-4(b) (19) further restricts the Pile Driving to the following hours:
- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
- Section 11-5-109 restricts work in the right of way for excavation to the following:

- g. Monday through Saturday 7 AM to 5 pm
- h. No excavation in the right of way is permitted on Sundays. (T&ES)

- C - 27 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 29 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 30 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

VAWC Comments:

- 1. ~~No conditions were provided by VAWC.~~
 - 1) **COMMENT ADDED BY STAFF:** On P-0201, the utility contact for Virginia American Water shall be Matthew Ganci at 703-706-3862
 - 2) **COMMENT ADDED BY STAFF:** On P-0403, Water valve boxes shall have 2 ft horizontal separation from curbs and gutter pans.

AlexRenew Comments:

1. **COMMENT AMENDED BY STAFF:** ~~Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B. Applicant to include the following notes on the DSUP plans and the plans issued for construction:~~
 - a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
 - b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3382.
2. The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Holmes Run Trunk Sewer during wet and average flow conditions.
3. **COMMENT DELETED BY STAFF:** ~~Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator at (703) 549-3382.~~

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.

- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. 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 - 3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 4. 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 - 5. 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 - 6. 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 - 7. 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 - 8. 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

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

Geographic Imaging Systems

- F-1 GIS is requesting to change the project name to a convention that does not use an address. This has been known to potentially cause problems with final addressing assignments. The applicant must choose a name that does not include an address in the name.

Example: ‘5000 & 5001 Fillmore Ave.’ has been named as ‘The Fillmore’

- F-2 All road names need to be approved before assignment. Refer to Planning and Zoning, GIS Division for all road names and street level addressing.
Moe Abu-Rabi, 703-746-3823.

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

VIII. ATTACHMENTS

- Attachment 1: BDAC Memorandum from Applicant Team, March 8, 2019
- Attachment 2: BDAC Exhibit from Applicant Team, March 8, 2019
- Attachment 3: BDAC Memorandum from Staff, March 8, 2019
- Attachment 4: Open Space Plan for Adams Neighborhood
- Attachment 5: Exhibit from BDAC Presentation Given March 25, 2019
- Attachment 6: Letter of Recommendation from the Beauregard Design Advisory Committee (BDAC)

CASE #
Address
Project Name