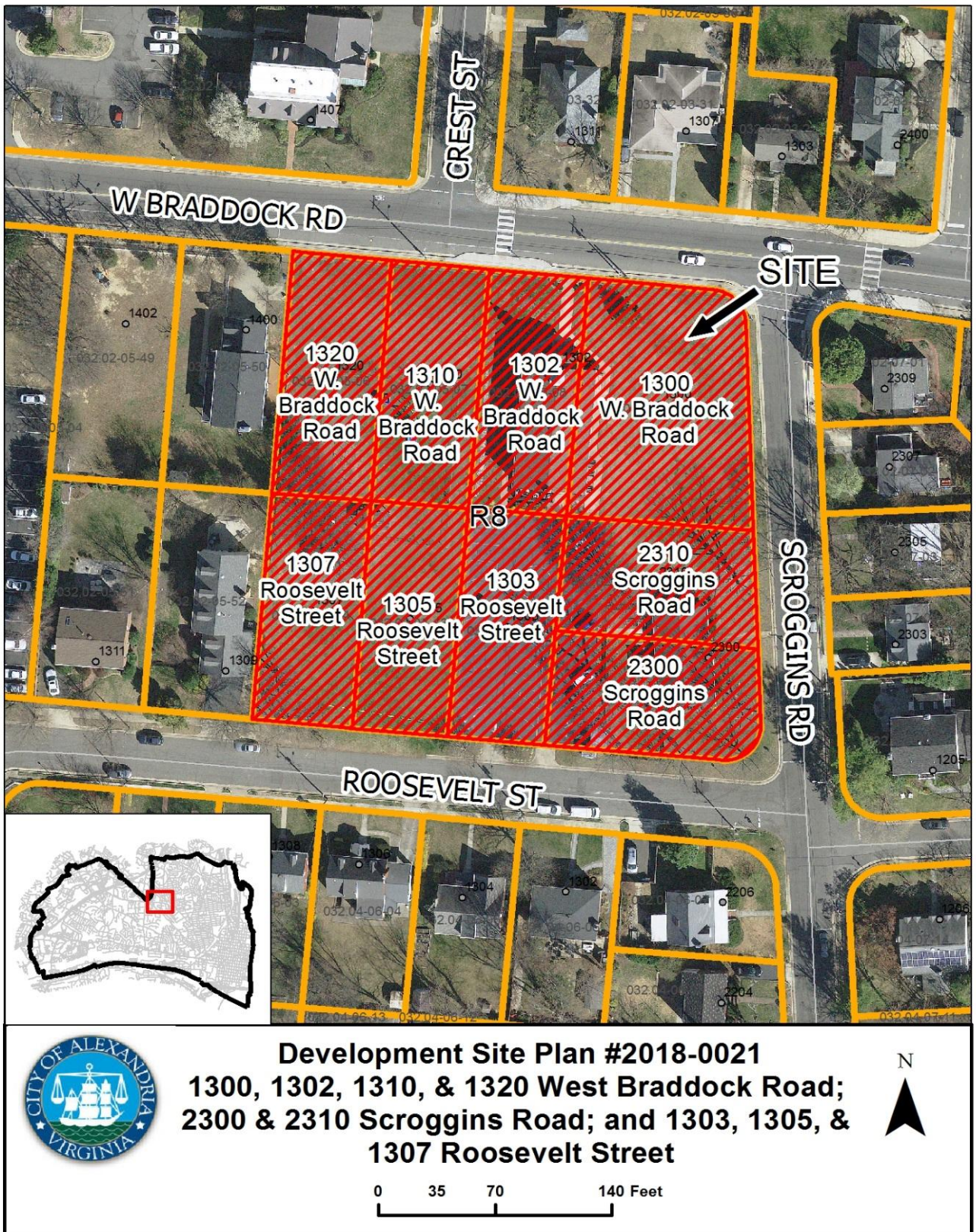




DOCKET ITEM #9
Development Site Plan #2018-00021
Alexandria Presbyterian Church

Applicant	General Data	
Project Name: Alexandria Presbyterian Church Location: 1300, 1032, 1310, & 1320 W. Braddock Road; 2300 & 2310 Scroggins Road; and 1303, 1305, & 1307 Roosevelt Street Applicant: Alexandria Presbyterian Church, represented by M. Catherine Puskar, Esq.	PC Hearing:	November 7, 2019
	CC Hearing:	N/A
	If approved, DSP Expiration:	November 7, 2022
	Plan Acreage:	1.8675 acres (81,348 sq. ft.)
	Zone:	R-8
	Proposed Use:	Church
	Gross Floor Area:	22,794 square feet
	Small Area Plan:	North Ridge / Rosemont
	Green Building:	“Target” LEED Equivalency
	Purpose of Application	
Consideration of a request for a development site plan to construct a new church at the location of the existing church site at 1300 West Braddock Road. #		
Staff Recommendation: APPROVAL WITH CONDITIONS		
Staff Reviewers: Robert Kerns, AICP; Development Division Chief robert.kerns@alexandriava.gov Nathan Imm; Principal Planner nathan.imm@alexandriava.gov Carson Lucarelli; Urban Planner carson.lucarelli@alexandriava.gov		



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends approval of the proposal to construct a new, approximately 23,000 square foot church, subject to compliance with the Zoning Ordinance and all applicable codes, adopted policies, master plan, and staff's recommendations. Staff finds the proposal is consistent with the City's goals and objectives and will provide benefits to the City, including:

- Placement of proposed building provides a setback consistent with the residences along Braddock Road and varied roofline provides architectural interest and reduces the perceived scale of the building;
- Provision of stormwater controls in excess of City and Commonwealth requirements;
- Improved pedestrian facilities, including new sidewalks on Scroggins Road and Roosevelt Street; and
- Addition of street trees on all road frontages.

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

- Conformance with the Small Area Plan & Zoning;
- Consistency with City Plans & Policies;
- Building Architecture;
- Pedestrian & Streetscape Improvements;
- Site Circulation & Parking;
- Open-Space and Tree Preservation;
- Stormwater; and
- The Community

B. Project Description

The Applicant proposes to construct a new, 22,794 square foot church on the site of their existing church building in order to provide sufficient space for their congregation. The existing 3,400 square foot church building, associated parking, and adjacent parsonage/caretaker residence will be demolished for the proposed construction.

The proposed church building will provide a street frontage along Braddock consistent with the residential neighbors to the east and north, with the main entrance of the building facing west toward the on-site parking to facilitate drop-off of the congregants. There are two points of ingress and egress into the building. The church's main entrance faces the parking while the secondary entrance is in the rear, near the administrative spaces. Vehicular access to the property will be located off of West Braddock Road and Scroggins Road. The proposed building is in

compliance with the requirements for height and setbacks. Additionally, the project complies with the requirements for open space, tree canopy, and stormwater.

The Zoning Ordinance requirement for church parking is a specific number directly related to the number of seats/pews proposed within the church. With a requirement of 1 parking space per 5 seats, at 490 seats provided in the proposed church, a total of 98 parking spaces are provided. The applicant will also provide 2 bicycle racks in the rear of the property.

Public improvements include the addition of sidewalks on Scroggins Road and Roosevelt Street to connect with existing sidewalks on West Braddock and Roosevelt accordingly. The provision of sidewalks will include curb cuts for ADA compliant crossings. Further improvements include the provision of tree well BMPs along Scroggins Road for the stormwater management of the portion of the road draining toward the church property, and street trees along all road frontages.

II. BACKGROUND

A. Site History & Context

The 81,348 square foot (1.8675 acre) site is located on the southwest corner of the intersection of Scroggins and West Braddock Roads, bordered to the south by Roosevelt Street. The surrounding uses include single-family residential on all four sides of the site. In addition to the single-family residences, this area of West Braddock Road between Scroggins Road and Kenwood Avenue currently is home to the Blessed Sacrament Catholic School and Church, the Scottish Rite Temple (a Masonic organization), the Everly-Wheatley Funeral Home, and the existing Alexandria Presbyterian Church. Access to the site is currently provided from Roosevelt Street, primarily via Scroggins Road. The site consists of nine lots currently under church ownership which will be consolidated for this proposed use.

The site has been utilized for a church since 1953, with the current church building constructed in 1974. In 2015, the Alexandria Presbyterian Church purchased the site from the Alexandria Bible Church. Formed in 1987 as a member of the Presbyterian Church in America, the Alexandria Presbyterian Church has utilized this site for a portion of their services since its purchase, while sharing worship space with the Del Ray Baptist Church since 1999.

The existing church is 3,400 square feet (sf), not counting the basement, and regularly accommodates up to 370 congregants on Sunday's first service. The Alexandria Presbyterian Church currently has a membership in excess of the number of seats, with the majority being accommodated off-site. The Alexandria Presbyterian Church desires to fully utilize their existing site and will terminate their agreement with the Baptist church in the near future.

The site is essentially flat and rectangular, with parking, a small playground, and twelve existing trees. Existing sidewalks are limited to West Braddock Road- there are no sidewalks along the site on either Scroggins Road or Roosevelt Street.

III. ZONING

The following table summarizes the zoning requirements per the current R-8 Single Family Zone and the proposed project.

Table 1: Zoning

Property Address:	1300 West Braddock Road	
Total Site Area:	1.8675 acres (81,348 sq. ft.)	
Zone:	R-8 Zone	
Current Use:	Church	
Proposed Use:	Church	
	Permitted/Required	Proposed
Maximum Allowable Gross Floor Area:	28,472 square feet	22,794 square feet
Maximum Height:	40 feet	34.1 feet (to mid-point of gable roof)*
Minimum Open Space:	N/A	28,000 square feet (34% of site).
Minimum Setbacks:		
Front:	30 feet (Braddock) 30 feet (Scroggins) 30 feet (Roosevelt)	30 feet (Braddock) 30 feet (Scroggins) 101 feet (Roosevelt)
Side:	25 feet	133 feet
Rear:	N/A	N/A
Zone Transition:	N/A	N/A
Maximum Parking:	98 spaces	98 spaces
Minimum Loading Spaces:	None required	None proposed
Minimum Street Trees:	1 tree per every 20 linear feet (ornamental tree) or 30 linear feet (shade tree) of frontage	Provided per Conditions of Approval
* Church Steeples 6 - 403 (C): "No church building shall exceed the height for each zone, as limited by the Height District Maps, except that a church steeple may be erected to a height of 90 feet, or to a height in excess of 90 feet but not in excess of 150 feet with a special use permit."		

IV. STAFF ANALYSIS

A. Consistency with Small Area Plan and Zoning

North Ridge Small Area Plan

The site is located within the boundary of the North Ridge Small Area Plan (SAP). The SAP was adopted in 1992, and amended in 1998, 2003 & 2006. The plan serves as the basis for future policy initiatives and actions affecting land use, zoning, capital improvements within the Plan area. Amongst the SAPs goals is the desire to protect density and scale within residential areas. The proposed project does not seek to increase the density or height as allowed within the zone, and thereby meets the goals of the Plan. Architecturally speaking, the building and its palette take cues from the surrounding neighborhood, which helps assimilate it into the community's fabric.

R – 8 Zone

Per the zoning table (above), the applicant's proposal complies with the permitted uses, maximum height, FAR, and other standards of the R – 8 zone such as parking.

B. Consistency with City Plans and Policies

Green Building Policy

The City's Green Building Policy was adopted by City Council in 2009 and established that newly constructed non-residential buildings should achieve a minimum green building certification level of LEED Certified (or equivalent). Since the Policy's adoption in 2009, approximately 95% of new development square footage, completed or under construction, has complied with the Policy.

While the City's Green Building Policy (the Policy) is applicable to all development subject to a Development Site Plan (DSP) or Development Special Use Permit (DSUP), some projects, including institutions, are allowed flexibility from the Policy. Staff believes the Policy's flexibility clause is applicable to this proposal and considers the memorandum provided as being the type of information needed in order to justify a waiver from the City's Green Building Policy. Therefore, in lieu of LEED Certified or similar, the church intends to build a building that is as *near* to "LEED Certified" as possible. The cost of the certification, the nature of the organization and the proposed use of the building have made fully achieving "LEED Certified" level difficult. For instance, the building's large basement precludes it from earning points related to building design and daylight. Therefore, in a show of good faith, the applicant instead offers to meet the required number of points, using the LEED Certified scorecard, but stopping short of meeting the required prerequisites pursuit of the actual certification. A copy of the applicant's memorandum and scorecard are attached to this report.

Landscape Guidelines

This proposal is subject to the 2007 Landscape Guidelines as the concept submission was submitted prior to March 1, 2019.

Affordable Housing & Public Art Policies

Due to the nature of the application, the City is requesting neither Affordable Housing nor Public Art Contributions at this time. The church is a non-profit 501(C)(3) and therefore does not operate in the same manner as a professional business for typical for-profit venture.,

C. Building Architecture

Minimizing the perceived height and mass of the building on the adjacent residential neighborhood was pivotal in the design development of the church. To this end, the collection of gables that define the roof are mixed in height and slope with the measured height of the roofs never exceeding 34.1'.

In plan, the building is defined by two large rectilinear volumes which are conjoined by a central lobby. The church's main floor is pronounced by a large worship space, while beyond the central lobby are the workrooms and church offices. This same footprint extends one level below grade, where classrooms, a kitchen and mechanical spaces are compartmentalized. The building ascends to a second story only in the rear, where additional classroom space has been programmed. A set of southern exposed dormers adorn the exterior wall of the classroom to provide the space with constant, indirect daylight. To help differentiate this volume from rest of the building, the eaves are slightly more pronounced, and the cementitious siding is hung horizontally, rather than vertically – also a nod to the arts and crafts style bungalows typical in the area.

The building's palette recalls many traditional materials and techniques found throughout the neighborhood. The base and walls are clad in a veneer of gray brick while many of the church's dramatic, vertical windows are framed in cast stone. The roofs will be clad in either standing seam or asphalt shingle while mid-sections of the church will be sheathed in vertical cementitious siding to help express the height of the gables.

The church is adjacent to a busy intersection along West Braddock Road. Along this elevation, the wall is accented by a dramatic, semi-full height glass window, whose ridge is adorned with a large, stainless steel cross. Beyond the partially full-height window is a steeple, or tower feature, that is separate from the building in plan. The steeple ascends to 72' in height and is also topped with a similar stainless-steel cross, which helps reinforce the sacrosanct nature of the building. It should be noted that the height of the steeple is less than 90' and therefore complies with Section 6-403(C) of the Zoning Ordinance.

D. Pedestrian and Streetscape Improvements

The applicant proposes to significantly improve pedestrian circulation within and adjacent to the site. Along West Braddock Road, the sidewalk will be realigned to remove existing obstructions

and improved to an ultimate width of 5' with a 4' vegetative buffer abutting the road. The applicant will also construct a new ADA curb ramp to the east of the proposed driveway entrance which will align with its counterpart on the northside of the block.

Along Scroggins Road, the applicant will entirely reconstruct the pedestrian realm to accommodate for a new 5' wide unobstructed sidewalk and a tier of 4' deep BMP tree wells as a buffer along the entire block.

Roosevelt Street will also be reconstructed with a 5' sidewalk and a 4' landscape buffer from the street. The applicant will also construct two new ADA curb ramps near its intersection Scroggins, as well as a new pedestrian crosswalk linking the site to the southwest corner of the opposing block face.

To further encourage a safe and comfortable walking experience, the applicant will install pedestrian scaled lighting within the envelope of the property along all three streets and within the parking lot. The church will also provide trash and recycling receptacles along Scroggins Road as a part of its streetscape improvements.

E. Site Circulation & Parking

The applicant is proposing to provide vehicular entrances along West Braddock Road and Scroggins Road while simultaneously removing an existing curb cut on Roosevelt. The parking lot features three landscaped traffic islands and is buffered extensively along its western boundary to shield itself from the neighboring residential properties. The number of parking spaces are directly linked to the Zoning Ordinance requirement, which stipulates 98 spaces per the use. The applicant is also providing four bicycle parking spaces in the rear the property located within close proximity to the nearby secondary entrance. The secondary entrance is located in the rear of the building near the offices while the primary entrance engages the parking lot near slightly below the building's midsection.

F. Open Space and Tree Preservation

There is no open space requirement for church uses within the R – 8 Zone. However, 34% (28,000 square feet) of the site will remain as open space, primarily to meet the City's stormwater requirements for bio-retention.

The applicant will also preserve two mature trees at the southeast corner of the property, near the entrance off of Scroggins. Unique physical characteristics of the site, such as the location of existing trees and the Applicant's need to meet the parking and setback requirements, complicated further tree preservation efforts. Nevertheless, staff believe that the preservation of these two large trees, coupled with the extensive buffering and "green perimeter" of landscaping meet the spirit of existing policies.

G. Stormwater

Scroggins Road experiences sporadic, localized flooding, which may be related to the size and or condition of an existing storm pipe within the West Braddock Road right-of-way, outside of the church's property. The site drains generally to the east. As such, the church's bioretention will hug the northeast corner of the site while BMP treewells will line Scroggins Road- which currently lacks a sidewalk. The Church's proposal complies with all applicable City and Commonwealth requirements for stormwater controls and in fact exceeds said requirements by 10% or more. In short, the site will mitigate stormwater more effectively *after* the development than it presently does now. Therefore, the proposed development will not have a negative impact on the localized flooding conditions of the neighborhood.

V. COMMUNITY

The Applicant solicited community feedback at the North Ridge Citizens Association meetings on December 10, 2018 and June 10, 2019, and at an Open House held for the surrounding neighbors on September 30, 2019 at the Alexandria Presbyterian Church. Citizen feedback was primarily provided by the adjacent neighbors, who expressed concerns in three general areas – the height and setback of the building, traffic concerns, and stormwater.

The height and setback concerns raised by the neighbors adjacent to the proposed project expressed as a desire for a smaller proposed building and a greater setback from Scroggins Road, similar to the location of the existing church building. Based on review of the regulations and the proposal, City staff provided information to the concerned neighbors that the building location and height as proposed are within the requirements for maximum height and setback. Further analysis indicated that increasing the setback from Scroggins Road would result in a relocation of a portion of the required parking toward Scroggins Road, having the effect of isolating the building within a parking area and requiring a net increase in paved area due to inefficient parking design.

The traffic concerns raised by the neighbors highlighted the existing traffic that can become heavy on Braddock Road, and Scroggins Road as a short-cut route, during standard and after-school peak traffic times. City staff analyzed the traffic study provided by the Applicant and the hours and vehicles that are proposed by the church project. The traffic study and City staff analysis indicate that the proposed project is not anticipated to contribute to additional traffic concerns, particularly as the primarily weekend hours of use for the church would not coincide with peak weekday traffic hours. Further concerns were raised by neighbors about the potential for use of the church parking lot as a short-cut route around the intersection of Braddock and Scroggins. The Applicant discussed that alterations to the operation of the parking lot could be considered if such a problem is experienced however the likelihood of such occurring is anticipated to be low. It should be noted that traffic engineers from T&ES met again, separately with the neighboring homeowner association regarding traffic concerns.

The stormwater concerns raised by the neighbors centered around existing problems with localized flooding on Scroggins Road, which may be related to the existing stormwater pipe size or condition of the immediate area and not connected to the church site. The Applicant's proposal is compliant with the City and State requirements for stormwater controls, and in fact exceed City requirements by an additional 10% or more of stormwater control. As such, the proposed development will not have a negative impact on the localized flooding conditions of the neighborhood.

VI. CONCLUSION

Staff recommends **approval** of the Development Site Plan subject to compliance with all City codes, ordinances, and the Staff recommendations below.

Staff: Karl Moritz, Director, Planning and Zoning
Robert Kerns, AICP, Chief, Planning and Zoning
Nathan Imm, Principal Planner, Planning and Zoning
Carson C. Lucarelli, Urban Planner II, Planning and Zoning

VII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated August 23, 2019, and comply with the following conditions of approval.

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the [DSP #2018-0021] 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. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat prior to the Final Site Plan submission. The plat and deed(s) of consolidation shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat and deed(s) shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. 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)
6. 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 streetlights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum

- standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. All proposed light fixtures in the City right of way shall be basic, approved Dominion LED light fixtures.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing streetlights 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 streetlights and site lights.
 - g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and streetlights to minimize light spill into adjacent residential areas.
 - h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
 - i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
 - j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
 - k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - l. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - o. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties. (P&Z) (T&ES) (Police)(BAR)(Code)
7. The Applicant shall work with City staff to ensure that the required number of street trees are provided by the project, per the 2007 Landscape Guidelines.

B. BUILDING:

8. The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression and shall be consistent with the elevations dated August 23, 2019 and the following conditions. (P&Z)
9. In accordance with the memorandum prepared on October 14, 2019 and titled “*Alexandria Presbyterian Church Sustainable Design and Construction Considerations*,” the applicant shall commit to the sustainable architectural and construction considerations therein - which bring the church to *near* LEED Certified equivalency, or 41 points. The applicant must demonstrate full compliance with this condition prior to the release of the Certificate of Occupancy.
10. 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)
11. Install Energy Star labeled appliances in the kitchen to the greatest extent possible where applicable. (T&ES)(P&Z)
12. 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: www.epa.gov/WaterSense. (T&ES)

C. ARCHAEOLOGY:

13. 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)
14. 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)

D. PEDESTRIAN/STREETSCAPE:

15. 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. Install one ramp to cross Braddock Road at the existing midblock crosswalk, one ramp to cross Scroggins Road at the intersection of Braddock Road and Scroggins Road and two ramps with an east-west crosswalk at the intersection of Scroggins Road and Roosevelt Street. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of 5 feet.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - f. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - g. All crosswalks shall be standard, high-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)]. All other crosswalk treatments must be approved by the Director of T&ES.
 - h. 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 to minimize any potential visible impacts*** (P&Z) (T&ES)

E. PARKING:

16. 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.
17. Parking shall be consistent with the requirements of the Zoning Ordinance in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)

18. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).
19. 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)
20. Provide four bicycle parking spaces. 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) ***

F. TRANSPORTATION

STREETS/TRAFFIC:

21. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)
22. 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)
23. 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)
24. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
25. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
26. 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)

G. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

27. The sewer connection fee must be paid prior to release of the site plan. (T&ES) *
28. 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. 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) *

UTILITIES:

29. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
30. No transformer and switch gears shall be located in the public right of way. (T&ES)

SOLID WASTE:

31. 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)
32. Provide \$1,402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black 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 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) *
33. Provide \$1,626 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, approved dome decals, and approved band per block face dedicated to *recycling* collection. The receptacles shall be placed in the public right of way to serve open space 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)

H. ENVIRONMENTAL

STORMWATER MANAGEMENT:

34. 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)
35. 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)
36. 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)
37. 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 removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
38. 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 that comply with the City of Alexandria, VA As-Built Stormwater Requirements and Memo to Industry 09-18 . 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 approved plans and specifications. Construction inspection checklists for each BMP must be completed during the construction process and submitted with the construction record drawings. (T&ES)

39. 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) *****
40. 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)
41. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, and the 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 BMP Maintenance agreement and the Stormwater Detention Facilities Maintenance 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) *
42. With the exception of the BMP tree wells that will be transferred to the City for maintenance, The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES) *****
43. 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) *****

44. 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) *****
45. 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) *****

WATERSHED, WETLANDS, & RPAs:

46. Due to the location of the project within the Hoof's Run Watershed, stormwater quantity controls shall be designed to demonstrate that the post development stormwater runoff does not exceed 90 percent of the existing runoff quantities for both the 2-year and 10-year storm events. (T&ES)
47. The stormwater collection system is located within the Hooff's 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)
48. 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)

CONTAMINATED LAND:

49. Indicate whether 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)

50. 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) *
51. 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) (Code)

52. 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)

SOILS:

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

NOISE:

54. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
55. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. (T&ES)

AIR POLLUTION:

56. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
57. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

I. CONSTRUCTION MANAGEMENT

58. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.

- c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - e. Include an overall proposed schedule for construction;
 - 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. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
59. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *
60. 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 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)
61. 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 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)

62. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
63. 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)
64. 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)
65. 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)
66. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
67. 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)

68. 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) ***
69. 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)
70. 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) ***
71. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
72. 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)

J. USES AND SIGNS

73. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)

74. The applicant shall encourage its employees to use public transportation to travel to and from work. The church shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
75. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)

VIII. CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (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 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) ****

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. A preconstruction conference is recommended for large projects. 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.

Archaeology

- F - 2. Historical maps indicate that there was a house in the vicinity of this property by the time of the Civil War. The lot therefore has the potential to yield archaeological resources which could provide insight into domestic and rural activities in 19th-century Alexandria.
- C -1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.
- R – 1 The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
- The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds; and
- R – 2 The applicant/developer shall not allow any metal detection or other artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology.

Transportation and Environmental Services (T&ES)

- F - 3. 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 - 4. 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 website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 5. 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 - 6. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 7. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 8. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 9. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch

- or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 10. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 11. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F - 12. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 13. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 14. Any rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 15. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 16. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 18. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 19. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and 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. These sheets are to be provided as "Information Only." (T&ES)
- F - 20. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
 - a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 21. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 10 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 - 11 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 - 12 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 - 13 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 - 14 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 - 15 (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 - 16 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 - 17 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 - 18 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 - 19 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 - 20 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 - 21 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 22 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 - 23 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 24 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 - 25 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 - 26 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 - 27 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 28 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 29 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 30 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 - 31 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 - 32 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 - 33 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 34 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 - 35 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments

- R – 1 On Sheet 4 of 13, revise the heading from “ARENEW Notes” to “AlexRenew Notes.”

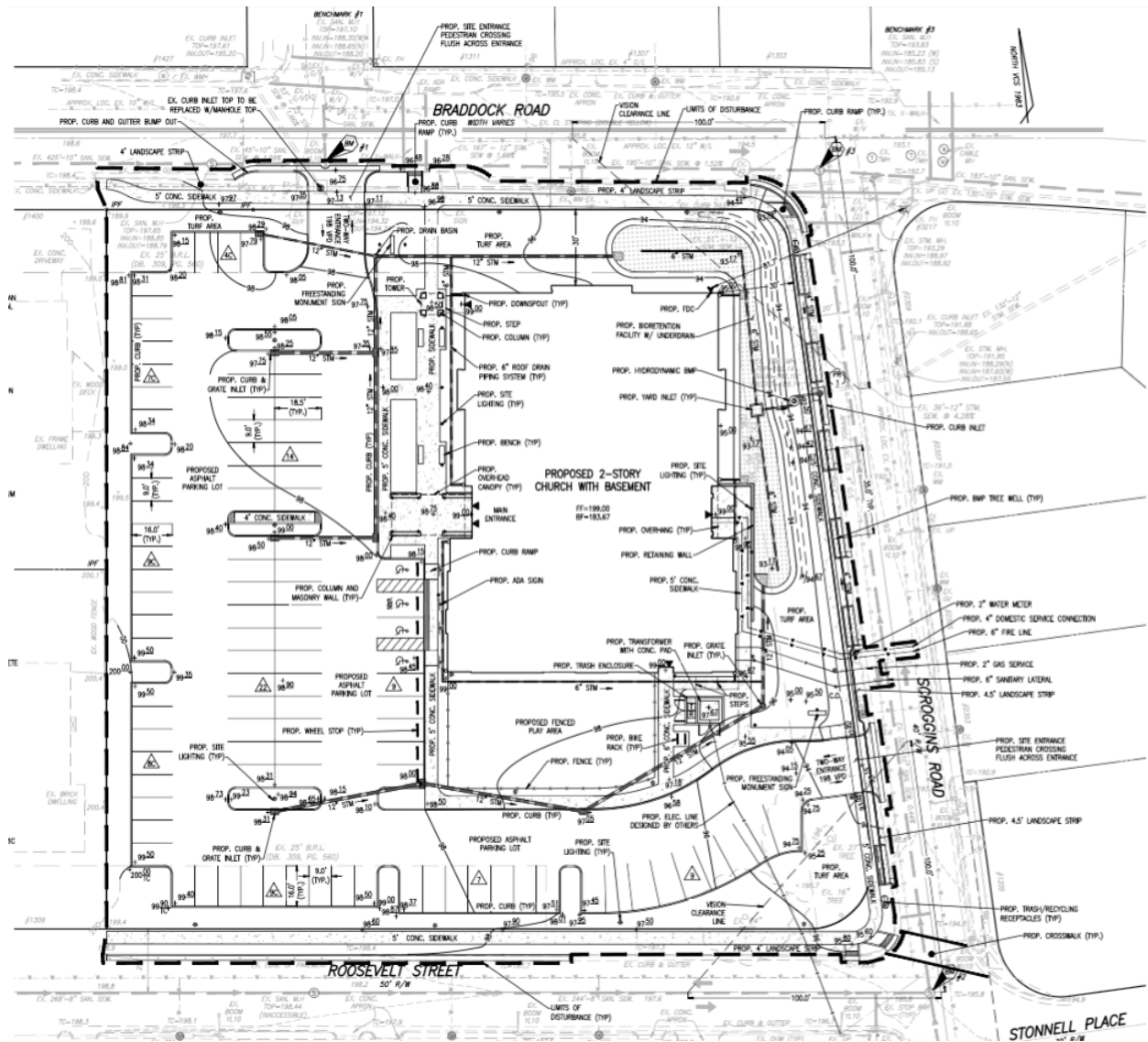
Asterisks denote the following:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

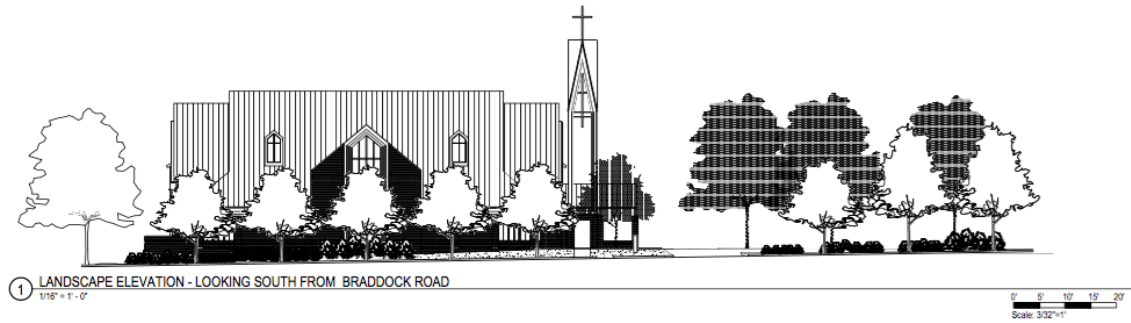
IX. GRAPHICS



Graphic #1: Colorized Site Plan

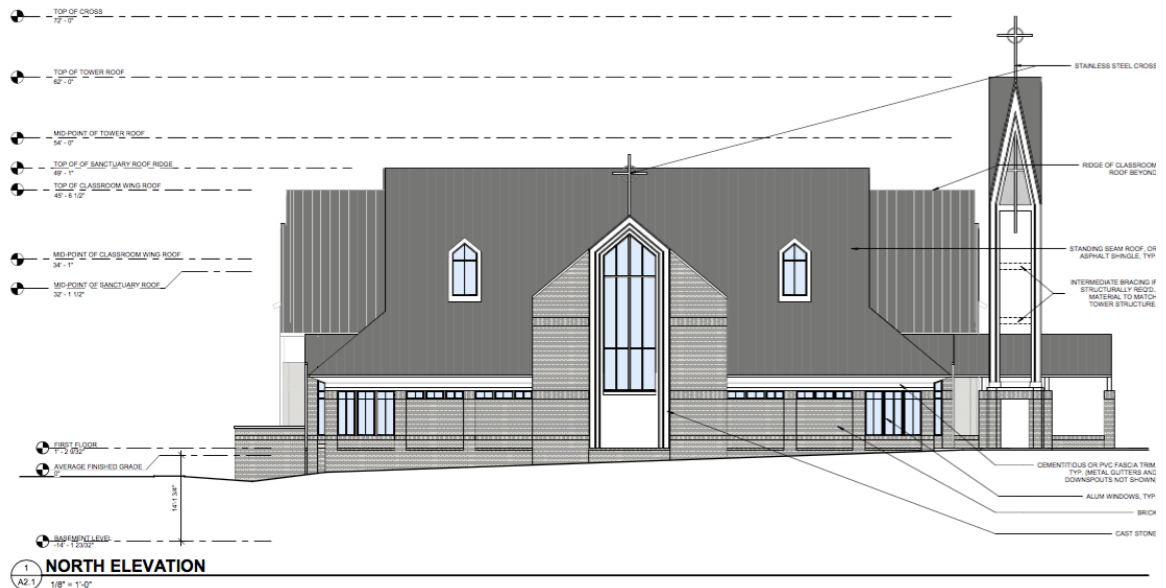


Graphic #2: Proposed Site Plan



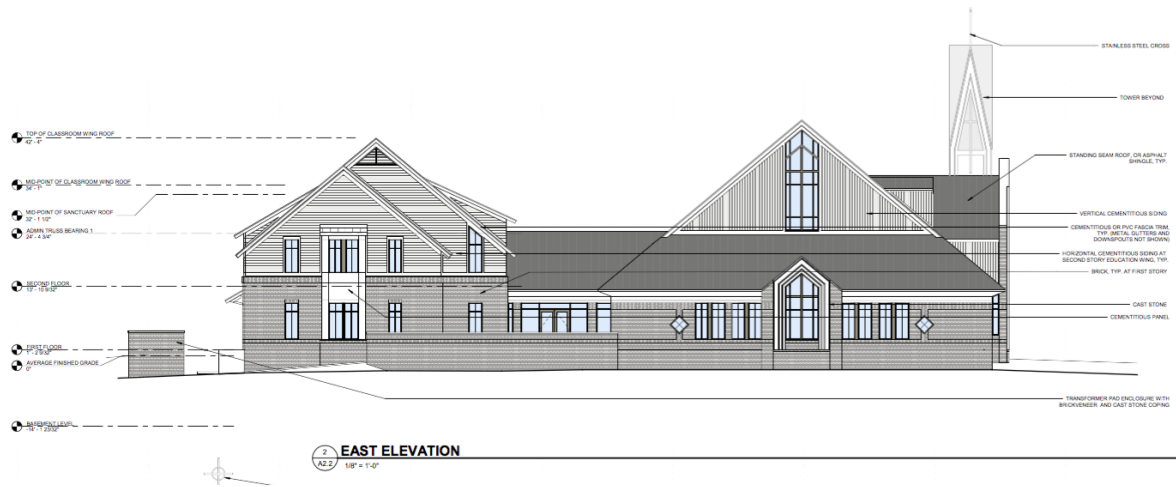
Graphic #3: Proposed Landscape Elevations

DSP #2018-00021
 Alexandria Presbyterian Church
 1300 West Braddock Road



Graphic #4: Building Elevations (1/2)

DSP #2018-00021
 Alexandria Presbyterian Church
 1300 West Braddock Road



Graphic #5: Building Elevations (2/2)



Graphic #6: Proposed Rendering

X. Attachments



APPLICATION

DEVELOPMENT SITE PLAN

DSP # 2018-0021

Project Name: _____

PROPERTY LOCATION: 1300 West Braddock Road

TAX MAP REFERENCE: #032.02-05-06, -07, -08, -09, -10, -11, -12, and -13 ZONE: R-8

APPLICANT

Name: Alexandria Presbyterian Church

Address: 2405 Russell Road, Alexandria, Virginia 22301

PROPERTY OWNER

Name: Alexandria Presbyterian Church

Address: 2405 Russell Road, Alexandria, Virginia 22301

PROPOSED USE: Church



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



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



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

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

M. Catharine Puskar

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

Date

6/28/19

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

Development Site Plan (DSP) # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)

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

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

Alexandria Presbyterian Church - 100% - 2405 Russell Road, Alexandria, Virginia 22301

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

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

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

NA

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Alexandria Presbyterian Church	2405 Russell Road	100%
2. The Alexandria Presbyterian Church is a non-profit organization.		
3.		

2. **Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1300 West Braddock Road (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Alexandria Presbyterian Church	2405 Russell Road	100%
2. The Alexandria Presbyterian Church is a non-profit organization.		
3.		

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

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

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

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

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



June 26, 2019

Date

James D. Taft

Printed Name

Signature

Alexandria Presbyterian Church
DSP #2018-0021
Floor Area Statement

June 28, 2019

The proposed gross floor area for DSP #2018-0021 is 40,948 square feet and the proposed floor area is 22,794 square feet. A total of 18,154 square feet is deducted from the gross, or approximately 44.3%. As this exceeds 20%, a statement is required. The Applicant is deducting approximately 16,168 square feet of basement space, which accounts for the majority of the floor area deductions and does not contribute to the bulk of the building.

Alexandria Presbyterian Church
2405 Russell Road
Alexandria, Virginia 22301

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

Re: Consent and Authorization to File an Application for a Development Site Plan
1300 W Braddock Road
Tax Map ID: #032.02-05-06, -07, -08, -09, -10, -11, -12, and -13 ("The Property")

Dear Mr. Moritz:

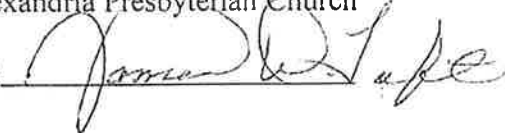
As owner of the above-referenced Property, Alexandria Presbyterian Church hereby consents to the filing of an application for a Development Site Plan on the Property and any related requests.

Alexandria Presbyterian Church hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Site Plan on the Property and any related requests.

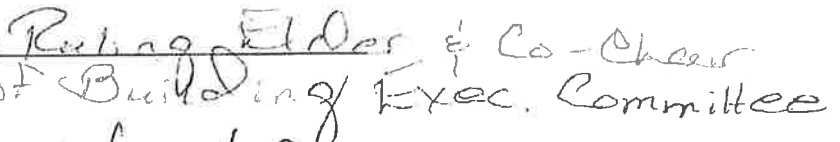
Very Truly Yours,

Alexandria Presbyterian Church

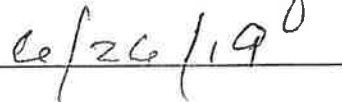
By:



Its:


of Building Exec. Committee

Date:



MEMORANDUM

Date: October 14, 2019

Project: Alexandria Presbyterian Church (APC)

From: Robert M. Celio, AIA, LEED AP, Project Manager
W. Neal Roseberry, AIA, Principal
LeMay Erickson Willcox Architects *WNR RMC*

To: Nathan Imm, Principal Planner
City of Alexandria Department of Planning and Zoning

Re: Alexandria Presbyterian Church Sustainable Design and Construction Considerations

On October 10, 2019, the Alexandria Presbyterian Church (APC) Project Team, represented by legal counsel Cathy Puskar, and including members of the church Building Committee, the Civil Engineer, and Architect, met with City Planning Staff and departmental representatives to review draft Project Requirements, including requirements per the City's Green Building Policy. At that meeting, Division Chief Rob Kerns and Principal Planner Nathan Imm noted that the Church's Green Building Memorandum as-presented was not, in staff's opinion, specific enough to be represented to the Planning Commission as sufficient per the City's policy.

Following discussion on staff's concerns, APC agreed that it would re-draft its Green Building Memorandum, removing certain "where possible" and similar language in the Materials and Resources Category, and including specific responses to LEED category prerequisites not previously included. The City and Church agreed that the parties wish to reach agreement on responses that achieve the purposes of LEED (which the Church noted is often more tailored to commercial office use than church use), with flexibility granted by the City to APC as a charitable entity to not encumber the full financial burden associated with LEED certification. A breakdown of costs committed by the Church is included in Part II below as indication of its commitment to green practices.

In summary, this updated Memorandum reflects the Church's intent to provide a project equivalent to LEED Certified, acknowledging those items that would likely not attain certification by the USGBC, while nonetheless clearly indicating the Church's extensive commitment to sustainable green building practices. Included below are the Church's comments relative to the attached LEED Checklist, for clarity as to the basis for equivalent points claimed.

I. Targeted Energy and Environmental Practices for Alexandria Presbyterian Church

The following categories of green building practices are identified and sequenced in the order outlined in the LEED v. 4 for New Construction attached Checklist. Identified equivalent points are noted next to the credit name; estimated costs to implement (not including certification) are indicated after a brief description of the proposed practice.

A. Integrative Process

IP1 Integrative Process (1)



The Church and full Design Team have met on several occasions to review possible points shared between the site, the mechanical-electrical systems and the building design. This document represents much of that discussion and response. The team is committed to an integrative approach, but for cost reasons, wishes to avoid the extensive documentation associated with certification for this credit.

A. Location and Transportation (LT)

- LT1 LEED for Neighborhood Development Location (0)
Not achievable on this site; requires a LEED ND-Certified Neighborhood, which we do not have.
- LT2 Sensitive Land Protection (1)
A key green component of the Church's decision to redevelop the existing site is that its property is previously developed land in an existing neighborhood setting.
- LT3 High Priority Site (0)
Not achievable; ours is not a high priority site.
- LT4 Surrounding Density and Diverse Uses (4)
Nearby King Street Corridor and Centre Plaza shops and businesses create a diverse, compact, walkable neighborhood. Without undertaking extensive documentation, the project believes it meets the spirit of this credit.
- LT5 Access to Quality Transit (3)
Located along West Braddock Road, the Site is served by DASH. The Church believes that 3 points acknowledges the site's semi-urban location on public transit.
- LT6 Bicycle Facilities (0)
Spaces for 4 bikes have been included, which APC believes amply fits its needs as a church. As the site is not located within 200 yards of a bicycle network, and as LEED requires as many as 13 bike racks, which does not fit the church's limited space available, no points are suggested.
- LT7 Reduced Parking Footprint (1)
The project does not exceed the City's minimum for parking, and thereby is consistent with LEED. This item qualifies for a regional priority credit as well, noted below.
- LT8 Green Vehicles (0)
Given concerns that the church will be parking on neighborhood streets, the Church does not wish to dedicate space to green vehicles at the expense of the overall parking count. For similar lack of space reasons, the church is unable to commit space to charging stations. Thereby, no points are claimed.

B. Sustainable Sites (SS)

- SSP Construction Activity Pollution Prevention
The project will comply with City Erosion and Control requirements, including an Erosion and Sediment Control plan as prepared by the project team Civil Engineer.



- SS1 Site Assessment (1)
The Construction Team will advise and appropriately remediate any site contaminants encountered through the course of construction, including any contaminants associated with the existing structures.
- SS2 Site Development – Protect or Restore Habitat (0)
The site does not meet this design requirement, and the Church does *not* propose a one-time donation of approximately \$33,000 to a conservation organization, due to financial constraints.
- SS3 Open Space (1)
Project will provide an outdoor play area for children, and outdoor gathering space with benches for everyone adjacent to the main entrance. Significant new vegetation and tree canopy are also part of the project.
- SS4 Rainwater Management (2)
The project cannot replicate a natural hydrology due to constraints that include the existing topography and location of existing City storm infrastructure. However, the Church is significantly improving the existing stormwater run-off (87% of the 90-percentile of runoff), which is currently *entirely* untreated. Additionally, with the proposed bioretention facility, runoff will be reduced from a current 7.60 cfs to 6.52 cfs, well less than current conditions as required by the City. While not meeting full LEED criteria, we suggest the extensive improvement of existing treatment and runoff is worth the equivalent of 2 LEED points. We have placed this item in the “Possible” yellow column.
- SS5 Heat Island Reduction (1)
APC proposes extensive landscaping, including new tree canopy and parking islands, beyond City minimum requirements. Project roofing is light enough in color, meeting SRI requirements.
- SS6 Light Pollution Reduction (1)
All parking lot and public sidewalk lights are shielded and, consistent with LEED, will assist in maintaining dark skies.

C. Water Efficiency (WE)

- WEP1 Outdoor Water Use Reduction
The project’s landscape design has been developed with planting that will not require irrigation.
- WEP2 Indoor Water Use Reduction
The project is committed to using low-flow fixtures for all public toilets and restrooms.
- WEP3 Building-Level Water Metering
The project will be served by a public water meter, and the church will monitor its water consumption.
- WE1 Outdoor Water Use Reduction (2)
APC will use native species and will not have an irrigation system.



WE2 Reduced Indoor Water Consumption (1)

APC will provide low-flow fixtures, energy-star compliant where available, throughout all new toilet rooms. All residential-style appliances, including washing machines and dishwashers, will be Energy Star rated. Commercial Kitchen equipment is not expected to be energy-star rated. The Church makes this commitment to water-efficient fixtures and appliances, but wishes to avoid the cost of extensive calculations that would be required for certification. We additionally note that water consumption models used for baseline calculations in commercial applications, are not truly applicable to church usage patterns.

WE3 Cooling Tower Water Use (0)

The project does not include a cooling tower, given limited locations and clearances.

WE4 Building-Level Water Metering (1)

The Church commits to tracking its own water consumption, but as the Church does not intend to apply to the USGBC for actual certification, this would be for internal monitoring of its own consumption. We thereby are tracking this in the LEED "Possible" yellow column.

D. Energy and Atmosphere (EA)

EAP Fundamental Commissioning and Verification

The project MPE Engineer will establish the Owner's Project Requirements (OPR) and review with the Owner. Building envelope, plumbing and electrical requirements will be established. The project will meet or exceed baseline Code Requirements by 5%. The MPE Engineer will specify a commissioning plan and review with the Owner. The Church wishes to avoid extensive commissioning costs, per City Planning Staff's indicated willingness to forego such commissioning requirements.

EAP Minimum Energy Performance

The project MPE Energy Performance will exceed the Code baseline by 5%. Due to cost constraints, the project proposes to demonstrate this performance through building modeling by comparison with similar church projects rather than extensive energy modeling.

EAP Building-Level Energy Metering

The project will have an electric meter that monitors overall owner consumption on a monthly basis.

EAP Fundamental Refrigerant Management

The project will not utilize older CFC technologies.

EA1 Commissioning (2)

Primarily due to the high cost of third-party commissioning, the church proposes to provide commissioning through its Design Team and General Contractor, including mechanical systems commissioning and balancing and church training for systems controls, with review by the Design Team engineers. The Church recognizes that proper commissioning is required to attain proposed system efficiencies, and would like to claim the equivalent of 2 of the possible 6 LEED points for the commissioning efforts it will undertake.



- EA2 Optimize Energy Performance (6)
Systems performance will be optimized per the intent of LEED for the proposed mechanical systems. Because the Church hopes to minimize costs devoted to energy modeling (and put those monies in the systems themselves), the church is targeting 6 of the 18 points possible for this credit. The Church notes that LEED does not have specific baseline standards for church operations, which differ greatly from commercial office models.
- EA3 Advanced Energy Metering
The Church does not propose to provide advanced metering; volunteer church forces are not typically able to take full advantage of the information that would be provided.
- EA4 Demand Response (2)
The Church will commit to participating in such programs as offered by the utility companies or other groups (as available). The Church expects that its peak Sunday morning use will not coincide with other users' peak time.
- EA5 Renewable Energy Production (0)
APC does not propose to implement solar at this time due to initial cost, ROI payback period, and maintenance concerns. Two points might be possible, and are noted as such.
- EA6 Green Power Offsets (0)
APC does not propose to purchase green power offsets due to financial constraints. These remain possible at additional cost, and are noted in the yellow column in the Checklist.

E. Materials and Resources (MR)

- MRP Storage and Collection of Recyclables
The Church and its General Contractor will collect, identify contaminants, and recycle where possible.
- MRP Construction and Demolition Waste Management Planning
A waste management plan will be required.
- MR1 Building Life-Cycle Impact Reduction (0)
Not Achievable—existing buildings are being removed.
- MR2 Building Product Disclosure and Optimization – Environmental Declarations (1)
The project will utilize up to 20 products from 5 different manufacturers with documented low-impact environmental life cycle.
- MR3 Building Product Disclosure and Optimization – Sourcing of Raw Materials (1)
The project will utilize up to 20 products from 5 different manufacturers with documented sourcing of raw materials.
- MR4 Building Product Disclosure and Optimization – Material Ingredients (1)



The project will utilize up to 20 products from 5 different manufacturers with verified inventoried chemical ingredients and minimal harmful environmental and health impacts.

MR5 Construction and Demolition Waste Management (1)

The project will further reduce construction and demolition waste and its effect on landfills through methods outlined in this credit.

F. Indoor Environmental Quality (IEQ)

IEQP Minimum Indoor Air Quality Performance.

The project will provide ventilation per the methods outlined in this prerequisite.

IEQP Environmental Tobacco Smoke Control

The project is planned as a non-smoking environment indoors and outdoors.

IEQ1 Enhanced Indoor Air Quality Strategies (1)

The church will comply with strategies such as a 10' walk-off matt and, as selected mechanical systems are compatible, enhanced HVAC filters.

IEQ2 Low-Emitting Materials (3)

The project will utilize low VOC materials.

IEQ3 Construction Indoor Air Quality Management Plan (1)

Filters and Duct Covers will be used during construction.

IEQ4 Indoor Air Quality Assessment (1)

HVAC system will be flushed prior to occupancy.

IEQ5 Thermal Comfort (1)

50% of offices and classrooms will have individual temperature controls in the base design.

IEQ6 Interior Lighting (2)

90% of classrooms and offices will have lighting controls included in the base design.

IEQ7 Daylight (0)

The Sanctuary and all weekday offices and meeting space above grade will be outfitted with large windows for ample daylighting. However, due to basement space primarily used on Sundays, the church does not propose any daylight points.

IEQ8 Quality Views (0)

Basement space mostly precludes these points, though main and upper level classrooms will have superior views.

IEQ9 Acoustic Performance (1)

As the primary assembly space, the Sanctuary design will include an acoustical engineer's review of materials and mechanical systems to ensure the space performs well for worship and is not disturbed by the adjacent streets.



G. Innovation in Design

- IN2 LEED accredited design professional (1)
The project design and construction team includes 6 LEED AP's, including the Architect's Project Manager, Robert Celio, AIA, LEED AP

H. Regional Priority

- Reduced Parking Footprint (1)
The project's parking does not exceed the minimum required, which is a regional priority credit.

II. Summary of Proposed Green Building Practices, Comparative LEED Points and Costs

**Total Equivalent Points per LEED New Construction Checklist, as noted above:
(40 points per LEED-certified minimum)**

A. Integrative Process	1
B. Location and Transportation:	9
C. Sustainable Sites:	4
D. Water Efficiency:	3
E. Energy and Atmosphere:	8
F. Materials and Resources:	4
G. Indoor Environmental Quality:	10
H. Innovation in Design:	1
I. Regional Priority Credit:	1

Total "Yes" Checklist Points: 41 points

Cost Commitment to Green Building Policy. The Total Green Building Project Cost for items noted in Part I of this Memorandum has been calculated to be approximately \$542,000, including costs associated with green building project elements that are also committed to the project per zoning, site, or other building code requirements.

Additional costs for actual LEED certification, beyond those noted above, are estimated at \$170,000 to \$200,000, including increased documentation, enhanced commissioning and energy modeling beyond the levels noted in Part I of this Memorandum.

Given the City's stated ability to be flexible in the administration of its Green Building Policy, the Church respectfully suggests that its commitment to the City's Policy is amply demonstrated in the LEED-equivalent criteria noted herein, and its extensive commitment of project funds to green building project elements. The Church believes that further documentation and certification would be unduly financially burdensome, diverting funds intended for ministry within the community, and with limited additional practical benefit for the Church or the City.

III. See Attached LEED New Construction Checklist

END OF MEMORANDUM



LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: Alexandria Presbyterian Church

Date: 14 October 2019

Y ? N

1			Credit	Integrative Process	1
---	--	--	--------	---------------------	---

9	0	0	Location and Transportation		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
			Credit	High Priority Site	2
4			Credit	Surrounding Density and Diverse Uses	5
3			Credit	Access to Quality Transit	5
			Credit	Bicycle Facilities	1
1			Credit	Reduced Parking Footprint	1
			Credit	Green Vehicles	1

4	2	0	Sustainable Sites		10
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
			Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
	2		Credit	Rainwater Management	3
1			Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1

3	1	0	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
2			Credit	Outdoor Water Use Reduction	2
1			Credit	Indoor Water Use Reduction	6
			Credit	Cooling Tower Water Use	2
	1		Credit	Water Metering	1

8	5	0	Energy and Atmosphere		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
	2		Credit	Enhanced Commissioning	6
6			Credit	Optimize Energy Performance	18
			Credit	Advanced Energy Metering	1
2			Credit	Demand Response	2
	2		Credit	Renewable Energy Production	3
			Credit	Enhanced Refrigerant Management	1
	1		Credit	Green Power and Carbon Offsets	2

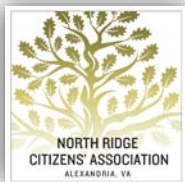
4	0	0	Materials and Resources		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
			Credit	Building Life-Cycle Impact Reduction	5
1			Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1			Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1			Credit	Building Product Disclosure and Optimization - Material Ingredients	2
1			Credit	Construction and Demolition Waste Management	2

10	1	0	Indoor Environmental Quality		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1			Credit	Enhanced Indoor Air Quality Strategies	2
3			Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
1			Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
2			Credit	Interior Lighting	2
	1		Credit	Daylight	3
			Credit	Quality Views	1
1			Credit	Acoustic Performance	1

1	0	0	Innovation		6
			Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

1	0	0	Regional Priority			4
1			Credit	Regional Priority: Specific Credit	1	
			Credit	Regional Priority: Specific Credit	1	
			Credit	Regional Priority: Specific Credit	1	
			Credit	Regional Priority: Specific Credit	1	

41	9	0	TOTALS	Possible Points: 110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110				



NRCA, P.O. Box 3242, Alexandria, VA 22302

October 19, 2019

SENT VIA EMAIL

Mr. Robert Garbacz
Division Chief
Dept. of Transportation and Environmental Services
301 King Street
Alexandria, VA 22314

Dear Mr. Garbacz:

We are writing to you on behalf of the North Ridge Citizens' Association (NRCA), regarding matters of resident concern pursuant to traffic on West Braddock Road in the vicinity of Scroggins Road. As you are no doubt aware, there exists longstanding traffic issues in this area. New speed limits and lane changes on King Street, as well as increased attendance at T.C. Williams, have seemingly increased cut-through traffic on Scroggins Road. The problem is especially apparent during the morning rush hour, in the afternoon as local schools are dismissing, and during the evening rush hour.

A proposal to significantly expand the Alexandria Presbyterian Church at 1302 West Braddock, adjacent to Scroggins Road, raises further resident concerns that traffic, pedestrian safety and parking problems in the West Braddock neighborhood will likely become worse. Whether this development project is approved or not, NRCA wants to ensure that traffic flows, pedestrian safety and parking management in the immediate vicinity of the church are closely re-examined and improved.

Therefore, NRCA is urging the City to work closely with residents in our community to address the following concerns in a timely and reasonable manner:

- **TRAFFIC:** Cut-through traffic on Scroggins Road has increased substantially over the last several years with growing traffic on West Braddock, making turns onto/from West Braddock Road increasingly risky and difficult. In addition to the Presbyterian Church plans, there is already existing heavy traffic on Sundays from the nearby First Baptist and Blessed Sacrament Churches. To reduce existing and perhaps additional future traffic congestion or delay issues, we strongly urge that the City update its traffic analysis of this location, which we understand to be about four years-old. We also request that the City continue to monitor traffic at this location as future changes may occur, including expansion of the T.C. Williams High School complex (including Minnie Howard) as a result of present and future enrollment pressures.
- **PEDESTRIAN SAFETY:** Residents, including many young families and students, trying to use the marked crosswalks on West Braddock Road near Scroggins Road and Crest Street routinely encounter drivers who do not yield to pedestrians. This and other factors (steep hill crests, speeding and distracted drivers) seem to warrant additional crosswalk markings and safety features, such as flashing lights to alert drivers of pedestrians entering a crosswalk.



NRCA, P.O. Box 3242, Alexandria, VA 22302

- **PARKING:** City policy dictates one parking space for every five people using a church. The proposed expanded Alexandria Presbyterian Church is projected to have 98 planned spaces on the property, with arrangements being made with neighboring institutions to accommodate overflows. The increased volume of churchgoers should not be allowed to affect the already limited parking available to neighborhood residents. We ask that the City carefully monitor this situation to ensure that adequate parking spaces are indeed created.

Thank you for your attention to this letter. We will continue to monitor traffic flows, pedestrian safety and parking conditions in this area, and we request that you keep us informed.

We are happy to offer NRCA as a forum for the City to present further information regarding these matters in the West Braddock Road-Scroggins Road area, and to discuss any possible actions or proposed solutions. Please feel free to call upon us should you have any questions.

Regards,

Kay Stimson

Kay Stimson,
NRCA President

cc: Hon. Justin Wilson, Mayor, and Members of City Council
Mr. Mark Jinks, City Manager
Mr. Nathan Macek, Chair, Planning & Zoning Commission
Mr. Yon Lambert, Director, Department of Transportation & Environmental Services
Ms. Hillary Orr, Deputy Director for Transportation
Ms. Cathy Puskar, Esq., on behalf of the Alexandria Presbyterian Church
Rev. Tom Holliday, Senior Pastor, Alexandria Presbyterian Church
NRCA Board Members



NRCA, P.O. Box 3242, Alexandria, VA 22302

October 19, 2019

SENT VIA EMAIL

Mr. William Skrabak
Deputy Director
Office of Infrastructure and Environmental Quality
301 King Street
Alexandria, VA 22314

Dear Mr. Skrabak:

We are writing to you on behalf of the North Ridge Citizens Association (NRCA) regarding matters of resident concern, pursuant to stormwater and flooding issues at the intersection of Scroggins Road and West Braddock Road. As you are no doubt aware, flooding routinely occurs at this location during heavy rains, resulting in costly damage to adjacent houses and property.

A significant proposed expansion and development project at the site of the nearby Alexandria Presbyterian Church (1302 West Braddock Road), adjacent to Scroggins Road, provides an opportunity to closely examine potential solutions. Regardless of whether this project is approved or not, NRCA wants to ensure that stormwater management in the immediate vicinity of the church is carefully reviewed and improved, as necessary. This could occur through separate measures, or in combination with the stormwater management permitting process for new development.

At a September 30th meeting with church leaders, immediate neighbors, City staff, and a private hydrology consultant, it was evident that a substantial and longstanding problem with stormwater management exists at this location. T&ES personnel in attendance acknowledged that faulty drains/pipe connections are to blame and need to be addressed. We are aware that if the proposed development is approved, stormwater runoff mitigation requirements would be imposed for water pollution control purposes during the permitting process, in keeping with present engineering standards.

Although the City will require detailed plans for construction and other best-management practices (BPMs) to minimize runoff at this location, the size and scope of the proposed church expansion and corresponding property development work should compel the City to closely monitor any ongoing or future challenges – whatever the causes. We urge you and your staff to work closely with residents to address these ongoing stormwater and flooding concerns. NRCA is happy to serve as a forum for communicating about future plans and efforts, and we will continue to monitor this location.

Thank you for your attention to this letter. Please feel free to reach out with any questions.

Regards,

Kay Stimson,
NRCA President



NRCA, P.O. Box 3242, Alexandria, VA 22302

cc: Hon. Justin Wilson, Mayor, and Members of City Council
Mr. Mark Jinks, City Manager
Mr. Nathan Macek, Chairman, Planning & Zoning Commission
Mr. Yon Lambert, Director, Department of Transportation & Environmental Services
Ms. Cathy Puskar, Esq., on behalf of the Alexandria Presbyterian Church
Rev. Tom Holliday, Senior Pastor, Alexandria Presbyterian Church
NRCA Board Members

Brief intro and request for a meeting

richard weiblinger <rweiblinger@hotmail.com>

Mon 10/21/2019 7:00 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Patrick Silva <Patrick.Silva@alexandriava.gov>

 1 attachments (48 KB)

Neighborhood letter_11.11.2018_Final.pdf;

Dear Chairman Macek and Members of the Commission,

I wanted to introduce myself and request a brief meeting to provide some background and perspectives on the proposed expansion of the Alexandria Presbyterian Church at West Braddock and Scroggins Road.

For a quick introduction, I live on Scroggins Road (near Braddock Road) with my wife and two young daughters. We purchased our home back in 2011 and know all of our neighbors and very much enjoy the community with many young families throughout.

Over the past few years, the community has noticed significant changes in traffic, pedestrian safety, limited parking and flooding. Cut-through traffic on Scroggins Road -- primarily drivers traveling between King St. and Braddock Road -- has become a major safety and congestion issue. Scroggins Road has significant daily backups with vehicles turning onto and off of Braddock Road against heavy oncoming traffic.

From a pedestrian safety standpoint, Braddock Road has two primary pedestrian crosswalks in the area (one near Scroggins and one near Crest Street) which are regularly used by families and students trying to cross Braddock. Due to high rates of speed and/or distracted driving, vehicles regularly travel right through the crosswalks as pedestrians are attempting to cross. Unfortunately, I have experienced this issue first-hand with my young family on numerous occasions. I've alerted City staff of the issue and working with the City Traffic Division staff to explore the possibility of adding flashing lights to alert drivers that pedestrians are entering the crosswalk.

Local storm water management has been an ongoing issue for residents for a number of years, particularly homes on Scroggins near Braddock. These residents regularly experience flooded basements after storms due to the inadequate storm water drainage system under Braddock. City staff have been made aware of the issue, but no resolution has been made. Storm water continues to backup on Scroggins and flow onto the properties of homes across the street during heavy rainfall.

Last year, our community was made aware that the Alexandria Presbyterian Church at the corner of Braddock and Scroggins Road is proposing a major expansion project to include a new sanctuary, offices, classrooms and other meeting spaces. All told, the church has estimated that the project would almost quadruple the size of the current facility with clear plans to grow their congregation over time. As soon as we learned the proposed details, our community provided the church leadership with a letter highlighting our areas of concern (attached) on behalf of the families living throughout the surrounding area (Braddock, Scroggins, Roosevelt, Stonnell, Page, etc.). We have been in regular contact with church leadership over the past year to provide our concerns with the current proposal.

As the community has continued to experience increases in cut-through traffic and increasing traffic and pedestrian safety issues, limited parking, and flooding damage, we are very concerned that the

current proposal of the Alexandria Presbyterian Church could significantly exacerbate these issues well into the future.

I would greatly appreciate the opportunity to meet with you to discuss this matter further. If possible, I'd be happy to meet this week or next week. Please feel free to contact me at this email or by phone at 301-943-9148 (cell). Thanks so much for your attention on this matter.

Respectfully,

Richie Weiblinger
2303 Scroggins Road

December 11, 2018

Dear Pastor Holliday,

Your neighbors on Scroggins, Braddock, Roosevelt, Stonnell, Cleveland, Minor and Page, want to thank you again for hosting us last month to discuss the redevelopment of your Church. Many of us have lived here for many years (some of us as long as three decades) and have enjoyed a strong community connection with Alexandria Bible Church and now Alexandria Presbyterian Church.

We first want to communicate our support and respect for Alexandria Presbyterian Church to redevelop the property to meet your congregation's needs. We understand the desire to have your congregation worship together under one roof.

We also want to provide our unified feedback on the conceptual site plan that was shared and appreciate that it is still in the early stages of planning. As such, we wanted to take this opportunity to provide this feedback as you move from the conceptual planning stage to more detailed designs.

After reviewing the initial plans, we wanted to provide our concerns that we believe would have a major impact on the surrounding community and infrastructure:

- the dramatic increase in the size and footprint over the current church and parking lot;
- the proposed location of the new church complex so close to neighboring homes;
- the significant traffic impacts to the surrounding community and infrastructure; and
- the inherent disruption of an 18-month construction project.

Again, we appreciate the opportunity to review and provide feedback on the early stage conceptual site plan and are interested in continuing a collaborative dialogue to better ensure our mutual ideas and perspectives are addressed. Our hope is that the changes could be made in a way that best comports with the existing neighborhood.

As you indicated, your representatives will be providing further details on the proposed Church redevelopment project during the next North Ridge Citizens Association (NRCA) community civic association meeting this evening, Monday, December 10th. Neighbors from the surrounding neighborhood plan to attend.

Please feel free to contact Richie Weiblinger at 301-943-9148 or Debra Rog at 703-622-1446 on behalf of the neighborhood to continue the dialogue. The following households have endorsed this letter:

Endorsed by:

The Weiblinger Family
2303 Scroggins Road

The Rog Family
2305 Scroggins Road

The Lee Family
2307 Scroggins Road

The Smith Family
2309 Scroggins Road

The McDermott Family
2206 Scroggins Road

The Anderson Family
2400 Page Terrace

The Crowe Family
1315 Cleveland Street

The Larkin Family
1314 Cleveland Street

The Stradar Family
1303 W. Braddock Road

The Kuhlman Family
1307 W. Braddock Road

The Mensh Family
2204 Minor St

The McLaughlin Family
1302 Roosevelt Street

The Koller Family
1308 Roosevelt Street

The Pellegrini Family
1309 Roosevelt Street

The Cobb Family
1310 Roosevelt Street

The Kelleher Family
1311 Roosevelt Street

The Mantho-Michaelis Family
1201 Stonnell Place

The Salmon Family
1202 Stonnell Place

The Smith-Nakahata Family
1206 Stonnell Place

The Milliken Family
1205 Stonnell Place

The Lu-Ratterman Family
1203 Stonnell Place