

***Development Special Use Permit #2019-0021***  
***Special Use Permit #2019-0090***  
***Special Use Permit #2019-0091***  
***Modera Tempo Amendment***

Application	General Data	
<b>Project Name:</b> Modera Tempo (Amending DSUP #2011-0030)  <b>Location:</b> 650 South Van Dorn Street  <b>Applicant:</b> Mill Creek Residential Trust, LLC, represented by Ken Wire, Esq., WireGill	<b>PC Hearing:</b>	November 7, 2019
	<b>CC Hearing:</b>	November 16, 2019
	<b>If approved, DSUP expiration:</b>	November 16, 2022 (36 months)
	<b>Plan Acreage:</b>	6.31 Acres
	<b>Zone:</b>	CDD #17
	<b>Proposed Use:</b>	Residential & Commercial Retail
	<b>Dwelling Units:</b>	492
	<b>Gross Floor Area:</b>	549,890 sf (15,000 sf retail)
	<b>Small Area Plan:</b>	Landmark/Van Dorn
	<b>Green Building:</b>	Complying with the Green Building Policy

<b>Purpose of Application:</b>
The applicant requests an amendment to DSUP#2011-0030 to approve Development Special Use Permit #2019-0021, with modifications, to reallocate residential parking spaces in the garage for commercial/retail uses and associated Special Use Permits for a parking reduction to permit more than 30% compact commercial parking spaces (SUP #2019-0090) and to exceed the maximum number of off-street commercial parking spaces (SUP #2019-0091).
<b>Special Use Permits and Modifications Requested:</b>
<ol style="list-style-type: none"> <li>1. A development special use permit and site plan to reallocate parking, with modifications to parking space dimensions and drive aisle widths</li> <li>2. A special use permit to exceed the maximum off-street parking requirement for Commercial/Retail Uses</li> <li>3. A special use permit to provide more than 30% compact spaces for a Commercial/Retail Use</li> </ol>
<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers:</b> Robert M. Kerns, AICP Division Chief, P&Z <a href="mailto:Robert.Kerns@alexandriava.gov">Robert.Kerns@alexandriava.gov</a> Maya Contreras, Principal Planner, P&Z <a href="mailto:Maya.Contreras@alexandriava.gov">Maya.Contreras@alexandriava.gov</a> Carson C. Lucarelli, Urban Planner II, P&Z <a href="mailto:Carson.Lucarelli@alexandriava.gov">Carson.Lucarelli@alexandriava.gov</a>

**PLANNING COMMISSION ACTION, NOVEMBER 7, 2019:**

*Development Special Use Permit #2019-0021*

*Special Use Permit #2019-0090*

*Special Use Permit #2019-0091*

**The following condition changes were recommended:**

- I. **Condition 2:** ~~Notwithstanding any contrary provisions in the Zoning Ordinance, the development special use permit shall expire three (3) years after the date of the November 16, 2019 January 21, 2012 City Council approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. (P&Z) (DSUP 2006-0021)~~

**Staff recommends striking Condition #2.**

- II. **Condition 46s:** All parking signage shall be a blue background with white letters. The channel letter parking signs shall be blue with a white border. The signs shall be circular and shall not include the project logo but rather limited to a “P” for public parking or public parking or a combination thereof. Any additional external signage as a result of this site plan will require approval of a sign permit. (P&Z) (T&ES) (DSUP 2019-0021)

**Staff recommends the addition of the word “external” to Condition #46s.**

- III. **Condition 64a:** The residential and commercial parking requirements may be reconfigured through administrative review, provided the minimum residential parking requirements in the Zoning Ordinance are met and commercial parking is not reduced, subject to the approval of the Directors of Planning and Zoning and Transportation & Environmental Services.

**At the request of the applicant, staff recommends the addition of the phrase “commercial parking is not reduced” to Condition #64a.**

On a motion by Commissioner Lyle, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of DSUP #2019-0021, as amended, Special Use Permit #2019-0090 and Special Use Permit #2019-0091, subject to compliance with all applicable codes, ordinances, other staff recommendations and the conditions as amended. The motion carried on a vote of 7-0.

**REASON:**

The Planning Commission agreed with the staff analysis and hopes that this amendment will help support the business community at Modera Tempo – which has experienced turnover in recent years.

Commissioner Lyle noted that we need a faster process to allow applicants the ability to modify these things administratively.

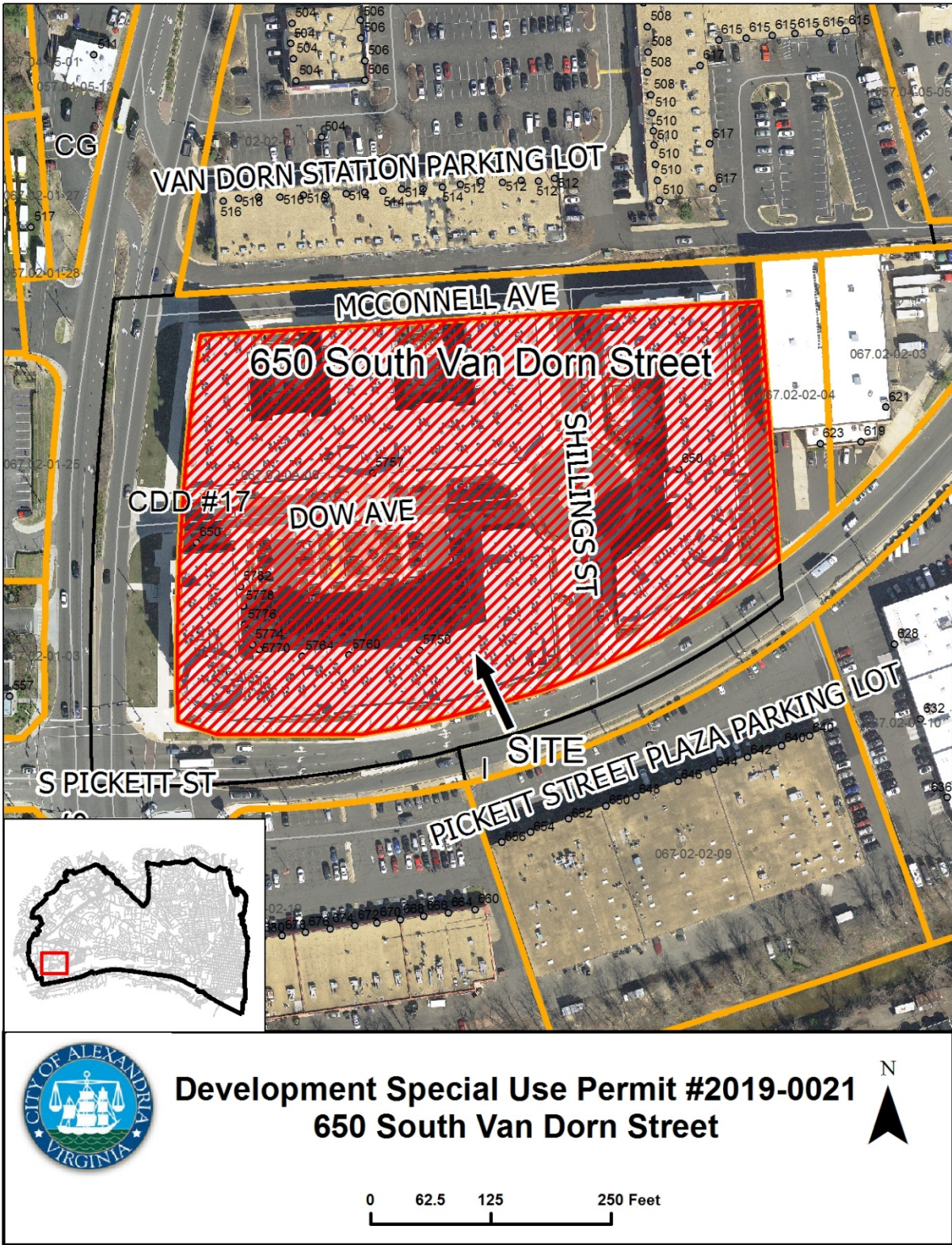
Chair Macek was also supportive but echoed the comments of Commissioner Lyle.

Commissioner McMahon was supportive but believed that the condition could be worded better.

**SPEAKERS:**

**Ken Wire** (Applicant) spoke to clarify the rationale for the condition change request and was available for questions.





## **I. SUMMARY**

### ***A. Recommendation and Summary of Issues***

Staff recommends approval of the proposed amendment to reallocate a portion of the residential parking to for commercial parking at the Modera Tempo (formerly Landmark Gateway) development. As part of this approval, the applicant has requested the following:

- To Exceed the Maximum Allowable Off-Street Commercial/Retail Parking Spaces per Section 8-100 (A)(8);
- To Exceed More than 30% Compact Off-Street Commercial/Retail Parking Spaces Per Section 8-200 (E)(1);
- To Modify the Minimum Drive Aisle Width of 22'; and
- To Modify the Permitted Compact Parking Space Dimensions of 16' x 8'

This project will support the commercial retail community at Modera Tempo and make use of an existing, underutilized parking garage on site. All existing residential unit counts, and retail square footages will remain unchanged, thereby eliminating the need to amend the existing Transportation Management Plan (TMP #2011-0076). The applicant will install an new fenced area within the garage and make minor changes to the building lobby to support the existing and future commercial tenants.

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

- DSUP Amendment & Special Use Permits
- Modifications
- Wayfinding; and
- Community Outreach

## **II. BACKGROUND**

### ***A. Site Context***

The site is a 6.3-acre mixed-use residential property at the northeast corner of South Van Dorn and South Pickett Streets, just north of the Van Dorn Street Bridge. The site is also located within the Landmark/Van Dorn Corridor Area Plan. The Van Dorn Station Shopping Center, located to the north, was rezoned in December 2018 as Greenhill North, and is anticipated to redevelop as a mixed-use site. Commercial uses are located to the west of the site, across South Van Dorn Street, including TD Bank, Red Lobster, and Public Storage. A commercial strip mall, which includes King Pollo and Nick's Restaurant and Nightclub, is located to the south, across South Pickett Street. Additional commercial / light industrial uses, the under-construction Cameron Park development, and Cameron Station community are located farther to the northeast and east.

The former warehouse site was originally approved in January 2009 (DSUP#2006-00021) and amended in December 2011 (DSUP #2011-00030), when the current applicant, Mill Creek Residential, purchased the unbuilt project and requested a parking reduction. The site was approved by City Council in January of 2012 and consists of three main structures: Building #1 in the northwest corner, Building #2 on the east; and Building #3 in the southwest corner. Two private streets, Shilling Street and Dow Avenue, and one public street, McConnell Avenue, were also created with this development.

There are 492 multi-family residential units distributed amongst the three mid-rises and approximately 15,000sf of commercial retail space in the ground floor of Building #3. There are 734 parking spaces within the development: 676 parking spaces located on a single level of underground garage and 58 distributed throughout the private streets and at-grade courtyard. Of the 676 below-grade spaces, 10 are dedicated to Mill Creek staff, while the remaining spaces serve residential tenants. Access to the garage is controlled through a FOB system, with vehicular entrances on Shilling Street and McConnell Avenue. The garage and surface lots are monitored by private security and towing services.

The site is also located along the future West End Transit Way, a Bus Rapid Transit corridor (BRT) which will connect Van Dorn Metro Station with the Pentagon, making various stops along high-density job and population centers, including Landmark Mall and Mark Center.

### ***B. Detailed Project Description***

Lack of commercial parking has been cited as a concern at Modera Tempo, most recently with Portners Brewery (SUP #2016-0051). Following this departure, Mill Creek hired Walker Consultants to conduct a parking study and it was determined that the building was over-parked for residential use. The study found approximately 100 unused parking spaces at any given time within garage, even during maximum leasing capacity. In contrast, the Study found that the commercial parking did not meet current market demands. As a remedy, it was recommended that a portion of the residential spaces within the garage be reallocated for commercial retail use.

Separating a portion of the garage for commercial retail parking while preserving the remainder for residential usage requires modifications to interior space and garage access. To this end, the applicant will take 57 existing spaces and restripe with new parking stalls and drive aisles. The resulting 44 spaces will be of hybrid dimensions (8' x 17'), which are described further within the report, and the drive aisles will range from 16' to 18' in width. The commercial spaces will be enclosed by a security fence, accessible by an existing elevator core, and pedestrian exits will be equipped with alarms. Residential access beyond the commercial parking area to the remainder of the garage will be controlled by an automated garage door, which will be controlled by a FOB. Commercial parking tenants will use access the garage through a vestibule in the building #1's lobby. This elevator and stairwell access beyond the first floor of the building will likewise be modified for FOB access to ensure that the safety of residents and tenants remains uncompromised.

It should be noted that while the site will lose approximately 15 parking spaces in total, there is a net gain of 44 new, *commercial* ones- bringing the total number of commercial spaces on site to 102. As discussed, these spaces were reallocated from the existing residential garage and will provide support to the Modera Tempo retail community.

### III. ZONING

Property Address: 520 Van Dorn Street, 631 S. Pickett Street, & 641 S. Pickett Street				
Total Site Area: 6.31 Acres (274,945 sf)				
Zone: CDD #17				
	<b>Current Requirement</b>	<b>Zoning</b>	<b>Existing</b>	<b>Proposed</b>
Residential Parking	589 Spaces* x19 - 1/Studio x209 - 1/1BR x264 - 2/2BR		Garage: 676 Spaces **	617 Spaces**
Commercial Parking	<b>Minimum:</b> 4 Spaces (0.25/1,000sf)  <b>Maximum:</b> 45 Spaces (3.0/1,000sf)		Surface: 58 Spaces	Garage: 44 spaces + Surface: 58 spaces  Total: 102 spaces***
<u>Total:</u>	589 <b>Residential Spaces</b> + <b>Min. 4 OR Max. 45 Commercial Retail Spaces</b>		734 Spaces ** (Garage + Surface)	719 Spaces**
Loading Spaces	1 space per 20,000 sf of retail (35,436 sf): 2 loading spaces		6 loading spaces	6 loading spaces

\*20% Reduction Per 8-200(A)(2)(a)-i-i

\*\*10 Spaces reserved for commercial management team

\*\*\*SUP #2019-0091 to Exceed the Commercial Parking Maximum for the Zone.

### IV. STAFF ANALYSIS

#### *A. DSUP Amendment and Special Use Permit Requests*

Staff is supportive of the requested site changes and associated Special Use Permits. The 2009 Landmark Van Dorn Corridor Plan anticipated a neighborhood transition from auto-oriented design to a more mixed-use and transit-oriented plan. The DSUP amendment is a technical update, which is required because parking counts were part of the original approval. As a catalyst project,



this site was designed, and parked, to comply with this future vision, so it is not unexpected that the parking needs have shifted since the building opened.

The City Council has approved text amendments for two City-wide parking updates, one for commercial parking, completed in January 2018, and one for residential parking, completed in April 2015. These were designed to allow projects to “right-size” parking by permitting a range of spaces and included the option for additional variation in parking with a Special Use Permit.

As part of this request, the applicant is requesting two Special Use Permits related to parking: to exceed the maximum allowable number of commercial/retail spaces and to allow a higher percentage of compact commercial parking spaces. Staff has reviewed these requests and finds that they meet the Special Use Permit standards, as outlined in Section 11-500 of the Zoning Ordinance. In order to simplify the process for future requests, staff has included Condition #64a, which will permit the applicant flexibility to amend commercial parking administratively, provided the request is in conformance with the minimum commercial parking count requirements of the Zoning Ordinance.

A summary of each Special Use Permit requested with this application, as well as rationale for approval, is provided below:

A. **SUP #2019-0090:** Request to Exceed 30% Compact Spaces for Commercial /Retail Uses (Section 8-200 (E)(1))

SUP approval criteria:

- *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:* The owner has demonstrated that vehicles can make the necessary turning movements within the garage retail parking area without injury or incident. The garage retail parking area is physically separated from the remainder of the garage by a fence, which prevents vandalism/damage to property owned by residents or staff.
- *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* The study found that the residential garage is overparked by approximately 100 spaces. The owner will “nest” approximately 57 spaces within garage and restripe them to the proposed hybrid dimensions of 8’ x 17’, which is the width of a compact space, but slightly longer. The owner will also stripe new drive aisles (18’ and 16’) within the garage retail parking area to allow for vehicular circulation, resulting in a net yield of 44 new, commercial underground spaces. The applicant has demonstrated that turning movements work within the garage retail parking area and signage will be installed to inform users of the vehicular size restrictions. For additional security, the parking area will be enclosed by a fence and the emergency exits will be equipped with alarms. The



owner will also work with staff during final site plan to determine appropriate pavement markings and signage.

Despite the net loss of 15 spaces, the amount of parking dedicated to residential usage is still in excess of the current zoning requirement and the existing market demand, as indicated by the parking study and zoning tables respectively.

- *Will substantially conform to the master plan of the city:* The proposal is in conformance with the Landmark/Van Dorn Plan. The parking will be located underground, rather than at the surface, and makes use of an existing but underutilized asset.

**B. SUP #2019-0091: To Exceed the Maximum Allowable Commercial/Retail Spaces (Section 8-100 (A)(8))**

SUP approval criteria:

- *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:*  
The site experiences a shortage of commercial parking spaces, which in and of itself is detrimental to the long-term sustainability of the development's retail component. To ensure that the safety of persons living and working at the site is upheld, the ownership will install reasonable security measures. The garage retail parking will be enclosed by a fence to prevent non-residents from accessing the remainder of the garage. The emergency exits will be equipped with pedestrian activated alarms that will alert building security in the event of a breach. The garage itself will be sealed off after the commercial businesses close, while access to the apartments beyond the lobby will be restricted by a FOB system. The site is, and will continue to be, patrolled by security teams and contracted towing companies.
- *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* There is currently a shortage of commercial parking at the Modera Tempo, which is challenging for the retail establishments. The applicant seeks to remedy this by taking advantage of unused parking in the garage. The nested parking area will be enclosed, and the pedestrian emergency exits will be alarmed. The enclosure will keep non-residents from accessing the rest of the garage. Furthermore, the modifications being proposed to the building's lobby and elevator will prevent commercial users from accessing the residential areas.
- *Will substantially conform to the master plan of the city:* The applicant seeks to make use of existing, underutilized parking in the garage. This preserves existing open space on the site and supports the commercial and retail establishments at the Modera Tempo. The site is located along South Van Dorn, which is the path of the

future West End Transitway, a future BRT line that will link the Van Dorn Metro station with the Pentagon. The building's 30' setback from South Van Dorn Street is the result of a ROW dedication for the Transitway. The City was awarded SmartScale funds in July 2019 to accelerate its design and construction and this work is underway. Until the Transitway is operational, the neighborhood is likely to remain automobile dependent, which justifies the need for more commercial parking than what is typically allowed at the present time.

### ***B. Modifications***

The existing column grid places constraints on how the spaces can be restriped. Due to their spacing, the applicant was unable to restripe double-backed tiers of exclusively standard spaces, so staff and the applicant decided upon a "hybrid" approach.

A standard parking space measures 18.5' in length and 9' in width; a compact parking space measures 16' in length and 8' in width. Under the hybrid approach, the new parking spaces will be 8' x 17', or one foot longer than a typical compact space. The drive aisles widths within the commercial parking area will be 18' wide, rather than the standard 22' dimension, and will only support one-way traffic on a loop. The design layout allows the applicant to maintain adequate circulation within the commercial parking area while simultaneously preserving existing two-way travel at the ramp's entrance. The drive aisles are reduced to 16' at the northern and southern portions of the loop, where two-way travel is prohibited. The owner has also demonstrated that turning movements with the area will not be compromised by the columns or the hybrid space dimensions, and the narrow lanes will encourage reduced speeds in the garage.

### ***C. Wayfinding & Signage***

In order to direct people to the new, underground commercial spaces, the applicant will install additional signage and pavements markings throughout the site. The specifics of the pavements markings and other wayfinding mechanisms will be resolved during the Final Site Plan and the applicant will be required to pursue sign permits from any additional signage as per Condition #46s.

### ***D. Clarification of Staff Recommendations***

Staff limited updates to the previously approved set of conditions to those applicable for this particular technical request, however, the full set of conditions are being brought forward. For ease of review, the numbering sequence was maintained from the previous approval. Updated conditions include: Conditions 1-3 (dates); Condition 46s (signage); Conditions 63-64 (garage/parking); Condition 90A (deliveries) and Condition 97 (updating Archaeology information).

## V. COMMUNITY

The applicant, Mill Creek Residential, and their land use attorney, represented by Megan Rappolt of WireGill, hosted a community meeting at the site on September 26<sup>th</sup>, 2019, which was attended by approximately thirty-five building residents. While residents were extremely supportive of on-site management and the building in general, they expressed concern about the introduction of public parking in the garage, particularly due to some recent thefts.

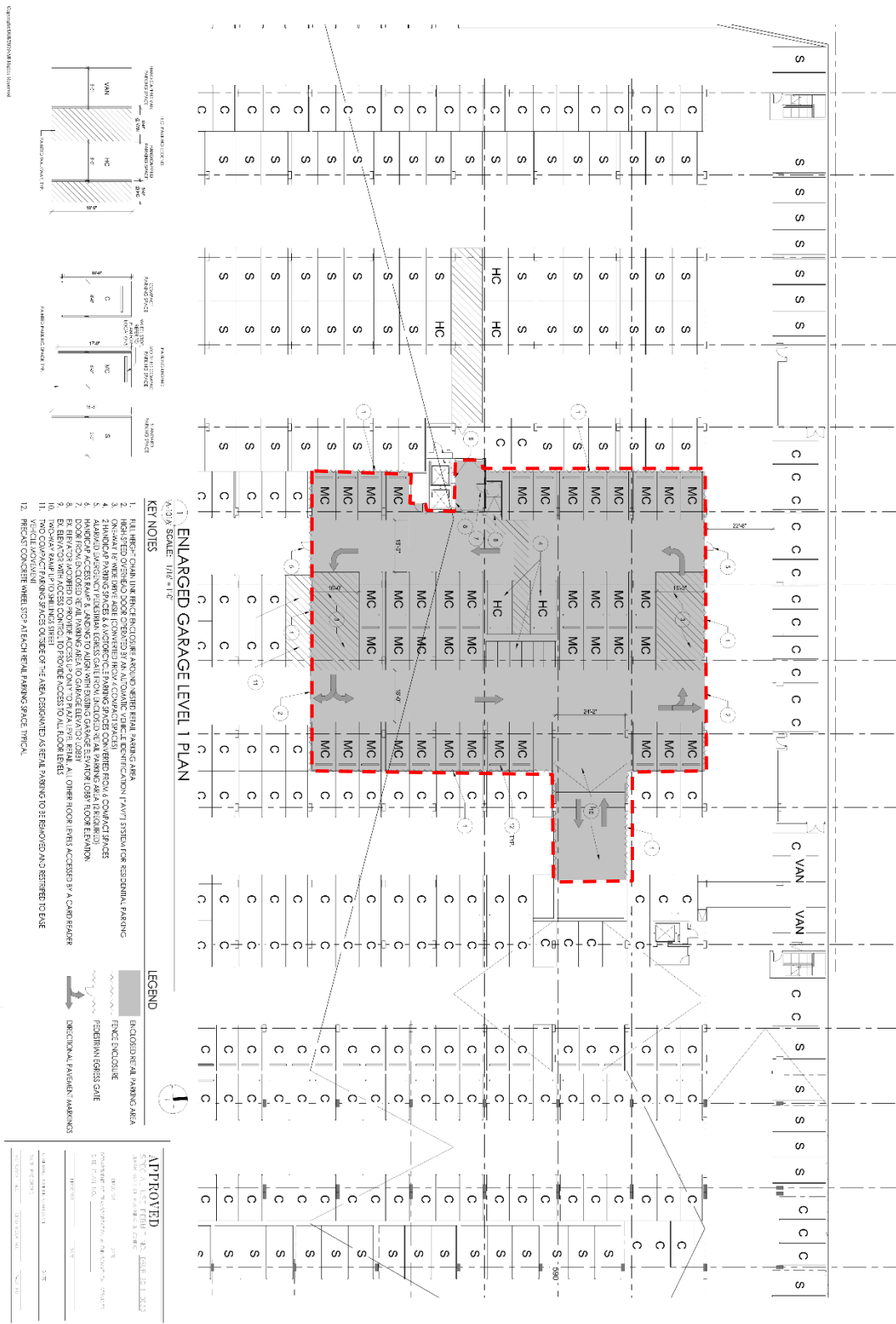
While new to this building, the shared garage configuration is in place at several existing mixed-use projects. The applicant has committed to ensuring that the existing on-site security will be maintained and to installing additional security measures within the garage and reformatted lobby areas, as outlined in Condition #64.

## VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.

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

Attachment #1: Parking Garage with Commercial Area Highlighted



## **VIII. STAFF RECOMMENDATION**

### ***A. GENERAL***

1. **CONDITION AMENDED BY STAFF** The applicant shall provide all improvements depicted on the preliminary site plan dated September 4, 2019 ~~November 6, 2008~~ and as ~~revised on plans dated November 14, 2011~~, and comply with the following conditions of approval. ~~Additionally, the applicant shall comply with the Landmark/Van Dorn Corridor Plan, including any revisions that occur as a result of the guidance the Planning Commission provided to staff at the January 6, 2009 public hearing. (P&Z) (PC) (DSUP 2006-0021)~~
2. **CONDITION DELETED BY PLANNING COMMISSION** ~~Notwithstanding any contrary provisions in the Zoning Ordinance, the development special use permit shall expire three (3) years after the date of the November 16, 2019 ~~January 21, 2012~~ City Council approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. (P&Z) (DSUP 2006-0021) (PC)~~

### ***B. BUILDING:***

3. **CONDITION AMENDED BY STAFF** The massing, articulation, and overall design of the building(s) shall be generally consistent with the drawings and renderings dated December 10, 2008, prepared by Architects Collaborative, In, and as amended by DSUP #2019-0021. The final design and materials of the buildings shall be as provided in *Attachments #1* and *2* and shall also incorporate the following to the satisfaction of the Director of P&Z.

#### *Building 2*

- a. The design of Building 2 (Phase 2) is illustrative and may change in the future depending on the circumstances at the time of construction. Minor changes to skin of the building may be approved by the Director of Planning and Zoning. Future development of Building 2 shall consider the following:
  - i. The eastern face of the building is a very long façade and the mass and scale of this façade should be broken down and further articulated. Methods of achieving this may include:
    - a building entrance shall be considered on the east elevation that provides a sidewalk connection to the future master plan street to the east, provided all the land for this street is dedicated;
    - further highlighting the bays on this façade by sheathing them in metal or another material that allows for a high level of architectural detailing;
    - creating a break in the façade through changes in the building plane and/or materials; and/or

- exploring design options for different focal features at the roof line.

Substantial amendments to the site or building shall be processed as a major amendment pursuant to Section 5-605 of the Zoning Ordinance.

*General*

- The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including
- the final detailing, finish and color of these elements, during final site plan review. The applicant shall provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of facade treatment.
- Color architectural elevations (front, side and rear) shall be submitted with the final site plan for each building.
- All loading and garage doors shall be painted to match the color of the adjoining building material. Plan and section details of the conditions adjoining the garage and loading dock doors shall be provided as part of the final site plan. All loading and garage doors shall be an opaque screen or screen to minimize the projection of light from the garage onto the adjoining street.
- The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.
- The buildings shall be designed to incorporate a variety of fenestration as represented in the submitted plans and refined to match the architectural style emulated in each building.
- Storefront window systems shall be varied in appearance and shall vary in plane with some storefronts projecting into the sidewalk. Storefront awnings shall also vary between buildings.
- Interior storage cabinets, carts, window signs, posters, shelving, boxes, coat racks, storage bins, closets, and similar items shall not block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
- An on-site mock-up panel shall be provided prior to the approval of the final selection of the brick and other building materials (stone base, synthetic stucco, metal panels, windows, etc.).
- The applicant shall provide high quality windows for each building, consistent with discussions with staff during the application process, to the satisfaction of the Director of P&Z and provide samples for approval.
- The applicant shall provide detailed design drawings showing all architectural metalwork (balcony rails, transformer enclosure, garage doors, courtyard/terrace fencing and rails) along with color and material samples for each.
- There shall be no visible wall penetrations or louvers for HVAC equipment; all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents lower than 10 feet above ground. The kitchen vents in units on the first floor shall be carried through the roof and located where they are not visible



- from the public right-of-way. The kitchen vents for units above 10 feet shall be integrated into the design of the facade of the building and painted to match the exterior of the building so that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of P&Z.
- n. Rooftop mechanical equipment shall be screened by roof parapet from all public rights-of-way. Sight line studies shall be provided at final site plan to verify compliance.
  - o. Minor modifications to the building elevations to accommodate the areas that have changed from parking and retail to residential shall be reviewed and approved by staff. The overall design concept for the buildings shall be consistent. (P&Z) (DSUP 2006-0021) (DSUP 2011-0030)
4. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified or equivalent, such as, but not limited to the Earthcraft House Program or NAHB National Green Building Certification, to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy.
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Certification from USGBC within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Certification will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES) (DSUP 2006-0021) (DSUP 2011-0030)
5. Energy Star labeled appliances shall be installed in all multi-family residential units. Bathroom fixtures shall be WaterSense or equivalent low flow fixtures. In addition, the applicant shall explore the provision of a cistern to accommodate all irrigation needs of the proposed open space areas including the roof-top open space areas. (P&Z) (RP&CA) (T&ES) (DSUP 2006-0021)-(DSUP 2011-0030)
6. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials. (P&Z) (T&ES) (DSUP 2006-0021) (DSUP 2011-0030)

**C. RETAIL & RESTAURANT USES:**

7. *Ground Floor Retail:* Ground floor uses of areas designated as “retail” shall be limited to retail, personal service uses and restaurants as defined below.
  - a. The ground floor retail floor area as depicted on the preliminary site plan shall be solely utilized by retail uses including: a store engaged in the sale of goods for personal use that shall include bakeries, barber shop/beauty salon, banks, bookstores, clothing, clothing accessories, copier/reproductions, drugstores, dry cleaners (not dry cleaning plant), florists, health and sport clubs, groceries, jewelry and restaurants or other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. Dry-cleaning (limited to pick-up only), optical centers, and banks are permitted if it does not adjoin another bank and/or dry-cleaning and/or optical center.
  - b. On a case-by-case basis, some professional office uses, such as realtors or accountants, may be permitted in the ground floor retail areas, subject to approval of the Director of P&Z.
  - c. The floor-to-floor height of the retail space shall be a minimum of 14’-6” for each building(s) with ground floor retail. Exhaust vent shafts shall be located within the retail space for each building to accommodate ground floor restaurant uses and shall be depicted on the final site plan and all applicable building permits.
  - d. Deliveries to businesses within residential buildings shall not take place before 7:00 a.m. or after 10:00 p.m. Deliveries are prohibited on Van Dorn and Pickett Streets. (P&Z) (DSUP 2006-0021)
8. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
  - a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
  - b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.
  - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (P&Z) (T&ES) (Code)(DSUP 2006-0021)
9. Condition deleted in DSUP2011-0030.

***D. PEDESTRIAN/STREETS/TRAFFIC:***

10. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the Preliminary Plan and shall also provide the following to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
- a. The sidewalk on Van Dorn Street shall be minimum 12 ft. wide unobstructed concrete sidewalk from the ultimate right-of-way with a 6 ft. wide landscape strip with street trees 3 ft. off the edge of the sidewalk, spaced 30 ft. on center, consistent with the Landmark Van Dorn Plan. The landscape strip shall be connected by underground planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees. The area between the planting strip and the existing curb of Van Dorn shall be planted with grass. Explore planting additional street trees or landscaping in the planting strip.
  - b. The sidewalk on Pickett Street shall be an 18-20 ft. wide concrete sidewalk from building face to curb from Van Dorn Street to the first access drive; a minimum 15 ft. wide concrete sidewalk from face of building to curb from the access drive to Street B to accommodate parallel parking; and a minimum 12 ft. wide concrete sidewalk east of Street B to the property line with a 4-5 ft. planting bed adjacent to Building 2 with plant materials to screen the parking garage. The sidewalks shall be constructed to City standards with 4 ft. x 10 ft. wide tree wells spaced 30 ft. on center at the curb. The tree wells shall be connected by underground planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
  - c. The sidewalk on both sides of Street A shall consist of minimum 14 ft. wide concrete sidewalks with 4 ft. by 10 ft. wide tree wells spaced 30 ft. on center. The tree wells shall be connected by underground planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
  - d. The sidewalk on both sides of Street B shall consist of minimum 14 ft. wide concrete sidewalks with 4 ft. by 10 ft. wide tree wells space 30 ft. on center. Street trees shall be provided around the traffic circle. The tree wells shall be connected by underground planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
  - e. The sidewalk on Street C shall consist of minimum 9.5 ft. wide concrete sidewalks with a 4 ft. continuous grass strip adjacent to the curb and with street trees spaced 30 ft. on center. The planting strip shall contain a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
  - f. Provide decorative brick banding or different paving patterns to demarcate entrances to all retail stores and restaurants.
  - g. Provide continuous uninterrupted and level sidewalks over all intersections with the sidewalk (streets, garage entrances, service areas, etc.).

- h. Thermoplastic ladder style pedestrian cross walks at all crossings at the proposed development, except for special paving crossings shown on private streets.
  - i. Install and maintain ADA accessible pedestrian crossings serving the site.
  - j. Streetlights on Van Dorn Street, Pickett Street, and Street C shall consist of cobra heads unless it is determined by the Directors of T&ES and P&Z that decorative street lights will be required. In that case, if the applicant has not yet obtained approval of a building permit, decorative street lights shall be provided by the applicant on these public streets to the satisfaction of the Directors of T&ES and P&Z.
  - k. Pedestrian improvements required for each building shall be completed prior to the issuance of a certificate of occupancy for that building, unless otherwise required herein.
  - l. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards. (P&Z)(T&ES)(RP&CA) (DSUP 2006-0021)
11. The applicant shall provide 58 residential bicycle parking spaces within the underground garage and 4 visitor (short-term) bicycle parking spaces on the surface for retail to the satisfaction of the Director of T&ES. The short-term bicycle rack locations are preferably covered, grouped, and located within 50 feet of the main entrance. Bicycle parking racks shall be located in a manner that will not obstruct the existing/proposed sidewalks. Bicycle parking standards, acceptable rack types and details for acceptable locations for short-term parking are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES) (DSUP 2006-0021) (DSUP 2011-0030)
12. The applicant shall provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) per block face, including public and private streets, Van Dorn, and Pickett Streets; Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment shall be made prior to site plan release. (T&ES) (DSUP 2006-0021)
13. All bus stops adjacent to the site (on Van Dorn Street and Pickett Street) must be made ADA complaint and shall include a 7 ft. (parallel to the curb) x 8 ft. (perpendicular to the curb) unobstructed concrete passenger loading pads. The pads shall connect the back-face of the curb to the sidewalk. The width of the sidewalk may be counted toward the 8ft. required for the passenger loading pad. The plan shows a concrete passenger loading pad for the stop on Van Dorn Street and shall be revised to show a concrete passenger loading pad for the stop on Pickett Street. (T&ES) (DSUP 2006-0021) (DSUP 2011-0030)
- a. Install a new City standard bus shelter for the bus stop located along the 500 block of northbound S. Van Dorn & Pickett as shown on the prelim plan. Contact the City's Office of Transit Services to obtain the new City standard bus shelter detail and specifications. Provide a public access easement for the bus shelter and bus

- shelter pad. Provide details on this bus shelter within the final site plan. (T&ES) (DSUP 2011-0030)
- b. Install a bus stop bench for the bus stop located along the 600 block of westbound Pickett & S. Van Dorn Street. Provide details on this bench within the final site plan. The benches shall not be placed on the 7 foot by 8 foot landing pad. The bench detail shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the Directors of T&ES and P&Z. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish. (T&ES) (DSUP 2011-0030)
  - c. Ensure that the fifty-foot approach to all bus stops adjacent to the site have a minimum 12' clearance free from tree limbs, signs and any other obstructions. (T&ES) (DSUP 2011-0030)
  - d. Create a 120 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curbside. If the bus stop is located on a bulb out / extension into the roadway, the 120 foot "No Parking, Bus Stop Zone" shall not be required. (T&ES) (DSUP 2011-0030)
  - e. Show all existing bus stop adjacent to the site and proposed relocated or new bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and connections to the satisfaction of the Director of T&ES. The final bus shelter, bus stop canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. (T&ES) (DSUP 2011-0030)
14. Condition deleted in DSUP2011-0030.
15. The following table sets forth the dimensions and elements for all street rights-of-ways and public access easements. All streets in the site as required herein shall be publicly dedicated streets/sidewalks or publicly accessible streets/sidewalks through the provision of a public access easement(s) and shall be consistent with the Landmark/Van Dorn Corridor Plan. The applicant shall dedicate the streets as public streets or perpetual public access easements as required below, pursuant to the required timing herein. The applicant shall prepare all applicable deeds and a plat of dedication subject to the review and approval of the City. The deed and plat of dedication shall be recorded in the land records prior to release of the final site plan. The public use and access easement shall not obligate or require the City to construct or maintain the streets or sidewalks (maintenance shall be at the developer's sole cost and responsibility, including the responsibility for snow removal). The streets shall not be accepted for dedication until the completion of the project and determination by the City that the street complies with all applicable codes and standards. (P&Z) (T&ES) (DSUP 2006-0021)

<b>Street Right of Way – Public Access Easement(s)</b>		
	<b>Width of Dedicated Right-of-way or Public Access Easement</b>	<b>Dedicated Right-of-way or Public Access Easement</b>
Van Dorn Street	30 ft.	Dedicated Public right-of-way
Street A	60 ft.	Public Access Easement
Street B	66 ft.	Public Access Easement
Street C	45 ft.	Dedicated Public right-of-way

16. The applicant shall be responsible for installation of all applicable streets signs prior to the issuance of the first certificate of occupancy permit. A detail of the proposed street signage shall be depicted on the final site plan and approved prior to the release of the final site plan. (P&Z) (DSUP 2006-0021)
17. A public access easement shall be provided for Street A and Street B and all sidewalks adjacent to these streets. The applicant shall notify prospective buyers in its marketing materials and homeowner documents that Street A and Street B are private streets with public access easements and shall not be maintained by the City of Alexandria. (P&Z) (T&ES) (DSUP 2006-0021)
18. The property thirty feet from the existing property line along Van Dorn Street shall be dedicated to the City for future improvements to Van Dorn Street. (P&Z) (T&ES) (DSUP 2006-0021)
19. The applicant shall explore providing a median, wide enough to support ornamental trees and shrubs and a pedestrian refuge, on Pickett Street from Van Dorn Street to beyond the first entrance into the development, subject to the following:
  - a. Adequate WB-50 truck turning movements from northbound Van Dorn Street to eastbound Pickett Street without encroaching onto curbs or into the center lane of northbound Van Dorn Street.
  - b. Shift the westbound lanes of Pickett Street to the north starting from existing storm drain inlet #11(to remain) to the first entrance to the east.
  - c. Maintain a minimum 12 ft. lane width with 2 ft gutters for all lanes on Pickett Street.
  - d. If it is determined that a median can be provided that meets the above criteria, the applicant shall be responsible for the construction of the median. (P&Z) (T&ES) (DSUP 2006-0021)
20. All improvements to the City's infrastructure shall be designed and constructed as per the City of Alexandria standards and specifications. (T&ES) (DSUP 2006-0021)
21. The applicant shall be responsible for construction/installation of missing or upgrading the existing public infrastructure, including but not limited, to streets, alleyways, sewers, street



lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures. (T&ES) (DSUP 2006-0021)

22. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES) (DSUP 2006-0021)
23. Prior to the release of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, an amended Traffic Control Plan, if required by the Director of Transportation and Environmental Services shall be submitted to the Director of T&ES along with the Building Permit Application. (T&ES) (DSUP 2006-0021)
24. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES) (DSUP 2006-0021)
25. The slope on parking ramps to garage entrances shall not exceed 12 percent. In case the slope varies between 10% and 12%, the applicant shall provide a trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES) (DSUP 2006-0021)
26. Show turning movements of standard vehicles in the parking structure and parking lot. Show turning movements of delivery trucks for each loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2006-0021)
27. The applicant shall furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks on Van Dorn Street, Pickett Street, and Street C. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES) (DSUP 2006-0021)

***E. OPEN SPACE/LANDSCAPING:***

28. The applicant shall develop, provide, install, and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.

- b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above structure. Applicant shall demonstrate that soil depth is a minimum of 4' per the City of Alexandria Landscape Guidelines.
  - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. Details must comply with City of Alexandria Landscape Guidelines. (P&Z) (T&ES) (RP&CA) (DSUP 2006-0021)
29. The following modifications to the landscape plan and supporting drawings are required:
- a. Plan shall be prepared and stamped by a landscape architect licensed to practice in the State of Virginia.
  - b. Use industry standard symbology for depicting limits of garage such that garage limits can be seen when building lines overlap.
  - c. All grass shall be sod.
  - d. Provide individual detail drawings at a scale of 1" = 10' of the elevated courtyards and Street "A" plaza.
  - e. Provide a solid row of evergreen trees in the 8 ft. wide planter along the northern property line, or some other design solution as approved by the Directors of P&Z and RP&CA, to screen the development from the adjacent commercial development as an interim condition. (P&Z) (RP&CA) (DSUP 2006-0021)
30. The applicant shall provide 25% crown coverage, as depicted in *Attachment #3*, and shall include the following information on the final site plan:
- a. Provide an exhibit that demonstrates the site area before and after ROW dedication.
  - b. Applicant shall provide large shade street trees along all ROW, including Van Dorn Street, Pickett Street, and proposed Street C.
  - c. Street trees shall not be counted toward crown coverage on public streets. (RP&CA) (DSUP 2006-0021)
31. The central plaza between Buildings 1 and 3 shall be designed to function as high-quality publicly accessible open space and shall provide the level of detail and amenities depicted on the preliminary landscape plan. Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. shall also be provided to encourage its use. The plaza shall be complete prior to issuance of the final certificate of occupancy for Building 1 or 3, whichever is later, and shall include the following improvements and amenities, to the satisfaction of the Directors of P&Z and RP&CA:
- a. Incorporate a public art element such as incising designs or quotes into the private sidewalk that is appropriate for the scale of the space into the central plaza or adjacent private sidewalks to the satisfaction of the Directors of P&Z and RP&CA.

- Maintenance of the public art element shall be the responsibility of the developer/property owner.
- b. All landscaping shall be maintained in good condition and replaced as needed.
  - c. Low scale pathway or bollard lighting. (P&Z) (RP&CA) (DSUP 2006-0021)
32. The courtyards for Buildings 1 and 2 shall be complete prior to the issuance of the final certificate of occupancy for each building and shall include the following improvements and amenities, to the satisfaction of the Directors of P&Z and RP&CA, prior to final site plan approval:
- a. Revise the design of the courtyard for Building 2 on the site plan to be consistent with the design shown in the revised landscape plans dated December 10, 2008. Additionally, explore integrating the landscape design with the street and building design, incorporating garden walls, pavers, construction materials and landscaping as part of the overall design. (P&Z) (RP&CA) (DSUP 2006-0021)
33. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
- a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90' hose access radii.
  - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. All lines beneath paved surfaces shall be installed as sleeved connections. (RP&CA) (Code Administration) (DSUP 2006-0021)
34. Provide an exhibit that demonstrates open space requirements and provide a narrative that demonstrates compliance with Open Space intentions of the Landmark Van Dorn Corridor Plan. (RP&CA) (DSUP 2006-0021)
35. Continue to work with staff to develop a palette of site furnishings that is generally consistent with the Preliminary Plan submission.
- a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings.
  - b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features and be developed to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (P&Z) (T&ES) (RP&CA) (DSUP 2006-0021)
36. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with

- adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (P&Z) (T&ES) (RP&CA) (DSUP 2006-0021)
37. The applicant shall work with staff to explore opportunities to integrate aspects of the historic character of the property into the design of open space and provide and erect interpretive signage that highlights the history and archaeology of the project area. The open space design and the text and graphics for the signage shall be completed prior to release of the final site plan and shall be subject to approval by the Office of Historic Alexandria/Alexandria Archaeology, P&Z and RP&CA. (Archaeology)(P&Z)(RP&CA) (DSUP 2006-0021)

***F. SITE PLAN:***

38. The plat of consolidation and subdivision and all applicable easements and dedications shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z) (DSUP 2006-0021)
39. Coordinate location of above and below grade site utilities with other site conditions to the satisfaction of the Directors of RP&CA, 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.
  - d. All new electrical transformers shall be placed underground in vaults or within the building footprint which meet Virginia Power standards. These vaults may be placed in private streets, driveways or within the building envelope. Ventilation grates may not be located within public sidewalks or streets. The covers for the vaults shall match the material of the adjoining sidewalk and the grates, which shall be ADA compliant shall be located to minimize impacts on the pedestrian walkways to the greatest extent feasible to the satisfaction of the Directors of TE&S and P&Z. (RP&CA)(P&Z)(T&ES) (DSUP 2006-0021)
40. All private utilities shall be located outside of the public right-of-way and public utility easements; however, the installation of below grade transformers and storm water management facilities in Private Street B shall be permitted to the satisfaction of Dominion Virginia Power and the Director of Transportation and Environmental Services. (T&ES) (DSUP 2006-0021)
41. 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) (DSUP 2006-0021)
42. Applicant shall underground all the secondary utility services serving the site and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z) (T&ES) (DSUP 2006-0021)

43. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts;
  - c. Manufacturer's specifications and details for all proposed fixtures; and
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties.
  - e. The walls and ceiling in the garage shall be painted white, off-white or dyed concrete (white) to increase reflectivity and improve light levels at night. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
  - f. The lighting for the areas not covered by the City of Alexandria standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - g. Provide numeric summary for various areas (i.e. roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - i. The site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
  - j. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
  - k. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z) (T&ES) (RP&CA) (Police) (DSUP 2006-0021)
44. All condominium association covenants and/or rental/lease agreements shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants and/or rental/lease agreements shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants/agreements. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.

- b. The designated visitor parking spaces shall be reserved for the use of the guests, as provided in the shared parking study.
  - c. All landscaping and open space areas within the development shall be maintained by the owners.
  - d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
  - e. The developer shall present a disclosure statement to all renters, and/or condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to the Metrorail track and other railway operations, the Capital Beltway and adjacent commercial and industrial uses. These uses could continue indefinitely and will generate noise, and heavy truck and vehicular traffic surrounding the project.
  - f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. (P&Z) (DSUP 2006-0021)
45. The applicant shall submit a unit numbering plan for each floor, identifying the locations of commercial and residential uses, with the first final site plan. (P&Z) (DSUP 2006-0021)

**G. *SIGNAGE:***

46. **CONDITION AMENDED BY STAFF AND PLANNING COMMISSION:** The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building and to the retail bay on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:
- a. Each retail tenant shall install a minimum of one sign for each storefront facade appropriate to the scale of each facade. In addition, each retail tenant shall provide a second pedestrian-oriented sign such as a projecting sign, blade sign or window sign.
  - b. Retail tenants shall be allowed a maximum of one (1) sf of sign area per linear foot of tenant storefront or 50 sf of signage, whichever is greater.
  - c. Retail signs shall be limited to a maximum height of 18 feet above the grade of the adjoining sidewalk. The Director of P&Z may permit signage above 18 feet above the grade of the adjoining sidewalk and the signage may be illuminated provided that the illumination does not have an adverse impact on adjoining residential uses or roadways.
  - d. Awnings shall be permitted to project up to four feet from the building; greater projections require approval of the Director of P&Z. Greater projections which encroach into the public street may require City Council approval of an encroachment.



- e. Signs projecting over the sidewalk shall be a minimum of eight feet (8') above the sidewalk.
- f. Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.

*Awnings*

- g. Awnings, when projecting from the face of the building, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.
- h. Fixed lightweight metal and glass structures are acceptable.
- i. Awning or canopy material shall be a woven fabric or other material that projects the natural material of canvas, metal, glass etc.

*Materials – Construction*

- j. Neon signs will be considered based on creativity and the overall compatibility and character of the tenant storefront design.
- k. All methods of attachment including fasteners, mounting brackets and other mechanisms must be concealed from view.
- l. Letters and graphics mounted directly onto building facades shall be pin mounted at least 2 inches from the surface onto which the sign is mounted and provide dimensional returns.

*Illumination- Lighting*

- m. Back-lit, halo-lit illumination or reverse channel letters with halo illumination are encouraged.
- n. Projecting signs may be internally illuminated if approved by the Director of P&Z. Externally illuminated projecting signs shall have lighting fixtures that are complementary and integrated into the storefront design.
- o. Blade signs shall be externally illuminated with decorative bracketed lighting complimentary to the storefront.
- p. In general, lighting should be designed and located to accommodate public safety without creating glare or excessively high light levels. Fixtures should be chosen to control light trespass either vertically (toward the sky) or horizontally onto neighboring properties.
- q. High pressure sodium vapor (yellow orange) lighting is prohibited for exterior use including buildings, parking facilities, service areas, signage, etc. Such lighting is also prohibited inside parking garages or building entries where it would be visible from the outside.
- r. For any building or project, exterior light fixtures – their design, size, finish, location, etc. - should be compatible with, and appropriate for, the building architecture, materials and colors.

*Parking Signage*

- s. All parking signage shall be a blue background with white letters. The channel letter parking signs shall be blue with a white border. The signs shall be circular and shall not include the project logo but rather limited to a "P" for public parking or public parking or a combination thereof. **Any additional external signage as a result of this site plan will require approval of a sign permit. (P&Z) (T&ES) (DSUP 2019-0021)**

*Prohibited Signs*

- t. Box signs and signs employing flickering rotating or moving lights and/or signs painted directly on the storefront other than window graphics.
- u. Flat panel signs and external raceways.
- v. All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.
- w. Freestanding signs other than traffic/directional and wayfinding signs shall be prohibited.
- x. All banners relating to commercial promotions, leasing, hiring or advertising are prohibited, except for contractor signage as allowed by the Zoning Ordinance.

*Processing – Review*

- y. Each tenant proceeding with permitting and/or fabrication tenants shall submit detailed drawings and samples to be approved by the Department of P&Z.

*General*

- z. The sign on the drum of Building 3 at the corner of Van Dorn and Pickett, which projects above the roofline, shall be permitted provided that the sign shall not be illuminated between the hours of 10:30 p.m. and 6:30 a.m., seven days per week, unless it can be demonstrated that the impact of the illumination of the sign on the adjacent residential uses during these hours will be minimized as approved by the Director of P&Z. The sign shall be metal and shall project from the drum of the building and shall be consistent with the “industrial” design of the building.
  - aa. A project logo may be provided within the design of each of the signs to the satisfaction of the Director of P&Z.
  - bb. The size and shape and colors of directional signs shall be consistent with the City’s way-finding program. (P&Z) (DSUP 2006-0021)
47. All retail storefronts shall have their own storefronts as a way to express their individual identity provided that they comply with the following to the satisfaction of the Director of P&Z.
- a. Storefronts shall provide an “individual” expression.
  - b. Tenants shall avoid formulaic representations of their identity and create an expression that is complimentary to the architectural vocabulary of the project.
  - c. Door placement shall provide a direct connection to the adjoining sidewalks and streets.
  - d. Restaurants are encouraged to have operable (vertically or horizontally) movable store systems such as accordion system.
  - e. Storefronts shall be predominantly glass, but glass shall not be the exclusive material.
  - f. Opaque, reflective glass or comparable is prohibited. (P&Z) (DSUP 2006-0021)
48. A freestanding subdivision or development sign shall be prohibited. (P&Z) (DSUP 2006-0021)

49. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z) (T&ES) (DSUP 2006-0021)
50. All public notice signage erected by the applicant prior to the public hearing(s) shall be removed within 10 days of the completion of the public hearing process for the project. (P&Z) (DSUP 2006-0021)
- 50A. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Tree Box 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)

#### ***H. CONSTRUCTION / DEVELOPMENT PHASING:***

51. The applicant shall 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 Directors of P&Z, RP&CA and T&ES. (P&Z) (T&ES)(RP&CA) (DSUP 2006-0021)
52. The applicant shall submit a detailed phasing and construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration with the submission of the first final site plan. At a minimum, the plan shall include the following:  
*Phase I*
  - a. The limits of Phase I development shall be revised to include the proposed new sidewalk and street trees along South Pickett Street from Street B to the eastern property line.*Phase II*
  - b. During Phase II of the development, as the design proceeds, a limited amount of street dedication may be required to the City to accommodate the future north-south road, per the Landmark/Van Dorn Corridor Area Plan.
  - c. Within 6 months of ceasing to use the area of Phase II for construction staging, the developer shall remove all construction related materials, grade the site and seed or sod the area so that it is usable for passive recreational use by the residents of the buildings constructed in Phase I until development of Phase II occurs. The property may be temporarily fenced with decorative fencing. Chain link fence shall not be permitted.*General*
  - d. Designate a location for off-street parking for all construction employees during all stages of construction, provided at no cost for the employee and may include

applicable provisions such as shuttles or other methods deemed necessary by the City;

- e. Include a plan for temporary pedestrian and vehicular circulation;
  - f. Include the overall schedule for construction and the hauling route;
  - g. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - h. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) (Code) (DSUP 2006-0021)
53. Submit an approvable construction phasing plan to the satisfaction of the Director of T&ES, which will allow review, approval and partial release of final the site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Direction of T&ES. (T&ES) (DSUP 2006-0021)
54. No major construction staging shall be allowed along South Van Dorn Street and South Pickett Street. The Applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) (DSUP 2006-0021)
55. The sidewalks along South Van Dorn Street and South Pickett shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of Transportation and Environmental Services throughout the construction of the project. (T&ES) (DSUP 2006-0021)
56. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z) (T&ES) (DSUP 2006-0021)
57. A pre-construction walk/survey of the site shall occur with Construction and Inspection Staff to document existing conditions prior to any land disturbing activity. If the curb, gutter, and side walk adjacent to the proposed development are damaged during construction then the applicant shall repair the same to the satisfaction of Director, Transportation and Environmental Services. (T&ES) (DSUP 2006-0021)
58. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of C&I 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) (DSUP 2006-0021)

59. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners' other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSUP 2006-0021)
60. Temporary construction and 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 certificate of occupancy permit for the building. (P&Z) (DSUP 2006-0021)
61. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and shall be approved by the City prior to commencement of framing. (P&Z) (DSUP 2006-0021)
62. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (DSUP 2006-0021)

#### ***I. PARKING:***

63. **CONDITION AMENDED BY STAFF:** A maximum of 739 parking spaces may be located in the underground garage for residents and ~~retail~~ commercial uses per the Landmark / Van Dorn Corridor Plan. (P&Z)
64. **CONDITION AMENDED BY STAFF AND PLANNING COMMISSION:** The applicant shall provide controlled access into the ~~underground garage residential-only parking area~~, and security measures listed will be detailed as part of the Final Site Plan review. Security measures include controlled electronic access, security fencing separating commercial and residential parking and video surveillance. ~~The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents.~~

- a. The residential and commercial parking requirements may be reconfigured through administrative review, provided the minimum residential parking requirements in the Zoning Ordinance are met, and commercial parking is not reduced, subject to the approval of the Directors of Planning and Zoning and Transportation & Environmental Services.
  - b. With first Final Site Plan submittal, provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to the fence between the residential and commercial parking in the underground garage.
  - c. All numbered parking spaces within the underground garage shall be enumerated in a sequential order. (T&ES)
  - d. With first Final Site Plan submittal, adjust or remove parking spaces immediately south of the proposed fenced area, as needed, to maintain existing drive aisle width. (P&Z) (T&ES)
65. The applicant shall explore designing above and below grade parking facilities to accommodate future electric vehicles. (P&Z) (DSUP 2006-0021)
66. The applicant shall provide off-street parking for all construction workers without charge. 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 based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. 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 plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) (DSUP 2006-0021)

***J. TRANSPORTATION MANAGEMENT PLAN:***

67. The applicant is advised that a Transportation Management Plan Special Use Permit is required for the proposed development in pursuant to the provisions of 11-700 of the Zoning Ordinance based on the fact that the project is proposing 250 or more residential units. A Transportation Management Plan (TMP) is required to implement transportation strategies to lower the percentage of single occupant vehicles. The details of the Plan are included in *Attachment #4*. Below are the basic conditions from which other details originate. (T&ES) (DSUP 2006-0021)



68. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the city council. (T&ES) (DSUP 2006-0021)
69. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES) (DSUP 2006-0021)
70. Landmark Gateway shall integrate into the District Transit Management Program when it is organized. All TMP holders in the Landmark/Van Dorn Corridor Metro area will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. (T&ES) (DSUP 2006-0021)
71. An annual TMP fund shall be created, based on the TMP reduction goal of 30% of people not using single occupant vehicles during the peak hour, established for Landmark Gateway, based on the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$80 per occupied residential unit and \$0.25 per leased square foot for Phase I of the Landmark/Van Dorn Corridor Plan. Annually, to begin one year after the initial Certificate of Occupancy is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) of the United States for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in *Attachment #4*. (T&ES) (DSUP 2006-0021)
- 71A. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at that time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. \*(T&ES)
- 71B. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
- 71C. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and

will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date. (T&ES)

- 71D. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)
72. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities. (T&ES) (DSUP 2006-0021)
- a. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at that time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. \*(T&ES) (DSUP 2011-0030)
  - b. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES) (DSUP 2011-0030)
  - c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date. (T&ES) (DSUP 2011-0030)

**K. STORMWATER:**

73. All storm water designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water 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. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES) (DSUP 2006-0021)
74. The storm water collection system is located within the *Backlick Run* watershed. All on-site storm water 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) (DSUP 2006-0021)
75. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. In addition, this site is within the Landmark/Van Dorn Small Area Plan. This application shall meet the stormwater requirements stated within that plan. (T&ES) (DSUP 2006-0021) (DSUP 2011-0030)
76. Condition deleted in DSUP#2011-0030.
77. 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 BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES) (DSUP 2006-0021)
78. The storm water 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, or at the request for the first certificate of occupancy, whichever comes first, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) (DSUP 2006-0021)

79. The applicant shall submit two originals of a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES) (DSUP 2006-0021) (DSUP 2011-0030)
80. The applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES) (DSUP 2006-0021)
81. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner' Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner' Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

- c. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES) (DSUP 2006-0021)
82. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES) (DSUP 2006-0021)

83. 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 storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. 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) (DSUP 2006-0021)
- 83A. Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. (T&ES)

***L. WASTEWATER / SANITARY SEWERS:***

84. The site is currently served by Backlick Road Trunk interceptor sewer owned by Fairfax County; therefore, the applicant shall submit a letter of approval from Fairfax County for increase in sanitary flow prior to release of the final site plan. (T&ES) (DSUP 2006-0021)

***M. SOLID WASTE:***

85. In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES) (DSUP 2006-0021)

***N. CONTAMINATED LAND:***

86. The plan indicates there is no known soil and groundwater contamination present as required with all preliminary submissions. However, it states the development may be within 1,000 feet of a formal pump or disposal area. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES) (DSUP 2006-0021)

***O. NOISE:***

87. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSUP 2006-0021)
88. Due to the close proximity of the site to Van Dorn Street the following conditions shall be included in the development requirements:
- a. Applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
  - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to Van Dorn Street, in units that fail to meet interior noise level recommendations set forth in the Noise Guidance Book used by HUD. Noise mitigation measures can include triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
  - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES) (DSUP 2006-0021)
89. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That heavy industrial uses, Virginia Paving, Vulcan, the City Waste-To-Energy Plant, the Police Firing Range, Metrorail tracks and other railway operations are located near this project and are likely to continue indefinitely. They will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project. (T&ES) (DSUP 2006-0021)
90. If a restaurant use is proposed, the use of loudspeakers or musicians outside are prohibited. (T&ES) (DSUP 2006-0021)
- 90A. **CONDITION AMENDED BY STAFF:** Supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. All commercial and private vehicles are prohibited from parking or obstructing any designated Fire Lane or Emergency Vehicle Easement. (T&ES) (DSUP 2019-0021)

***P. AIR POLLUTION:***

91. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES) (DSUP 2006-0021)

92. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSUP 2006-0021)

***Q. CODE:***

93. The applicant shall provide and locate two additional fire hydrants to the approval of the Director of Code Administration. (Code) (DSUP 2006-0021)

***R. HOUSING***

94. The developer shall make a contribution of \$1.50 per square foot on the first 222,744 gross square feet of permitted ("by right") floor area for commercial and residential rental units (\$334,116) and a contribution of \$2.75 per square foot on the remaining 327,146 gross floor area of the project (\$899,651). This results in a total contribution of \$1,233,767 payable at certificate of occupancy as defined in (b). and provided the residential portion of such floor area is developed as rental. (The base contribution on the permitted gross floor area of condominium development is \$2.00 per square foot).
- a. The affordable housing contribution shall be paid as follows:
    - i. At certificates of occupancy, the developer shall pay \$1 per Sq. ft. of all GFA = \$549,890.
    - ii. The balance of the contribution (\$683,877) will be due upon determination by the City that the Landmark/Van Dorn planning area has entered Phase II as defined by the Plan. Payment of the balance due shall be made at the time of the first capital event (sale or refinancing) following that determination.
  - b. The developer shall promptly notify the Office of Housing when sale or refinancing that would trigger a deferred payment is imminent, and until all payments are made, shall also report annually to the Office of Housing to certify that no event triggering repayment of the unpaid amount has occurred during that year.-(Office of Housing) (PC) (CC) (DSUP 2006-0021) (DSUP 2011-0030)

***S. CONTRIBUTIONS:***

95. The developer shall install an 11-foot-wide right turn lane and 6-foot-wide sidewalk on northbound Van Dorn Street at the intersection with Pickett Street as conceptually shown in Attachment #5. The improvements shall be completed prior to issuance of the first certificate of occupancy. (P&Z) (T&ES) (DSUP 2006-0021) (DSUP 2011-0030)
96. The final Documentary Study for this project shall be completed prior to submission of the final site plan for review. (Historic Alexandria) (DSUP 2006-0021)

***T. ARCHAEOLOGY:***

97. **CONDITION AMENDED BY STAFF:** 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.
- a. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Historic Alexandria) (DSUP 2006-0021)



## **CITY DEPARTMENT CODE COMMENTS**

Legend: C - code requirement R - recommendation S - suggestion F – finding

### **Planning and Zoning**

- F-1 Update the Zoning Calculations and building floor area tabulations on Sheet 2 to consistently show a maximum floor area of 549,890 sf. (DSUP 2011-0030)
- F-2 Update the Parking Calculations to reflect 801 parking spaces is required for this development per the parking ratios established by the Zoning Ordinance. (DSUP 2011-0030)

### **Transportation and Environmental Services**

- F-1 A contribution to the water quality improvement fund shall be required because as designed 0.66acres of impervious area is not treated. This would require the developer to pay a fee in lieu of treating the area of \$2 per square foot or \$57,499 (T&ES) (DSUP 2011-0030)
- F-3 Filterra or Filterra-like BMP's have an efficiency rating of 25% in Alexandria. Update Worksheet C and Project Description Block. (T&ES) (DSUP 2011-0030)
- 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. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe material will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 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. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 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" or larger diameters); Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral 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) (DSUP 2011-0030)
- F-10 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (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" 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" for sanitary sewer and 12" 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" clearance shall be encased in concrete. (T&ES) (DSUP 2011-0030)
- 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) (DSUP 2011-0030)

- 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" 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/ stormSewers 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) (DSUP 2011-0030)
- F-14 Dimensions of parking spaces, aisle widths, etc. within the parking lot and garage shall be provided on the plan. Note that dimensions in the garage shall not include column widths. (T&ES)
- F-15 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-16 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-17 All pedestrian, traffic, and way finding signage shall be provided in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- F-18 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf> (DSUP 2011-0030)
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective

predevelopment rates. 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 then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES) (DSUP 2011-0030)

- C-3 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 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-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES) (DSUP 2011-0030)

[http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti  
on%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti%20on%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)

- C-5 The applicant shall provide storage space for solid waste and recyclable 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 a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-746-4410 or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov), for information about completing this form. (T&ES) (DSUP 2011-0030)
- C-6 The applicant shall be responsible to deliver the 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-7 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)

- C – 8 All private streets and alleys shall comply with the City’s Minimum Standards for Private Streets and Alleys. (T&ES)
- C – 9 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-10 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-11 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-12 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-13 All drainage facilities must be designed to the satisfaction of the Director of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-14 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-14 Per the Memorandum To Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C-15 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-16 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-17 All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C-18 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-19 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-20 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-21 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)
- C-22 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must 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 VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)
- C-23 the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water 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) (DSUP 2011-0030)
- C-24 proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES) (DSUP 2011-0030)
- C-25 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) (DSUP 2011-0030)
- C-26 (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) (DSUP 2011-0030)

**Virginia American Water Company:**

1. Developer shall submit a Needed Fire Flow (NFF) calculation to Code Administration. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.
2. There is an existing 8" water main on the existing alley at the north of the property. Survey and show this water main, and annotate the clearance between the existing hydrant and the proposed retaining wall.
3. Indicate whether the building #3 (eastern) needs a new domestic and fire service line.
4. Indicate domestic and fire service line size.
5. Relocate the proposed hydrant on Von Dorn Street to a public right-of-way.
6. The proposed hydrant lateral (Von Dorn Street & Pickett ST) is longer than 50', and needs an additional gate valve near the hydrant. Also, provide a profile for each new hydrant lateral.
7. The clearance between a water main and a sewer (sanitary & storm) pipe shall meet the VDH waterworks regulation and DSUP approval conditions.
8. If Street C is private, the new water main & hydrant needs a minimum 10 feet easement.
9. The new water main at the east of the building #2 needs a minimum 10 feet easement.
10. Do not run a sewer (sanitary and storm) pipe parallel to a water main within a water main easement.

11. Annotate the clearance between the proposed water main and the existing building (Parcel 067.02-02-04) at the east of the new building #2. If this existing building has an underground basement or garage, the proposed water main shall be minimum 10 feet away from the building foundation. (DSUP 2011-0030)

*Note: Since the original approval in January 2009, the Fire Department and Code Administration have become two separate departments. The original comments have been deleted and new comments for each department are provided.*

**Code Administration:**

- F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Thomas Sciulli, Plan Review Supervisor at [thomas.sciulli@alexandriava.gov](mailto:thomas.sciulli@alexandriava.gov) or 703-746-4190. (Code)
- C-1 A separate demolition permit is required for the each building on each lot (USBC 108.1)
- C-2 Six sets of demolition construction documents shall be submitted per the City of Alexandria "Demolition Procedure Requirements".
- C-3 Plan 4 of 24 appears to contain three parcels. The new buildings appear to cross over existing property lines. Compliance with VCC is required.
- C-4 Prior to the application for new Certificate of Occupancy, the applicant shall submit a building permit. Six sets of drawings prepared by a licensed architect or professional engineer shall accompany the permit application. The plans shall show proposed conditions and provide data by the design professional which details how the proposed use will comply with the current edition of the Virginia Uniform Statewide Building Code for the new use in the area of structural strength, means of egress, passive and active fire protection, heating and ventilating systems, handicapped accessibility and plumbing facilities.
- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-6 A soils report must be submitted with the building permit application.
- C-7 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided.
- C-8 A fire prevention permit may be required for the proposed operation.



- C-9 A Certificate of Use of Occupancy is required prior to opening. Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts.
- C-10 All structures contain mixed use groups [S-2 Storage, B-Business, M-Mercantile, R-2 Residential, A-2 Assembly], and is subject to the mixed use and occupancy requirements of the USBC.
- C-11 The site and buildings must be accessible in accordance with USBC.
- C-12 Accessible parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
- C-13 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage.
- C-14 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-15 The applicant shall comply with the applicable accessible signage requirements of USBC 1110.
- C-16 Means of egress shall comply with USBC.
- C-17 Fire Protection Systems shall be installed in accordance with the USBC.
- C-18 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-19 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC 508.

- C-20 Required exits, parking, and accessibility for persons with disabilities must be provided to the building.
- C-21 A rodent control plan shall be submitted to this office for review and approval prior to occupancy. This plan shall consist of the following:
- (a) Measures to be taken to control the placement of litter on site and the trash storage and pickup schedule.
  - (b) How food stuffs will be stored on site.
  - (c) Rodent baiting plan.
- C-22 Where a structure has been demolished or removed, the vacant lot shall be filled and maintained to the existing grade (USBC 3303.4).
- C-23 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).

**Fire Department:**

- F-1 The following comments are for preliminary review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or [maurice.jones@alexandriava.gov](mailto:maurice.jones@alexandriava.gov).
- C- 1 The applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to any building over 50 feet; c) all existing and proposed fire hydrants where fire hydrants supplying FDC's are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for each building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.
- C-2 The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item C-3 requirements apply.
- C-3 Buildings over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate

equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

- C-4 The developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.
- C-5 A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.
- C-6 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
  - a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b) The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

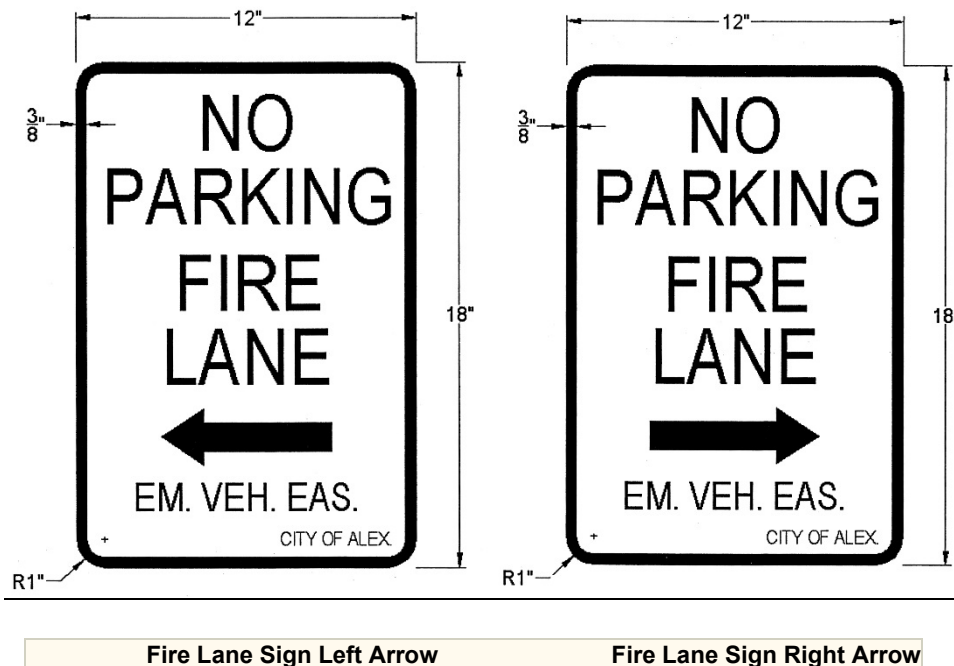
- C-7 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below. Current plans do not have correct signage.

**Emergency Vehicle Easements**

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

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

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



- C-8 Submit plan to show how fire department vehicle turning radius will be maintained to ensure fire department access to site during each phase of construction. Current submittal appears to use generic apparatus information. Use attached specifications to demonstrate turning radius.

Alexandria Fire Department  
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**  
Apparatus I.D.# - Truck 208  
Overall Length - 678" (56' 6")  
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.  
Wheel Bases:  
Tractor - 150" (12' 5") from front steer axle to drive axle.  
Trailer - 308" (25' 5") from drive axle to rear steer axle.  
GVW: 64,500#  
Angle of Approach<sup>1</sup>: Tractor - 11 degrees and Trailer - 11 degrees  
Angle of Departure<sup>2</sup>: Tractor - 11 degrees and Trailer - 15 degrees  
Ramp Breakover<sup>3</sup>: Tractor - 6 degrees and Trailer - 12 degrees  
Turning Radius<sup>4</sup>: Within 45' wall to wall.
2. **Rear Mount Aerial Ladder Truck**  
Apparatus I.D.# - Truck 204  
Overall Length - 496" (41' 4")  
Overall Width - 108" (9') w/mirrors  
Wheel Bases:  
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")  
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 289" (22' 4")  
Tandem Axle Spacing - 54" (4' 5")  
GVW: 60,500#  
Angle of Approach<sup>1</sup>: 11 degrees  
Angle of Departure<sup>2</sup>: 10 degrees  
Ramp Breakover<sup>3</sup>: 6 degrees  
Turning Radius<sup>4</sup>: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**  
Apparatus I.D.# - Rescue Engine 205  
Overall Length - 390" (32' 6")  
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.  
Wheelbase - 212.5" (18' rounded to the nearest foot).  
GVW: 51,800#  
Angle of Approach<sup>1</sup>: 11 degrees  
Ramp Breakover<sup>3</sup>: 8 degrees  
Turning Radius<sup>4</sup>: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**  
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)  
Overall Length: 297" (24 ft. 9 in.)  
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.  
Overall Height: 114" (9 ft. 6 in.)  
Wheel Base: 167" (13 ft 11 in.)

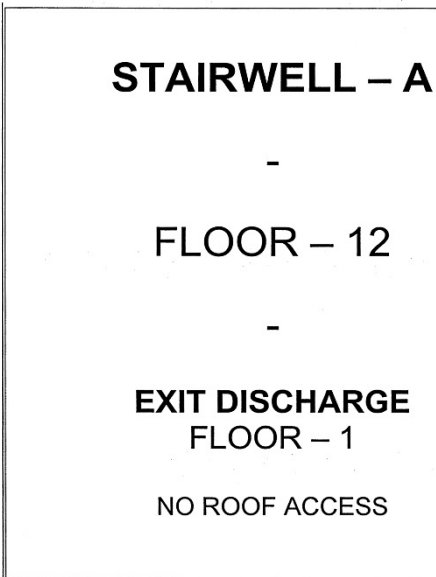
- C-9 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department.

**Stairway identification signs.** Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

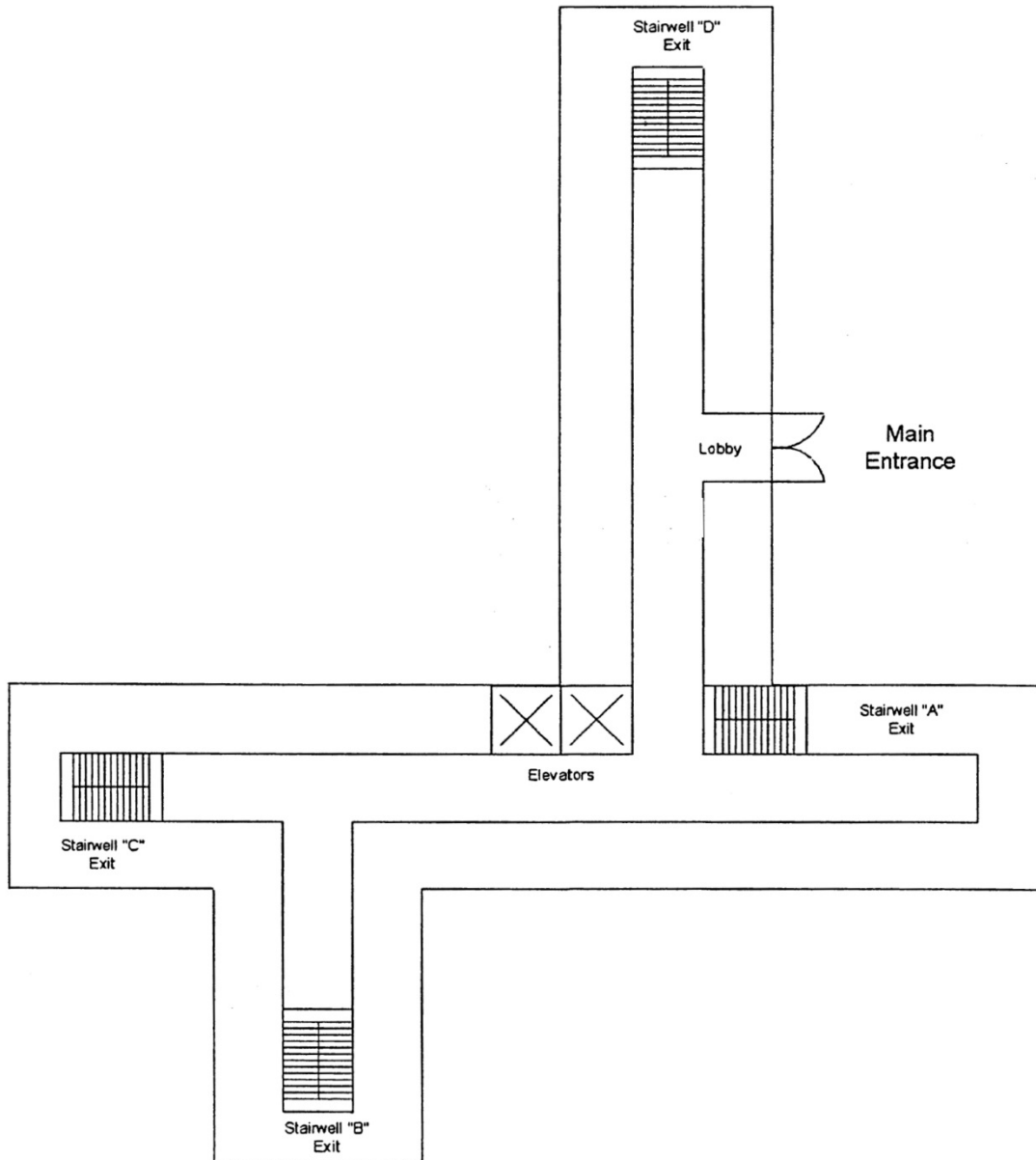
**Sign requirements.** Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing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

but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

**Footprint requirements.** In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



**Example Stairway Identification Sign**



**Figure 1020.1.6.2 Example Building Footprint Sign**

- R-1 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.

**Archaeology:**

- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.
- F-1 Maps from the Civil War time period show an unidentified structure in the vicinity of this property. The development lots therefore had the potential to yield archaeological resources that could provide insight into activities outside of the town in the mid-19th century.
- F-2 A draft Documentary Study for this project has been completed by John Milner Associates, Inc. The documentary research indicates that previous grading activities have disturbed any significant archaeological resources that may have been present. No archaeological field work is required.

**Health Department:**

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Six sets of plans must be submitted through the Permit Center and approved by this department prior to construction (DSUP 2011-0030)
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.



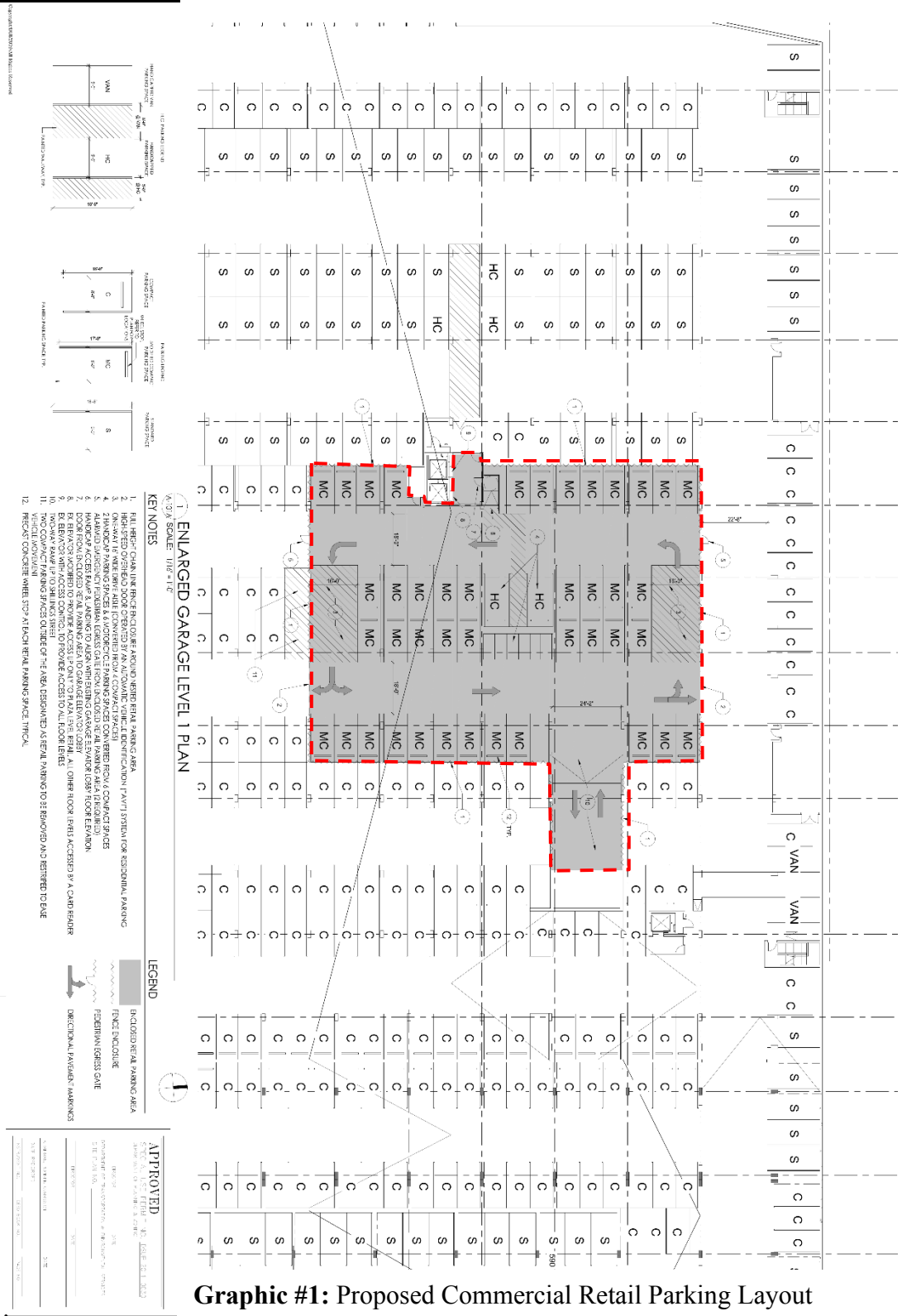
C-10 Food must be protected to the point of service at any outdoor dining facility.

R-1 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.

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: Proposed Commercial Retail Parking Layout

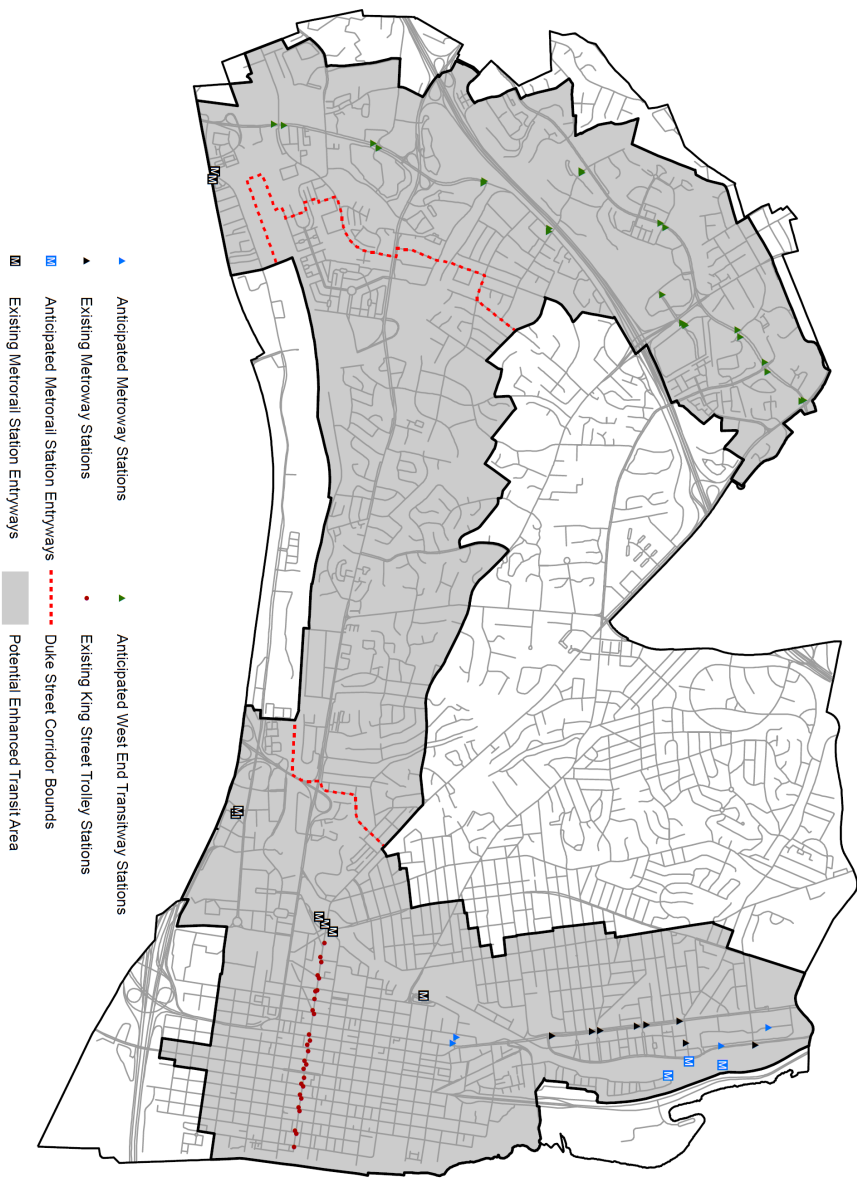
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P:\FX\Projects\06013 South Pickett\00600 Landmark Gateway\109324 MA DSUP\02-SITE PLAN.dwg, 9/3/2019 9:28:52 AM, \_AutoCAD PDF (General Documentation).pc3



### Enhanced Transit Area Map for Commercial Parking Requirements

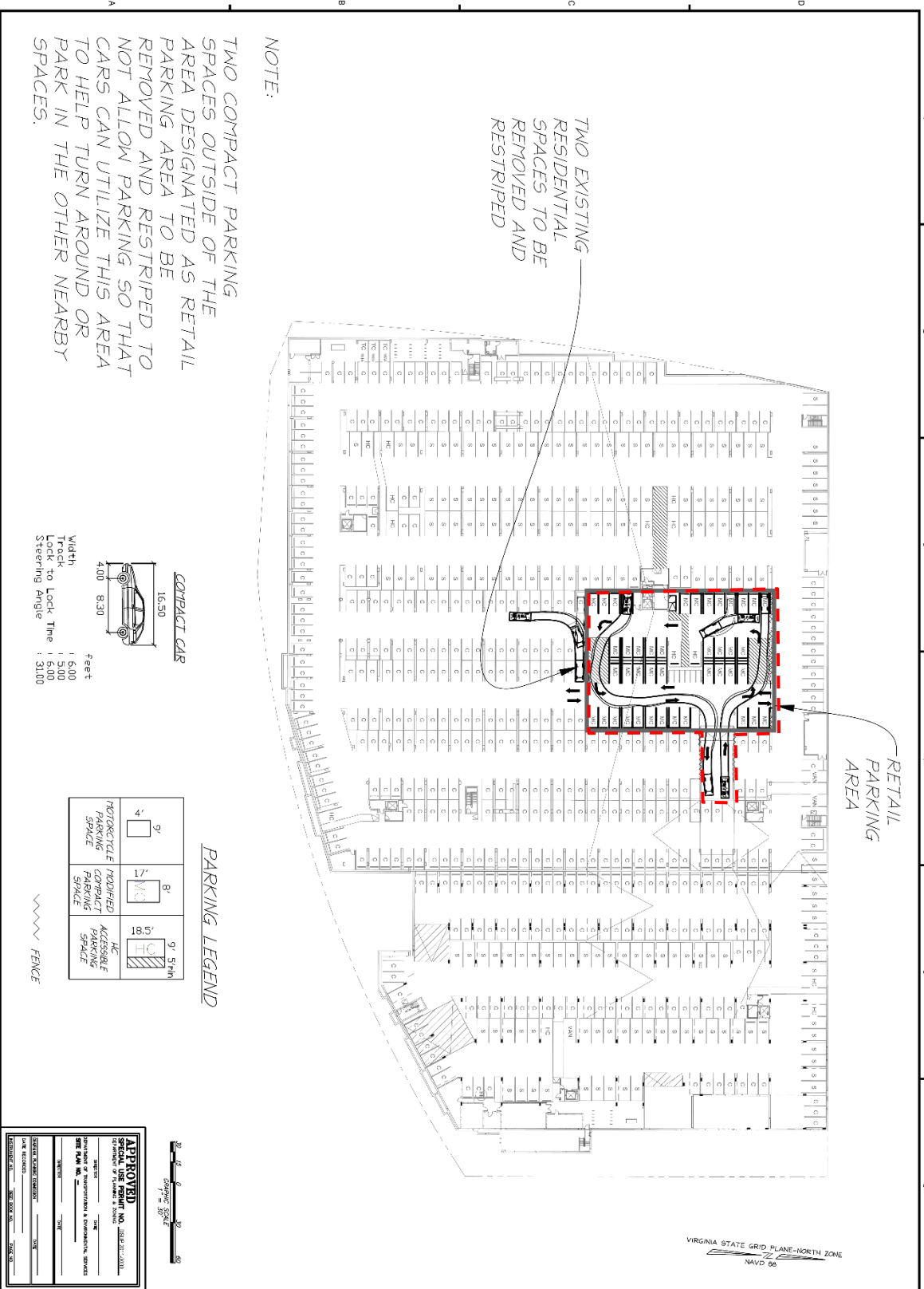
The map depicts an aggregate 1/2 mile transit walkshed roughly mapped to existing city streets and parcels. The walkshed is based on existing and anticipated stations and entryways. The purpose of the map is to differentiate future parking requirements for commercial developments and tenants. Requirements generated by the map are not intended to apply to residentially zoned properties that fall within the walkshed area. The map does not imply that residentially zoned properties will be rezoned as commercial redevelopment. Until a Locally Preferred Alternative is selected for enhanced transit service along the Duke Street corridor, properties within the bounds indicated by the dashed lines may use the maximums developed for properties beyond the Enhanced Area. The Enhanced Transit Area minimums will remain applicable.



Last Revised 12.18.17

Graphic #4: City of Alexandria Enhanced Transit Area





Graphic #5: Vehicular Turning Movements

DSUP#2019-0021  
SUP#2019-0090  
SUP#2019-0091  
Modera Tempo Amendment  
650 South Van Dorn Street

## **X. ATTACHMENTS**

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** Amendment to #2011-0030**Project Name:** Modera Tempo**PROPERTY LOCATION:** 650 S. Van Dorn Street (aka 5067, 5750 and 5757 Dow Avenue)**TAX MAP REFERENCE:** 067.02-0A-00**ZONE:** CDD #17**APPLICANT:**

Name: Mill Creek Residential

Address: 6701 Democracy Blvd. Suite 500, Bethesda, MD 20817

**PROPERTY OWNER:**

Name: Gateway Holding I LLC

Address: 6701 Democracy Blvd., Suite 500, Bethesda, MD 20817

**SUMMARY OF PROPOSAL** Amendment to DSUP #2011-0030 to reallocate residential parking to retail or commercial parking in the existing underground garage**MODIFICATIONS REQUESTED** Drive aisle width reduction; 43% hybrid-modified compact retail parking; and retail hybrid-modified compact spaces of 8'X17'**SUP's REQUESTED** Per Section 8-100(A)(8) SUP for exceeding the retail maximum number of parking spaces

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

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

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

Kenneth W. Wire, Attorney/Agent, Wire Gill LLP

Print Name of Applicant or Agent

1750 Tysons Blvd, Suite 1500

Mailing/Street Address

Tysons, VA

22102

City and State

Zip Code

Signature

703-677-3129

Telephone #

Fax #

kwire@wiregill.com

Email address

September 3, 2019

Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid and Date: \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_



## ALL APPLICANTS MUST COMPLETE THIS FORM.

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

**1. The applicant is: (check one)**

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

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

MP Landmark Gateway Investors, LLC c/o AEW Capital Management, LLC ----- 10%

2 Seaport Lane, Boston, MA 02119

MCR Landmark Midtier LLC ----- 90%

2 Bethesda Metro Center, Suite 1320, Bethesda, MD 20814

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

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

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

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. MP Landmark Gateway Investors, LLC	c/o AEW Capital Management LLC 2 Seaport Lane, Boston, MA 02119	10%
2. MCR Landmark Midtier LLC	2 Bethesda Metro Center, Suite 1320 Bethesda, MD 20814	90%
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 650 S. Van Dorn Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. MP Landmark Gateway, LLC	6701 Democracy Blvd. Suite 500 Bethesda, MD 20817	100%
2.		
3.		

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

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

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.

September 3, 2019

Date

Kenneth W. Wire, Wire Gill LLP

Printed Name



Signature

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

Please see attached narrative statement, enclosed parking utilization study by Walker and plans.

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

Amendment to DSUP #2011-0030  
Modera Tempo  
Reallocation of Parking Narrative

The Applicant, Mill Creek Residential, seeks to reallocate underutilized residential parking spaces for retail/commercial use. As background, there is approximately 15,000 sf of retail/commercial space in the Modera Tempo buildings, which was approved per DSUP #2011-0030 in 2012. With that DSUP approval, 58 retail/commercial parking spaces were approved in a surface parking lot. There are several operating retail and commercial tenants with two currently vacant spaces. There is a single-level underground garage with parking for primarily residents.

Recently a restaurant tenant (Portner's) vacated Modera Tempo in part due to a lack of retail parking. The Applicant then engaged Walker who performed the attached parking utilization study (the "Study"). In summary, per the results of the Study, there is approximately 100 residential spaces that likely will not be used even at full lease-up of the 492 residential units. Additionally, it is projected that when the currently vacant retail spaces are leased to new restaurant tenants, there will be a demand of approximately 113 retail/commercial spaces. The ultimate recommendation in the Study is that residential parking spaces be reallocated to retail use to accommodate difference between the 58 spaces and forecasted demand.

In line with the Study recommendations, the Applicant seeks to reallocate residential spaces to retail/commercial spaces. Please see attached plans which show approximately 44 parking spaces fenced off area in the west garage, with direct access from the entry ramp. The Applicant requests modifications to allow for the modified compact retail parking space size of 8'X17'; an increase in the amount of permitted retail compact parking spaces; and reduction in drive aisle width as shown on the attached plans. An SUP is requested to allow for an increase above the maximum amount of retail parking spaces.

With regard to security measures, the parking garage doors will be open during the hours of the retail business day to allow residents, monthly parkers, and retail patrons to access parking in the garage. After retail business hours, the garage door will be closed, and the residents and monthly parkers will use their access credentials to access the garage through the use of an Automatic Vehicle Identification ("AVI") system to open the garage door at the top of the ramp.

The retail parking will be fenced-in from all sides with an AVI-activated gate installed at the north end of the nested area on the flat parking level located at the base of the ramp. A second gate would be installed at the south end of the nested area to provide an exit path for the residents and monthly parkers from the monthly parking zone, through the retail parking area, and up the exit ramp to Shillings Street.

Two alarmed pedestrian exits will be built into the fence, most likely at the north and south sides of the enclosed area. Although these doors would allow pedestrians to access the residential area from the retail area, audible alarms would notify building security to investigate the

situation. Security would need to turn the alarm off locally, necessitating a physical inspection of the area.

After parking their cars, retail or other short-term parking patrons will then exit the nested parking area into the existing garage elevator lobby via an existing elevator that provides lobby-level access to the plaza level. Currently, the two elevators serve all levels of the residential building. The elevators will be modified so that any individuals riding the elevator from the “retail garage” into the building would not have access above “lobby level.” The double entrance elevators would be modified to only open towards the front of the building. The rear elevator door, leading towards apartment units, would not open. A lobby-level enclosure and door would be built and require residents to scan their key fob to enter the corridor to access the residential apartments.

Residents will have full access to the building by using the two residential elevators leading from the garage to the building levels. However, retail patrons using the retail parking area could only exit from the garage to the outside and then return via the same elevator to the parking garage. Residents would be able to re-enter the retail parking zone on foot via a one-way door if they wanted for any reason to use the modified elevator even though they are parked in the long-term parking zone.

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

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

See parking study. Proposed retail parking will serve projected utilization rate at peak times for new retail tenants.

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

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

N/A

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

Day	Hours	Day	Hours
7 days per week	Retail/Restaurant Hours		

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

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

None

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B. How will the noise from patrons be controlled?

N/A

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

None

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

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

None

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

☐ Yes. ☒ No.

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

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

☐ Yes. ☒ No.

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

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

The proposed retail/commercial parking will be secured and separated from resident parking through fencing, separate elevators, resident key cards, and resident parking stickers (currently in use).

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**ALCOHOL SALES**

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

☐ **Yes.**      ☒ **No.**

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

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**PARKING AND ACCESS REQUIREMENTS**

**13. Provide information regarding the availability of off-street parking:**

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

The approved DSUP requires up to a maximum of 792 spaces, including 58 surface retail spaces.

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

58 (ex. retail surface)	Standard spaces
42	Compact spaces
2	Handicapped accessible spaces
607 ex. resi. garage	Other
10 ex. employee (garage)	



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

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

\_\_\_\_\_

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? \*Not Applicable\*

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

- C. Where are off-street loading facilities located?

\_\_\_\_\_

As shown on the approved DSUP

\_\_\_\_\_

- D. During what hours of the day do you expect loading/unloading operations to occur?
- N/A
- \_\_\_\_\_
- \_\_\_\_\_

\*Not

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

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


Access is adequate

\_\_\_\_\_

\_\_\_\_\_

# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** November 7, 2019  
**TO:** Chair Macek and Members of Planning Commission  
**FROM:** Karl Moritz, Director, Planning & Zoning   
**SUBJECT:** Proposed Changes to DSUP#2019-0021, Conditions #2, 46s and 64a

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Staff is recommending the following changes to Conditions #2, 46s and 64a of the recommended conditions for DSUP#2019-0021, Modera Tempo Amendment:

**Condition 2:** ~~Notwithstanding any contrary provisions in the Zoning Ordinance, the development special use permit shall expire three (3) years after the date of the November 16, 2019 January 21, 2012 City Council approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. (P&Z) (DSUP 2006-0021)~~

**Staff recommends striking Condition #2.**

**Condition 46s:** All parking signage shall be a blue background with white letters. The channel letter parking signs shall be blue with a white border. The signs shall be circular and shall not include the project logo but rather limited to a "P" for public parking or public parking or a combination thereof. Any additional external signage as a result of this site plan will require approval of a sign permit. (P&Z) (T&ES) (DSUP 2019-0021)

**Staff recommends the addition of the word "external" to Condition #46s.**

**Condition 64a:** The residential and commercial parking requirements may be reconfigured through administrative review, provided the minimum residential parking requirements in the Zoning Ordinance are met and commercial parking is not reduced, subject to the approval of the Directors of Planning and Zoning and Transportation & Environmental Services.

**At the request of the applicant, staff recommends the addition of the phrase "commercial parking is not reduced" to Condition #46s.**

**STAFF:**

Karl Moritz, Director, Planning & Zoning

Maya Contreras, Principal Planner, Planning & Zoning

Carson Lucarelli, Urban Planner, Planning & Zoning