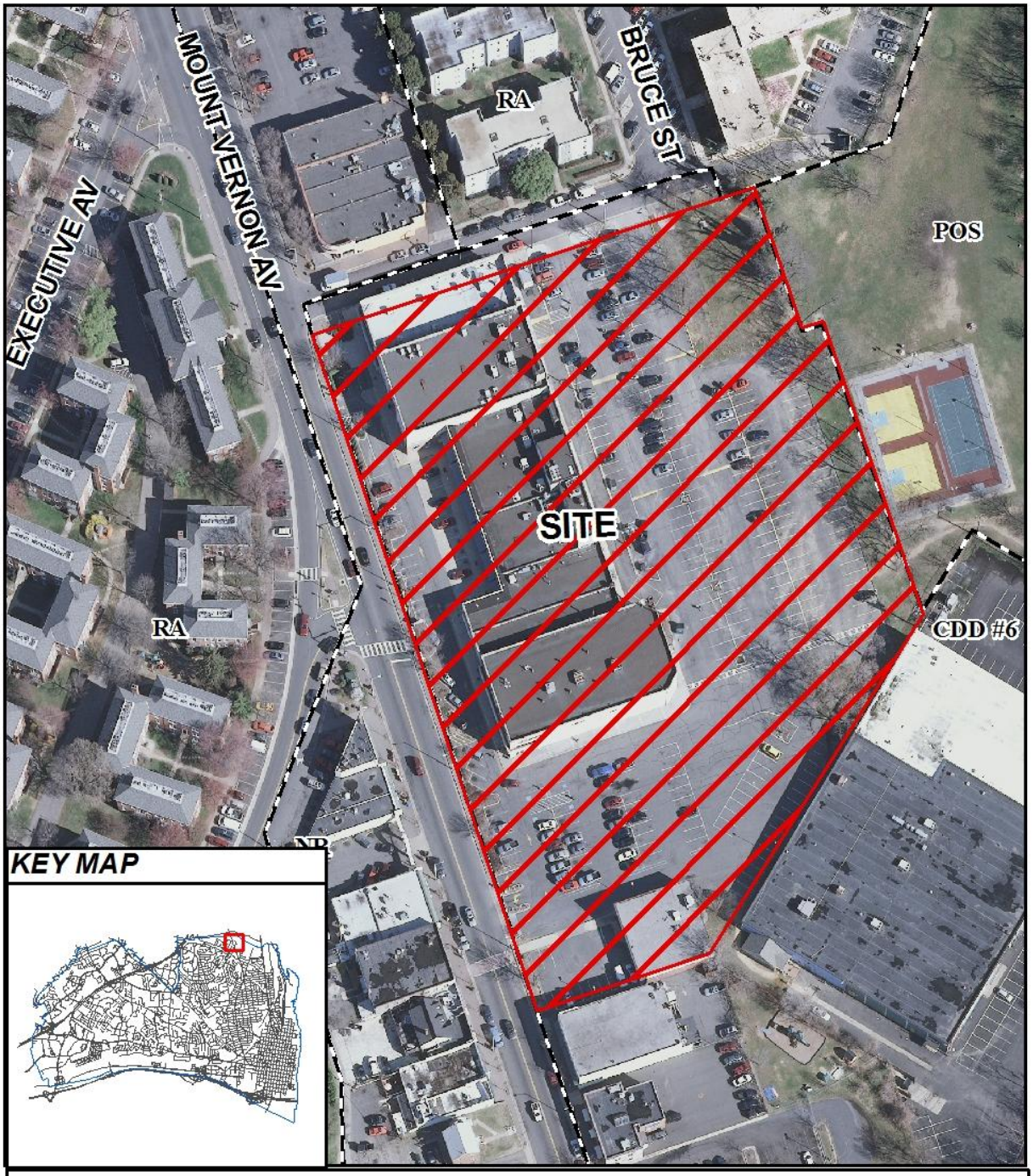
Docket Item #6A-D
CDD Concept Plan #2011-0005
Development Special Use Permit #2009-0016
Special Use Permit/Transportation Management Plan#2011-0058
Coordinated Sign Special Use Permit #2011-0070

Application	**General Data**	
Project Name: Mt Vernon Village Center	PC Hearing:	December 6, 2011
	CC Hearing:	December 17, 2011
	If approved, DSUP Expiration:	December 17, 2014
	Plan Acreage:	4.88
Location: 3809-3839 Mt Vernon; 3907 Bruce Street	Zone:	CDD #6
	Proposed Use:	Residential rental units with ground level retail
	Dwelling Units:	478
	Gross Floor Area:	636,601 sq. ft
Applicant: Arlandria Center LLC, represented by Duncan Blair	Small Area Plan:	Arlandria Neighborhood and Potomac West
	Historic District:	Not Applicable
	Green Building:	LEED Certification for Residential and LEED Silver for Retail

Purpose of Application
A request for approval of a Development Special Use Permit for the redevelopment of an existing commercial strip into a mixed use residential/retail development. The project requires the approval of the following applications: 1. A development special use permit, with site plan, to construct a mixed use project with residential and ground floor retail. 2. Coordinated Development District Concept Plan (CDD #6) 3. SUP for Transportation Management Plan 4. SUP for Freestanding Sign and Coordinated Sign Program 5. SUP for building height increase in exchange for affordable housing units per Section 7-700 of the Zoning Ordinance

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Maya Contreras, Urban Planner III, maya.contreras@alexandriava.gov Gary Wagner, Principal Planner, gary.wagner@alexandriava.gov

PLANNING COMMISSION ACTION, NOVEMBER 1, 2011: The Planning Commission noted the deferral of the request. The applicant requested the deferral.



CDD CONCEPT PLAN #2011-0005
DSUP#2009-0016
SUP TMP#2011-0058
COORDINATED SIGN PROGRAM #2011-0070

12/6/2011 N

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the development application proposed for the Mt Vernon Village Center site, subject to compliance with the staff recommendations.

The proposal provides a number of benefits for the City and surrounding community, including:

- Redevelopment of a strip retail center with surface parking into a mid-rise, mixed-use retail and residential project;
- Implementation of a mixed-use development scheme in accordance with Zoning Ordinance regulations, 1992 Potomac West Small Area Plan, the 2003 *A Long-Term Vision and Action Plan for the Arlandria Neighborhood* (Arlandria Neighborhood Plan) and the CDD #6 design guidelines;
- High quality, contemporary architectural design in compliance with current green building practices;
- Improved pedestrian streetscape along Mount Vernon Avenue and Bruce Street;
- Retention of existing retail square footage and major commercial tenants;
- On-site affordable rental housing units provided for households at 60% of Area Median Income;
- New rental housing in an area long planned for redevelopment; and
- Improved access and increased visibility for Four Mile Run Park.

B. Summary of Issues

The applicant and developer, Arlandria Center, LLC, has submitted an application for redevelopment of the Mount Vernon Village Center in Arlandria. The proposal consists of a phased project that would demolish the existing retail strip, and replace it with two six-story buildings, with a two-level subterranean parking garage under the entire site. Upon completion, the buildings would provide a total of 478 residential units and generally maintain the existing amount of retail space at 53,254 sf.

To construct this project, the applicant has requested approval of the following:

- A development special use permit, with site plan, to construct a mixed use project with residential and ground floor retail.
- Coordinated Development District Concept Plan (CDD #6)
- SUP for Transportation Management Plan
- SUP for Freestanding Sign and Coordinated Sign Program
- SUP for building height increase in exchange for affordable housing units per Section 7-700 of the Zoning Ordinance

Key issues considered with this proposal, and discussed in detail later in the report, include:

- Compliance with 1992 Potomac West Small Area Plan, the 2003 *A Long-Term Vision and Action Plan for the Arlandria Neighborhood* (Arlandria Neighborhood Plan); and the CDD#6 design guidelines;

- Floodplain and associated design issues
- Affordable housing and bonus height;
- Architecture and site design;
- Traffic and parking issues;
- Neighborhood retail;
- Improvements to the pedestrian environment and streetscape;
- Coordination with surrounding neighborhood; and
- Relationship to Four Mile Run Park.

C. General Site Description

The site is located on the east side of Mount Vernon Avenue in Arlandria, between W. Glebe Road and Four Mile Run. The site is 4.88 acres and comprised of four lots of record that will be consolidated into one property with this proposal. Currently the site is developed with a 50,000 sq. ft .retail center, best known for anchor tenants CVS and MOM's Organic Market on the northern end. The rest of the site is a surface parking lot with approximately 300 spaces, and a vacant 3700 sq. ft. freestanding retail store on the southern end.

This site is bordered by Four Mile Run Park to the east with Bruce Street and the Arlandria Chirilagua Housing Cooperative to the north. There are several parcels to the south of the site, the largest of which contains the Birchmere Music Hall, and a small retail strip fronting Mount Vernon Avenue that includes Po-Siam restaurant, the Tenants and Workers United building and Auto Zone. West of the site, across Mount Vernon Avenue, is Presidential Greens apartments and Russell Road, which comes to a T-intersection at the center of the Village Center site. Cora Kelly Elementary School, located about a half mile away, is the designated elementary school for the site. The Hume Springs townhouse development is located between the school and the Birchmere.

The Arlandria neighborhood is regionally central. The Pentagon is four miles northwest, Shirlington is two miles west, Crystal City is one mile northeast, Potomac Yard is one mile east, and the Del Ray neighborhood is one mile south. As noted, Four Mile Run Park extends along the eastern edge of the neighborhood, from Four Mile Run to W. Glebe Road, and is largely a hidden neighborhood asset. West and South Glebe Roads serve as the east-west connection.

The Mount Vernon Village Center property falls within the 1992 Potomac West Small Area Plan and the 2003 Arlandria Neighborhood Plan. This is the first project to redevelop since the plan was adopted and careful consideration has been taken to meet the goals and design guidelines envisioned by the plans.

II. BACKGROUND

A. Site History and Planning Background

Redevelopment of this site has been discussed for many years. The primary building was constructed in the 1940's as a commercial shopping center known as the Arlandria Center. It was an active neighborhood shopping strip that contained approximately 85,000 square feet of retail with a surface

rear parking lot. It was active through the 1960's, and featured junior department and shoe stores, a pharmacy, an ABC store and a carpet store.

In the 1960's and 70's, this section of Mount Vernon Avenue suffered repeated flooding from Four Mile Run, which discouraged investment and development. Completion of the flood control project in the mid-1970's has effectively eliminated the problem, and while other parts of the City have had flooding problems from storms in the past several years, Arlandria has not experienced large-scale flooding. A portion of the northeastern side of Mount Vernon Avenue, however, remains within the 100-Year Floodplain.

In the early 2000's, the property was purchased by Arlandria Center LLC, the current owners.
The building was renovated to create a small parking lot along the street, but otherwise, the property and the surrounding neighborhood have remained largely unchanged. According to data from CoStar, the median construction year for residential property within a one mile radius of Arlandria is 1956, and 1967 within a five mile radius.

The shopping center property, as well as the Birchmere site and several freestanding buildings along Mt. Vernon Avenue, were rezoned from Commercial General (CG) to CDD#6 in the 1992 Potomac West Small Area Plan. Redevelopment was recommended to include a mix of uses, including retail and residential. CDD#6 includes fourteen parcels, currently under five separate ownerships. The largest portions of the CDD are under the control of the Birchmere and Arlandria LLC. AutoZone, the Tenants and Workers building and Po-Siam, with their associated parking areas, make up the remainder of the CDD.

After the 1992 CDD creation, it was amended with design guidelines in 2003 as part of the Arlandria Neighborhood Plan. The Arlandria Neighborhood Plan was adopted through a community planning process that began in 2000 and was overseen by the Upper Potomac West (UPW) Task Force. This planning effort covered an area generally bounded by Four Mile Run to the north, Four Mile Run Park to the east, W. Glebe Road to the south, and to the west by the rear property lines of properties that abut Mt. Vernon Avenue.

Changes included in the Plan were: creation of design guidelines for the Arlandria neighborhood, rezoning a group of parcels, including the former Safeway site, to CDD#12 "Safeway/Datatel", the creation of a new Neighborhood Retail (NR) zone, and amendment of the underlying zone for CDD#6 to NR. At the May 2003 public hearing, the Plan was supported by representatives from Brighton Square, the Chirilagua Cooperative, the Warwick Village Citizens Association, the Potomac West Business Association, Lenox Place, and the Mt Jefferson Civic Association as well as individual small businesses owners and residents.

The 2003 Arlandria Neighborhood Plan describes a vision for future development with a healthy mixed-use community that focused on the redevelopment of three key parcels deemed underutilized "opportunity sites": Safeway/Datatel site, the Birchmere, and the Mount Vernon Village Center. The intent of the NR zone was to revitalize the remainder of the area with a mix of uses, to promote pedestrian-scaled infill and redevelopment, to provide additional guidance on signage and façade treatments, and to prohibit land uses that are inconsistent with a pedestrian, retail environment.

Since the completion of the Arlandria Plan, major redevelopment and neighborhood revitalization has occurred in Shirlington, within the Del Ray neighborhood of Mount Vernon Avenue and in the planned build-out of the Potomac Yard. Some community members have expressed frustration at the lack of private investment interest in redevelopment of the key sites in Arlandria, including Mount Vernon Village Center. In December 2009, the City Council approved the creation of the Arlandria Advisory Group, a community-based stakeholder group, which has the sole purpose of working with City staff on the implementation of the Arlandria Neighborhood Plan.

In fall 2009, the applicants, Arlandria, LLC, submitted to the City a concept for redevelopment of the Mount Vernon Village Center. Since that time, the City and the applicants have worked through site issues and neighborhood concerns, which culminated in the current application.

Under the current application, the Mount Vernon Village Center is moving forward separately from the rest of the properties within CDD#6. Site design considerations have been incorporated to meet the overall vision of the Arlandria Neighborhood Plan on their own site and to further the vision if and when other parcels elect to redevelop.

B. Detailed Project Description

This proposal is for two mixed-use buildings that include approximately 53,000 sq. ft. of street level retail space, and five floors of multi-family dwelling units, all of which is over two levels of below-grade parking. There are a total of 478 rental apartments being proposed. No parking reduction is being requested and the number of parking spaces being provided is 940.

CDD#6 has a number of regulations for development. With a Special Use Permit, parcels in CDD#6 are permitted to request a maximum gross floor area ratio (FAR) of 3.0, including above-grade parking. Maximum height at the street is 35', increasing to 50' with a minimum building step back of 15' from the front building façade. An additional height of 65' may be requested for a maximum of 50% of the development footprint. There must be 10-15% ground level open space.

The proposed project meets the majority of the CDD#6 regulations – it is at 3.0 FAR and it has 10% ground level open space. However, the building heights are not in strict conformance with the CDD#6 regulations as the applicant is requesting bonus height pursuant to Section 7-700 of the Zoning Ordinance, which allows up to 25 feet of additional building height in exchange for the provision of on-site affordable housing units. Specifically, the applicant is providing 28 affordable units at 60% of the AMI for 30 years, and is requesting three specific areas of additional height:

1. The applicant is requesting a maximum building height of 73'10" for 37% of the building footprint (at the center of the site), for an 8'10" increase above the permitted building height of 65 feet, to accommodate a change in building material from steel construction to wood frame. There is no increase in FAR.
2. The CDD#6 regulations allow the building height to increase from 50' to 65' for 50% of the development footprint. The applicant is requesting to have 61% of the development footprint at heights above 50'. This 61% includes the area of building that is 73'10" (described above) as well as portions of the building that are at 65'. The area that is over the CDD#6

regulations is 11% or approximately 17,000 sq. ft. of development area. Again, there is not increase in FAR.

3. Finally, there are areas along the Mt. Vernon Avenue façade that do not have the 15' setback required by the CDD#6 regulations – particularly three glassy tower elements. These elements are an important part of the contemporary architectural composition and staff supports retention of these unique features; thus, a portion of the bonus height is being used to allow for these areas that do not have the full 15' setback.

The project would be constructed in two phases, with the south building and associated underground parking structure, adjacent to the Birchmere, being constructed first. Part of the existing shopping center would remain while the first phase is under construction. The commercial uses will occupy the front half of the first floor of the new buildings with approximately 53,000 square feet of commercial area. Parking and loading for these spaces is encompassed at grade and entirely within the buildings, with an entrance off of Bruce Street for the north building and an entrance off of Mount Vernon Avenue for the south building. A central private courtyard acts as a street to separate the buildings, continuing the progression of Russell Road through to the park, and providing the entrance to the underground parking for the residential units. There would be direct pedestrian connections through the site to the park and a 20 foot wide esplanade constructed along the rear of site as a new access for park users.

The approximately 478 rental dwelling units will occupy floors 2–6 and accounts for about 75% of the building (490,500 square feet). The residential portions of each building are designed in a "C" shape. The long side of these "C" shapes back up to a central courtyard street, creating a central spine for the project. The arms of each "C" wrap above-grade central open spaces with amenities accessible to residents of the building. Residential liner units extend to the ground level at Bruce Street, opposite the Arlandria Chirilagua Housing Cooperative and to the esplanade area at Four Mile Run Park at the rear of the property, providing front doors to the sidewalk. The building becomes more slender as it rises, with approximately 100 residential units per floor on the lower floors and 54 units in two long corridors on the top floor. This concentrates the height of the building at the center of the site, allowing it to step down to the neighboring uses.

Residential Units

The rental apartments include a mix of efficiency, one-bedroom, one-bedroom with den and two bedroom units. The sizes will range from 445 square feet for the smallest efficiency unit to 1,342 square feet for the largest 2-bedroom unit. Parking will be provided in the two underground levels of the garage, with direct elevator connections between the garage levels to the residential lobby and to the apartments above.

Amenities for the residents include two above-ground open space areas (one for each building), a fitness center, a swimming pool, a club room with adjoining rooftop terrace, and a business center. The arrivals courtyard functions as a new private street and provides street-level access to the leasing and management offices, as well as short-term parking. The residential garages will be accessed from this central court. Loading areas for moving trucks and associated freight elevators are provided for each building within the parking garages.

In order to maintain an active neighborhood presence along Bruce Street and Four Mile Run Park, the ground level residences have direct access to the street or to the pedestrian promenade with front doors and stoops. The arrivals courtyard and Bruce Street will be visually open to provide a view and a pedestrian connection through the project to Four Mile Run Park.

Retail Space

Storefronts will have highly visible glassy fronts with pedestrian entrances on Mount Vernon Avenue. The applicant has been working closely with the two anchor tenants, MOM's Organic Market and CVS, in order to retain them for the redevelopment. Spaces will be constructed to current retail market standards, with fifteen foot high ceilings and a coordinated sign program.

Parking for the retail is provided from within a two level parking structure with rear entrances to stores and retail elevators connecting below-grade parking to the retail level. The north building retail parking will be accessed from Bruce Street and the south building access will be from a curbcut on Mount Vernon Avenue. Non-peak street parking will be added along Mount Vernon Avenue and existing street parking is anticipated to be maintained along the north and south side of Bruce Street.

Truck deliveries and trash removal will occur within each building. The depth of the loading dock will be large and deep enough to support one tractor trailer truck and two smaller trucks to park completely within the south building, where MOM's is anticipated. Three smaller loading spaces are also provided within the north building garage. These configurations will prevent any truck from loading or off-loading from the street while making deliveries, and will reduce noise levels for the neighboring businesses and residences.

III. <u>ZONING</u>

Property Address:	3809-3843 Mount Vernon Ave		
Total Site Area:	4.88 AC; 212,526 SF		
Zone:	CDD#6		
Current Use:	Retail		
Proposed Use:	mixed-use with above ground residential and ground level retail		
	Permitted/Required		**Proposed– CDD Zone**
FAR	0.5; or 1.5 for a mixed use project w/ SUP or up to 3.0 GFA withinCDD#6 w/ DSUP		3.0
Height	35' along the street; up to 50' with step back of 15' from front façade; up to 65' for a max 50% of building footprint		Up to 73'-10" for tower elements along Mt Vernon Ave. *; Up to 73'-10" for 37% of building footprint*; Up to 65' for 61% of building footprint (including the 73'10" area)*
Setbacks	None		5' along Bruce Street; Varies along Mount Vernon – 11'-27.5'

Parking			
Retail Use:	255 (1.1 space / 220 sq ft.)		255
Residential Use:	685, per Parking District 2 requirements1.3 per 1BR unit; 1.75 per/2BR units. CDD requires a minimum of 1 space per residential unit		685
Visitor	@ 15% = 103 spaces		Shared with the 255 retail spaces
Total:	940		940
Loading spaces:	Residential: 0 Retail: 3		6
Open Space	10-15%		10% (public) + 5% (private)

*Height increase pursuant to Section 7-700 for affordable housing

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan and CDD#6

Within the 2003 Arlandria Vision and Action Plan, the community identified several major areas of concern, including redevelopment of large parking lots and access to Four Mile Run Park. The plan provided illustrative options, and staff has worked closely with the applicant to achieve these goals, which are shown below. The Vision, as described on Page 5 of the plan, includes:

- The desire for a healthy, mixed-use community focusing on the redevelopment of three underutilized "opportunity" sites: Safeway-Datatel, the Birchmere and the Mt Vernon Village Shopping Center;
- Active and viable commercial retail that serves both the neighborhood and the broader community;
- A transition in uses from automobile-oriented to pedestrian-oriented;
- Visual and physical connections to Four Mile Run Park; and
- A safer environment for pedestrians.

The illustrative plans describe two major concepts identified by the community on Page 6, which were kept in the forefront through the development of the site plan:

- Visually opening and enhancing access to Four Mile Run Park by providing better pedestrian and vehicular access to the Park in several key locations, including at the northern edge of the park by Four Mile Run, between the existing Duron Paint and 24 Express properties, and providing connections to the Park from Mt. Vernon Avenue as the Mt Vernon Village Center and Birchmere properties are redeveloped;

- Optimizing the future development of the three major sites identified as underutilized and "opportunity sites". The plan envisions the redevelopment of these properties with ground floor retail and entertainment uses, with office and residential uses on the floors above.

Structured off-street parking would be faced with active uses. Plazas and other open spaces would be provided;

A Vision for Redevelopment

One of the key goals of the 1992 and the 2003 plans is achieved with the current mixed-use application. This site has repeatedly been identified and incentivized for redevelopment. Located within the heart of the Arlandria retail core, it has some of the most visible street frontage, and two of the larger retail tenants. The existing building is utilitarian, and the large surface parking lot does very little to enhance the neighborhood or the park, which is hidden behind the building from Mount Vernon Avenue. Once complete, the redeveloped site will retain popular retailers, while providing new commercial space that meets the specifications of current market demands.

In keeping with the Eco-City policy of Alexandria, this is a very good infill site for residential units, as it is located next to existing underutilized open space, and along a busy transit corridor with ready access to multiple job centers. New residents will be able to take advantage of existing commercial and entertainment options, and provide patronage for new businesses. Perhaps most importantly, as the existing site is currently all commercial uses, there is no loss of affordable residential units to the area, and 28 new affordable units will be gained, in addition to the market-rate units.

Development under a CDD

CDD #6 is made up of fourteen parcels, five of which are owned by Arlandria LLC, and would be consolidated with this development approval. Other parcels within the CDD are the single lot spaces occupied by the Po-Siam Restaurant at 3807 Mount Vernon Avenue, the Tenants and Workers building at 3801 Mount Vernon Avenue, and the Auto Zone building, with associated parking lot, at 3705 Mount Vernon. The remaining parcels within the CDD are owned by Just a Honky Tonk LLC, which is associated with the Birchmere. While it has a street address of 3701 Mount Vernon, the associated parcels have some parking lot street frontage along Mount Vernon Avenue with the building tucked behind the single streetfront lots.

Often, the benefits of CDD redevelopment come from joint partnerships where parcels consolidate and redevelop together. While the proposal at the Mount Vernon Village Center does not require joint development, it does not preclude it either, and in this instance, the individual owners are large enough that benefits can be achieved through single owner redevelopment. The 2003 Arlandria Vision and Action Plan described interim redevelopment options, and similar discussions have occurred between the Birchmere and Village Center owners, as well as the Birchmere and the City. The Birchmere is both locally and regionally important and a key member of the community. Redevelopment on that parcel can occur when the owners are ready.

As a result of discussions between the property owners, the blank walls along the shared property line will be modified during the final site plan process to incorporate windows or other architectural treatments. This will increase the future redevelopment options for the Birchmere site, and it brings street-quality architectural treatments to all frontages of the redeveloped Mount Vernon Village Center building.

The remaining parcels along Mount Vernon Avenue may redevelop at some point, particularly the Auto Zone site, as it is the largest and least pedestrian oriented of the three. If they do not, it would not preclude development on the Birchmere site. They are reasonably situated along the street and provide active and recognized neighborhood uses. Po-Siam, in particular, was mentioned in a recent song, "Arlandria" by the rock band the Foo Fighters.

Access to Four Mile Run Park

Improved access to Four Mile Run Park, both visually and by providing pedestrian and vehicular access to the Park, is discussed at length in the plan. The Plan describes the park as a "hidden asset" and provides several alternatives for access points, as well as graphics showing two alternatives for vehicular access to the park on page 25. Staff has worked with the applicant and with the Department of Recreation, Parks, and Cultural Activities (RPCA) to develop means to achieve the goal of improved access.

The illustrative plan, first described on page 31 of the Long Term Vision and Action Plan, shows a number of proposed road connections through CDD#6. One road, labeled for the illustrative plan as "Park View Lane" travels roughly northeast, beginning at the existing Birchmere driveway and extending along the backs of the adjacent Hume Springs townhomes. It jogs left at Four Mile Run Park, and becomes a traffic circle, "Park View Circle" and then extends to connect with Bruce Street. A secondary road, "Park Avenue" travels along the southern edge of the Mount Vernon Village Center property and connects to "Park View Circle". (See Illustrative Plan from the Arlandria Neighborhood Plan in Section VII, Graphics)

City staff, including members from the Development team, Neighborhood Planning, RPCA and T&ES discussed the illustrative road network at length and with the applicant. As shown, the roads do not connect to any larger network and, as the plan states, exist primarily to open access to Four Mile Run Park, and to provide secondary access points to the rear of the deep lots. They would not alleviate traffic along Mount Vernon Avenue or provide additional connections, and as such, T&ES would not require them for traffic purposes. Additionally, RPCA expressed concerns with any loss of open space for a new road network. They are, however, shown in the Arlandria Plan as a long-term goal.

In reviewing the current application, staff has attempted to leave options open for the future. In terms of "Park View Lane", this project is not being required to build this new public street, but the project does not preclude it. The portion of the 20' wide esplanade on the east side of the applicant's property is to be placed in reservation, with future dedication to the city as a part of a new road, if it is deemed appropriate in the future. However, the pedestrian esplanade plays a beneficial role in terms of the park and can stand on its own as a positive way of accessing the park for pedestrians and bicyclists. A park plan is currently pending for the park itself and the issues of the road connections, separation of the public park from the private residences, as well as park uses at its perimeter will be explored and better defined in that plan.

One concern that the applicant expressed, as the road network was being discussed, was that two of the roads are shown with a significant amount of property taken from the Mount Vernon Village Center site, on both the east and the south sides. A 20' setback has been required along the east side

of the property (for the esplanade.) This, in combination with adjustments that were required for the floodplain issues, as discussed in the next section, resulted in a significant loss of developable property. The proposed road along the south side of the site - "Park Avenue" – was also problematic because, in preliminary discussions with the Birchmere owners, they indicated that, while they may be interested in redeveloping their site at some point in the future, they were not prepared to develop a design concept that would work in tandem with the time frame for the Mount Vernon Village Center site. Thus, if "Park Avenue" was required at this time, the result, as argued by the applicant, would be a stub "road to nowhere" encircling their property, but providing few benefits to the site or the neighborhood. Additionally, they put forth that the central access courtyard that provides pedestrian and bicycle access to the park could, in fact, serve as a substitute for the "Park Avenue" road.

For all these reasons, with this application, staff is not recommending dedication of land for the "Park Avenue" road connection on the south, but is recommending a 20' strip along the east side of the property be put in reservation for dedication if needed to construct a public road in the future. This, again, is the public esplanade area.

Additionally, the applicant has been required to set their building face back five feet from their property along Bruce Street on the northern boundary of the site. This will allow for the widening of Bruce Street from 26 ft. to 36 feet with parallel parking on both sides of the street and a minimum 8 ft wide sidewalk on the south side of the street. Within the Arlandria Plan, Bruce Street was envisioned to provide pedestrian park access, as well as an opportunity to function as a "green finger" that could visually pull the park towards Mount Vernon Avenue. In addition to Bruce Street, the new private street between the two buildings will be provided to function as another "green finger" to the park, and create the park vista that is currently missing from Mount Vernon Avenue.

B. Floodplain

One of the distinguishing characteristics of the neighborhood is Four Mile Run, with the associated park that covers much of its floodplain. Following the June 2006 flooding in the City of Alexandria, the Federal Emergency Management Agency (FEMA) began a process to update the City's floodplain maps, also known as the Flood Insurance Rate Maps (FIRMs). This update incorporated more detailed hydrologic and hydraulic analysis of the Cameron Run watershed and more refined topographic information for other flooding sources, such as Four Mile Run. In the summer of 2010, staff was made aware of the update to the floodplain maps, which became effective June 16, 2011, would have a significant impact on Arlandria, and the Village Center site. The northern edge of the site along Bruce Street, and the northeast corner of the property were deemed to be within the 100-year floodplain.

The City participates in the FEMA National Flood Insurance Program (NFIP). Under that program, if Alexandria, and other communities, adopt and enforce a floodplain management ordinance to reduce flood risks to new construction in the Special Flood Hazard Areas (100-year floodplain), the Federal Government makes flood insurance available to Alexandria property owners as a financial protection against potential flood losses. The City's floodplain regulations are included in the Zoning Ordinance, at Section 6-300.

In spring 2011, a text amendment was approved that modified how staff applies the floodplain regulations in the case of mixed-use buildings. A definition for mixed-use buildings and structures has been added at section 6-303(U), along with regulatory provisions at section 6-306(K). The City's prior floodplain regulations only recognized residential and non-residential uses, such that mixed-use buildings that contain any residential units were considered to be residential and required to meet all of the restrictions for residential buildings.

Because FEMA does not permit below grade parking (which meets the definition of a basement) to be constructed in the floodplain for residential structures, the current ordinance prohibits mixed-use development projects from including below grade parking. A review of the FEMA regulations, floodplain management policies and technical bulletins show that mixed-use development can be recognized as its own separate use and include below grade parking, if it is allowed in the local ordinance and if good floodplain management practices are undertaken.

The floodplain challenges resulted in a partial redesign of the project, particularly for the Phase Two building. The project architects worked closely with P&Z and T&ES staff to modify the building design in order to remain compliant with FEMA's floodplain regulations and the City's floodplain ordinance. The most significant change is that the underground residential parking garage has been completely pulled out of the floodplain. Additional floodplain protections have been added to the Bruce Street entrance, and all of the residential entrances along Bruce Street and the park have raised doorways to be at least one (1) foot above the 100-year floodplain elevation.

C. Zoning Ordinance Section 7-700 and Affordable Housing

The applicant has requested the approval of a special use permit pursuant to Section 7-700 of the zoning code, which allows an increase in floor area ratio, height and/or density of a project in exchange for on-site affordable housing units. In this instance the applicant is requesting increased bonus height under 7-700, without an increase in floor area or density. In exchange for the bonus height and the use of the voluntary contribution as defined in the Developer's Housing Contribution Policy Work Group (June 2005), the applicant in cooperation with the Office of Housing has submitted an affordable housing plan that will provide twenty-eight (28) affordable set-aside rental units within the project. This exceeds one-third of the estimated additional units made possible by the bonus height (23-24 units) with the additional units being provided in lieu of the voluntary cash contribution associated with the non-bonus units. The Affordable Housing Plan was approved by the Affordable Housing Advisory Committee on November 3, 2011. The provision of 28 affordable units, proportional to the other units within project, at the property would be about 6% of the total units, which is the same percentage that was provided at the Del Ray Central apartments (9 units within 141).

The lack of adequate affordable housing in Alexandria continues to pose a serious problem to the realization of the City's vision for itself as a caring community that is diverse and affordable to all. The Arlandria Small Area Plan recognized the importance of maintaining affordable housing options as redevelopment occurred. The affordable housing plan provided by the applicant is consistent with the Arlandria Small Area Plan and is supported by City staff. This project demonstrates how compliance by a developer with the bonus density and height provisions of Section 7-700 of the City's Zoning Ordinance and the conclusions of the Developer's Housing Contribution Policy Work

Group (DHCPWG) can be an effective tool to provide a substantial number of affordable housing opportunities for low and moderate income households (including City workers, seniors, and individuals with disabilities) within a mixed-income model.

Specifically, the applicant is providing 28 units with affordable rents as defined in Section 7-700 (30% of maximum income limits used by the U.S. Department of Housing and Urban Development for the Housing Choice Voucher Program) for a period of 30 years, and is requesting three specific areas of additional height:

1. The applicant is requesting a maximum building height of 73'10" for 37% of the building footprint (at the center of the site), for an 8'10" increase above the permitted building height of 65 feet, to accommodate a change in building material from steel construction to wood frame. There is no increase in FAR.
2. The CDD#6 regulations allow the building height to increase from 50' to 65' for 50% of the development footprint. The applicant is requesting to have 61% of the development footprint at heights above 50'. This 61% includes the area of building that is 73'10" (described above) as well as portions of the building that are at 65'. The area that is over the CDD#6 regulations is 11% or approximately 17,000 sq. ft. of development area. Again, there is not increase in FAR.
3. Finally, there are areas along the Mt. Vernon Avenue façade that do not have the 15' setback required by the CDD#6 regulations – particularly three glassy tower elements. These elements are an important part of the contemporary architectural composition and staff supports retention of these unique features; thus, a portion of the bonus height is being used to allow for these areas that do not have the full 15' setback.

The regulations in CDD #6 include two different height restrictions where the applicant is applying the provisions of 7-700 to gain additional building height:

1. 35 ft. along the street, increased to 50 ft. with a minimum 15 ft. building stepback from front facade;
2. Building height may be increased above 50 ft., per CDD Guidelines, to a maximum of 65 ft. for 50% of the building footprint where building massing and scale are compatible with the adjoining development and where the design elements are compatible with recommendations of the Long-Term Vision and Action Plan for the Arlandria Neighborhood.

In the first case, the applicant has requested increased building height in several areas along the frontage of Mount Vernon Avenue. Rather than applying the strict height and step back requirements, which could result in a consistently monotonous frontage, the architect has designed the building to provide a variety of building heights and step backs along the street frontage. In order to create this variety, the building heights range anywhere from 20 ft. (for retail store fronts) to up to73'-10" high (for three glass tower features); and step backs that vary anywhere from 0 ft. to 17 ft. Staff supports the building heights and step backs as proposed because they result in a building design that has more variety along the street frontage than if the building was required to meet the strict letter of the ordinance. (For further description of the building design, see the Architecture Section below)

In the second case, there are two areas where the applicant is requesting additional building height pursuant to 7-700. The first is to exceed the maximum building height of 65 feet because of the type of construction proposed. The second is that the area of building that exceeds 50 percent of the building footprint.

With regard to the requested building height over 65 feet, the applicant is requesting a maximum building height of 73'-10" for 37% of the building footprint(for both buildings) to accommodate a change in building material from concrete construction to wood frame construction, which adds approximately 18 inches to each floor over the retail base. This additional building height is clustered along the central spine overlooking the central courtyard area.

The applicant is also requesting additional building height for an area of the building that is over 50 feet and exceeds 50% of the building footprint. This area represents an increase of approximately 11 percent over the maximum 50% allowed. This area again is concentrated along the central spine of the building where it will have the least amount of impact on adjacent development.

For the reasons mentioned above, staff is of the opinion that the additional height in the described areas will not have an adverse impact on adjacent development and is in keeping with the Long-Term Vision and Action Plan for the Arlandria Neighborhood.

D. Architecture and Relationship to Four Mile Run Park

The overall design approach is contemporary, colorful and glassy, and designed to present an attractive façade from all directions. The buildings are each a "C" shape, back to back, with the center spine fronting the private courtyard street where they meet. The openings of the buildings allow them to step down to the surrounding properties. While the building is taller along Mount Vernon Avenue and the park frontage, it steps down to a courtyard level of 35' along Bruce Street.

The southern building, Phase One, has a façade length measuring approximately 320 feet along Mount Vernon Avenue, extending from the intersection at Russell Road to the property edge next to Po-Siam restaurant. The northern building, Phase Two, has a façade length measuring approximately 200 feet along Mount Vernon Avenue, and about 300 feet along Bruce Street. To mitigate the long horizontal dimensions of the project, the architect has incorporated a significant amount of architectural variation within the building frontage, both in plan (horizontally) and in section (vertically) with recesses and projected bays, visually reducing the mass of the building and improving the pedestrian experience. The foremost projections are mostly glass, and are expressed as dramatic tower forms that come all the way down to the sidewalk, whereas the deepest recesses are a dark brown, to further emphasize the architectural variation. Boldly colored panels appear to hang from the building frame and wrap around the corners, with projected balconies and a regular window pattern punched through the panels. Along Bruce Street, the ground level retail portion of the building wraps the corner, extending to the entrance to the parking garage.

Vision of the Arlandria Plan

While some of the existing buildings in the area have an appealing character, (particularly the cluster within the Arlandria Business Corridor that includes the "Wafle Shop"), most are relatively undistinguished. The Arlandria Neighborhood Plan recommended pedestrian-oriented retail uses at the ground level and a mix of uses on the upper levels, at a scale compatible with the existing level of development along Mount Vernon Avenue and respectful of the adjacent residential neighborhoods. The goal is to break down the scale of the superblocks, and also to relate the size of

the redevelopment to the adjacent residential neighborhood.

Architectural Style

The Arlandria Plan referenced the Colonial Revival style of the Presidential Greens main building, and the Art Deco elements of the Chirilagua Co-Op and Lillian's Restaurant. Unfortunately, several of the other buildings with Art Deco elements had already been demolished at the time of the plan's adoption, and during the past nine years, the area has not found any other cohesive architectural voice. Much of the residential architecture is lower-density garden apartments, brick duplexes, or townhouses, with the exception of the Calvert and Park View, the two very distinctive 1960's apartment buildings that bracket the neighborhood on either end.

Relationship to the Neighbors

Careful consideration was made to relate the building to Mount Vernon Avenue, the Birchmere, and Arlandria Chirilagua Housing Cooperative and to Four Mile Run Park. The project will be constructed so that each of the building faces function as "front doors". All of the typical back of house elements, including loading docks, have been incorporated within the buildings, below the landscaped roof terraces. The above-ground open space courtyards in each building create a building height step down for most of Bruce Street and opposite the Birchmere. This will enhance the pedestrian walking experience along Bruce Street and allows sunlight to reach the neighboring Co-Op, as well as opening up improved view access to and from the proposed units to better incorporate the building into the neighborhood.

Construction Phasing

The current redevelopment plans call for a two-phase process. The first phase envisions demolition of 3809 Mount Vernon, an empty single-story masonry building, and CVS, in order to construct the south building. While CVS would move out for the duration of the phase one construction, the pharmacy business would remain on-site in the interim. Once the south building is constructed, approximately 32,423 square feet of retail and 155 retail parking spaces would be available and MOM's grocery store and CVS to occupy. One half of the underground parking structure would be completed, providing 387 spaces for 272 residential units. Approximately half of the rear esplanade along Four Mile Run Park and the entire central street will be constructed as part of Phase One.

Phase Two will demolish the rest of the existing building. The second half of the subterranean parking structure would be constructed. With completion of the Phase Two building, there would be an additional 206 residential units with 298 residential parking spaces. Approximately 20,000 square feet of retail space would be returned to the neighborhood, with 100 new parking spaces. The remaining portion of the esplanade would be completed with the Phase II construction.

E. Traffic

The Arlandria neighborhood is dominated by two major north-south streets. Mount Vernon Avenue goes through the center of the neighborhood, extending from the Braddock Metro Station, which is approximately two miles south of the site, to Four Mile Run, at the Arlington border. Russell Road runs along the western boundary of the neighborhood and ends in a T-intersection directly at this

site. Most east-west traffic uses South Glebe, in Arlington, or West Glebe or connects to East Reed, to reach Route 1.

Area Traffic Impacts

A traffic study was completed by the applicant to measure the impacts of the proposed development on the surrounding roadway network. Based on the applicant's traffic study, the development will generate 147 new AM peak hour trips, 161 new PM peak hour trips, and 123 new weekend peak hour trips. These trips will be dispersed among three entrances that connect to Mount Vernon Avenue. Some concern has been raised by citizens in the community regarding the congested nature of Mount Vernon Avenue, particularly northbound during the AM peak hour as Mount Vernon Avenue crosses over Four Mile Run into Arlington County. Signal timing adjustments at the intersection of Mount Vernon Avenue and South Glebe Road in Arlington County can mitigate the additional delay that would result from this development for traffic travelling to the north. However, even with signal timing changes the existing queues extending from the intersection will not be shortened from their present length due to limited capacity at the intersection. Intersections south of the proposed development along the Mount Vernon Avenue corridor have adequate roadway capacity during peak hours if minor timing adjustments to the existing signalized intersections along the corridor are made.

Traffic Impact Study Conclusions

The proposed development will generate a moderate increase in traffic on the overall roadway network. Vehicles travelling to and from the north and passing through the intersection of Mount Vernon Avenue and South Glebe Road will continue to experience backups and delays during the peak hours due to capacity constraints at the intersection. Intersections to the south will continue to operate at acceptable levels of service during both the AM and PM peak hour periods after development.

F. Parking

One of the concerns within the plan was provision of adequate parking within the neighborhood and for all of the proposed new uses. Many of the existing residential developments, including Presidential Greens, were developed as garden apartments and have parking supplies that do not meet the needs of the current residents. While recent trends in new development has been to push the parking ratio down as low as possible, even to a residential ratio of .9 for projects recently approved near Braddock Metro, the 2003 Arlandria Plan set residential parking minimums and required commercial spaces to meet the Zoning Ordinance requirements.

The applicant has chosen not to request a Parking Management Plan, which would permit the request of a parking reduction by providing ways to mitigate the impacts of a reduction on the site and surrounding neighborhood. Staff is generally supportive of this decision, as they have also agreed to consider coordinated parking options, as described below. Finally, while the retail parking rates are higher than on many new projects, the number of parking spaces is actually being reduced, as the shopping center currently has 307 spaces, and will be returning 255, for approximately the same amount of retail space.

Residential Parking Rates

The residential parking rate for this area is 1.3 spaces per unit for studio and one-bedroom units, and 1.75 spaces for two-bedroom units. The unit and parking breakdowns for residential are shown below. Building One proposes 387 residential spaces, and Building Two proposes 298 spaces, for a project total of 685 residential spaces and an overall residential parking ratio of 1.43 spaces/unit

- 56 studios, 12% of project, parked at 1.3 spaces per unit
- 281 1 bedrooms, 59% of project, parked at 1.3 spaces per unit
- 141 2-bedrooms, 29%, parked at 1.75 spaces per unit

Retail Parking Rates

The retail parking ratio for District Two is 1.1 parking space per 230 square feet of floor area for projects that are at least 20,000 square feet in total floor area. The project proposes 53,254 total square feet of retail, 32,432 square feet in Building One and 20,831 square feet in Building Two. This breaks down to 255 spaces between the two buildings (155 spaces and 100 spaces), for an overall retail parking ratio of 4.79. The applicant also proposes three loading docks for each building, which will serve the retail uses as well as residential moves.

Coordinating Parking

As noted, over the past few years, staff has consistently supported reduced parking ratios, and the 2003 Arlandria Neighborhood Plan does offer reduced parking options if a public parking facility is available. The Plan envisioned a parking facility at the former Datatel site and, while the site does serve as a surface parking lot with approximately fifty spaces, it would not meet the needs of a major commercial or residential space.

While Arlandria is well-served by buses, and has several neighborhood grocery options, it is not within walking distance of a metro, and off-peak bus service is not ideal. With the potential for a Potomac Yard Metro station, and the introduction of Capital BikeShare, transit options may be very different in ten years, although this does little to alleviate the developers' current concerns. As such, staff has agreed to support the higher parking ratios requested, with the addition of a condition requiring an aggressive Transportation Management Plan and on-going monitoring of the retail and residential parking usage.

This site is the adjacent to Four Mile Run Park, which has heavy usage for sports events, and minimal parking spaces and the Birchmere, which is a regional entertainment draw. As such, any parking that is constructed at Mount Vernon Village Center, but unneeded by the residents or retailers would have multiple other potential users. Staff will continue to work closely with the property owners as the parking spaces become available, and into the future.

G. Retail Uses

The Arlandria neighborhood is best known for diverse commercial uses, including the Birchmere, RT's Restaurant, Po Siam's and the various ethnic restaurants and services. A large section of the population is from Central America, resulting in the neighborhood nickname "Little Chirilagua", and the neighborhoods hosts the annual Chirilagua Festival in the summer. Mount Vernon Village Center is currently anchored by MOM's Organic Market, which is a regional draw, and CVS drugstore heavily used by the community, with a number of smaller retail uses, including Wing Zone and Subway, a pawn shop, a hair salon, and several financial uses. Fashion K, previously located within the center, will be relocating to the nearby Foodway commercial strip, which has been recently renovated.

During the Upper Potomac West Task Force and the Arlandria Neighborhood Plan planning processes, retail studies found a strong market for a variety of housing products, including rental and sale, a limited market for office uses and an unmet demand for a broader variety of retail options. The Arlandria Neighborhood Plan recommended strengthening the existing retail environment, encouraging new pedestrian-oriented retail uses and creating a safer pedestrian environment to support and complement the existing and potential niche markets. The Potomac West Business Alliance was formed following the plan, but was not able to maintain cohesion for the length of Mount Vernon Avenue, and reorganized as the Del Ray Business Association.

Over the last two years, as part of the efforts to implement the Arlandria Neighborhood Plan, AEDP has conducted extensive outreach to the Arlandria business community. This included conducting a survey with follow-up interviews during summer 2010, informing existing businesses about funding opportunities, such as the façade improvement grant program, and has resulted in the recent formation of the Arlandria-Chirilagua Business Association (ACBA). The goal is that through continued coordination and education, the existing businesses can continue to exist and thrive, as redevelopment comes to Arlandria. AEDP's outreach efforts and concerns of the retail community are detailed in the AEDP Report on the Survey of the Arlandria Business Community.

One of the concerns expressed by the existing residential and business community is a lack of variety among the retail options, as uses are frequently mimicked, with several chicken restaurants or several dollar-stores. While AEDP has aggressively marketed retail openings within Arlandria, the quality of the built environment surrounding the site is challenging, as the majority of the building stock is dated. The introduction of new commercial spaces, built to current market standards with associated new residential units, provides additional options for attracting new retailers.

The developer has worked closely with MOM's and CVS to ensure that they will have space in the new buildings. Once construction on the south building is complete, MOM's will move to a space in that building, to allow it to continue operations. CVS will move out for the duration of construction of the first phase, but the pharmacy business will remain onsite throughout. Once the first phase is complete, CVS would return. Additionally, a condition has been requested that would permit current restaurant tenants to return to the site without requiring a new Special Use Permit. In the meantime, AEDP and ACBA will work closely with the Arlandria Advisory Group and City staff to retain existing businesses and continue to promote commercial spaces to businesses that recognize the unique market within Arlandria.

H. Green Building and Sustainable Design

The applicant for this development has committed to complying with the City's Green Building Policy as indicated in the conditions of approval. As this is primarily a residential building, the development will be constructed to obtain a minimum rating of LEED Certification, or an equivalent rating system. The developer has indicated that they will strive to meet a LEED Silver certification. Improvements include, but are not limited to, increased stormwater runoff capture on the site, which will have benefits for the adjacent park, redevelopment of an infill location with transit access and light-reflective white roofs.

I. Pedestrian and Streetscape Improvements

Plan Vision

The Arlandria Neighborhood Plan expresses a strong preference for restoring or creating a more traditional pedestrian-oriented environment along Mount Vernon Avenue. Key design criteria from the Arlandria Plan include:

- maintaining adequate sidewalk widths,
- providing pedestrian crosswalks,
- updating street furniture, landscaping and street trees,
- undergrounding of utilities and
- design guidelines for commercial signage.

The City has been overseeing many of these improvements, including the redesign of the pedestrian crosswalk at Mount Vernon and West Reed (summer 2011) and the installation of new bus shelters, bike racks, and traffic calming measures (provided in FY2012-FY2021 CIP budget). In the proposed redevelopment, the applicant will be making a number of pedestrian improvements to the areas, including improved sidewalks along Mount Vernon Avenue and Bruce Street, the pedestrian esplanade at the rear of the property, two new bus shelters on Mount Vernon Avenue, and inclusion of art elements within the project. In a separate, but related project, TES and RPCA will coordinate with the community to determine the best location for an improved bike connection between the Four Mile Run bike trail and the property.

Streetscapes on Mount Vernon Avenue and Bruce Street

The building is set back an average of twelve feet from the property line along Mount Vernon Avenue, and has a building line that varies significantly along the street front. With the scale of the proposed buildings, however, it was felt that maintaining a generous and non-uniform street setback would make a much stronger and more interesting pedestrian environment.

Opportunities are provided for street seating for restaurants or cafes. At the frontage on either side of the main entrance, the buildings are pulled back approximately forty feet to create two small plazas, which will be further enlivened with landscaping and art elements. This will be a significant

improvement from the current environment, which has a narrow sidewalk with the street on one side and a surface parking lot along the other. The applicant is also providing two new bus shelters, one on either side of Mount Vernon Avenue.

The new central "street" will provide a vista and access directly into the park, with landscaped sidewalk on either side. Street trees and City-standard trash cans bike racks will be provided along Mount Vernon Avenue. Though private, all of the improved streetscapes will have a public access easement over them.

The vista down Bruce Street is of a very narrow street with parking on both sides that terminates in a parking lot. With the redevelopment of the northern half of the property, which will be Phase 2, the building will be pulled back five feet from the property line and that extra space will be incorporated into the street width. The applicant will construct a new landscaped sidewalk plus new curb and gutter for the southern length of Bruce Street.

Promenade and Right-of-Way Reservation

The site has an irregular property line between Four Mile Run Park and the properties owned by Arlandria LLC. The property line parallels Bruce Street, then turns south to parallel the park. Land presently owned by Arlandria LLC, approximately 7,000 square feet, along the Four Mile Run Park frontage would be held in reservation for the City's future potential use. As noted previously, the goal is to not preclude the potential for a vehicular road in this location as called for in the Arlandria Plan, but not to require a vehicular road at this time. The land held in reservation would be used as a pedestrian esplanade for the foreseeable future. Until that time, this area will serve as a landscaped non-vehicular promenade, providing a more inviting entrance to this section of Four Mile Run Park, and serving as a buffer between the residential development and the public park.

J. Open Space

This project shares a property line with Four Mile Run Park, which is a rough triangle, bounded by Four Mile Run, Commonwealth Avenue, Cora Kelly Elementary School, and private property lines. In 2006, the City completed a joint planning process with Arlington County to create the Four Mile Run Restoration Master Plan. Both the Arlandria Neighborhood Plan and the Four Mile Run Restoration Plan called for the acquisition of four commercial properties adjacent to Four Mile Run Park (4109, 4115, 4121, and 4125 Mount Vernon Avenue) and the parcels' conversion to open space. In January 2007, the City purchased the four parcels for approximately $4.5 million. One of the buildings (4109 Mount Vernon Ave.) was rehabilitated and reopened as a community space in Summer 2011, beginning activation the northernmost end of the Mount Vernon Avenue corridor.

There are active sports fields at the northern end and along Commonwealth Avenue, and a well-used bike trail that runs through the park and connects to Arlington. The area immediately behind the Mount Vernon Village Center has two fenced multipurpose courts and a small play area behind the neighboring Chirilagua Co-op, situated in otherwise passive green space.

Ground Level and Private Open Space

Because the park runs roughly north-south, and parallels Mount Vernon Avenue, much of it is hidden behind the development along the Avenue. Under current development requirements, a project would typically be required to have at least 40% ground level open space, or they would need to provide an open space contribution of funds or improvements offsite. The Arlandria Plan, however, was written to encourage redevelopment and so limited the required amount of open space to 10-15% for properties that redeveloped under CDD#6. The intention of the plan was that the park could provide for some of the open space within the development. In addition to the adjacency of the park, the applicant is proposing on-site amenities for residents, including above-ground open air spaces for each building, which will include seating areas, landscaping and trees. In the south building, the space is multi-level, connecting to the mezzanine level and includes a swimming pool above the retail parking. Balconies are also proposed for many of the units.

As discussed in the previous section, a pedestrian esplanade will be provided for the length of the building's shared frontage with the park. The central street between the buildings will open to the esplanade with pedestrian access, and nine ground level units that front the park will have direct front door access to the esplanade. In the interim, the area will be planted with trees, ground and with pedestrian lighting, in coordination with RPCA and City Police.

Four Mile Run Park and Associated Improvements

Another area of discussion in the plan was enhancing opportunities for access to the park, several of which were called out on or around the Village Center site. In the site design for the project, Bruce Street is widened slightly, and the sidewalk is landscaped. The central courtyard street opens up the views into the park with the new buildings framing the axis and directing the views, while also providing for bike and pedestrian access to the park. The pedestrian promenade on the east side of the project not only provides a connection between the park and the project, but also clearly demarcates the public space from the private space.

City staff is also recommending that the applicant remove the existing multipurpose courts, reseed the area, and reconstruct them at a nearby location within the park, in coordination with RPCA, the Park & Recreation Commission and the community as a plan for the park is developed in the next year. The existing courts immediately abut the shared property line and may, in all likelihood, be damaged during construction. From a visual perspective, they interrupt the vista point looking from Mt. Vernon Avenue between the buildings to the park. For these reasons, relocating these as new, small scale active recreational uses makes sense. The relocation site and the specific small scale recreational uses will be defined as a part of the pending Four Mile Run plan. The applicant will be required to fund these replacement recreational uses in a dollar amount equal to the reconstruction of the current court uses. Staff recognizes that different recreational uses of a similar size and cost may be the outcome of the plan for the park. The applicant will also be planting trees within the park, in coordination with RPCA, in order to meet their crown coverage requirement.

The redevelopment of this site should be a positive step towards integrating the park more fully into the neighborhood. While the sports fields at the north and south end of the park are heavily programmed, the central section is hidden behind the buildings along Mount Vernon Avenue, and

the only official park entrance and associated parking is at the northernmost end of the Avenue, immediately adjacent to the Run and the Arlington border. As a result, the section behind the Village Center lacks "eyes" on the park. While the Arlandria Chirilagua Housing Cooperative and Hume Springs neighborhood are also adjacent, the buildings have their backs to the park and are constructed as cul-de-sacs, without public access to the park. The redevelopment of this site, with the pedestrian promenade and new residential units overlooking the park will improve neighborhood access and security.

K. Transit Improvements

The Arlandria neighborhood is served by bus lines along Mount Vernon Avenue as its primary transit option; however, there are several upcoming improvements that could have a significant impact on the neighborhood. As has been discussed, this neighborhood is in a key location and is within a short distance of a number of highly desirable destinations. The Four Mile Run Bike Trail runs directly behind the site, and it is two miles south of the Crystal City Metro station, or two miles north of the Braddock Metro station. Once the projected Potomac Yard Metro station opens, the site would be approximately one mile away.

Another new transit option is the impending Alexandria expansion of the popular Capital Bikeshare system. Currently operating with the District and Arlington County, the system allows users to take a bike from one location and return it at another. The nearest station currently is at South Glebe and Potomac Avenue in Arlington, approximately one mile away. The system continues to expand rapidly, and additional stations will be on-line by the time this project is constructed, including new stations in Alexandria.

L. Public Art

The Arlandria Plan does not require public art on-site, but makes a strong case for its inclusion. The neighborhood has a history of bold art elements, including the mural on the Tenants and Workers building, at 3081 Mount Vernon Avenue, the mural on the former Duron Paint Store, now the community building at 4109 Mount Vernon, and the upcoming mural being designed for the side of the restaurant Po-Siam at 3807 Mount Vernon Avenue.

The applicant is being asked to incorporate public art elements into the small plaza areas fronting Mount Vernon Avenue and within the central courtyard. The designs will be determined during the final site plan process in coordination with City Staff and with outreach to the Public Art Committee. Non-traditional options for the artwork could include the use of lighting, colored concrete or special pavers, or murals.

V. COMMUNITY

Arlandria has experienced minimal redevelopment since the Arlandria Neighborhood Plan was adopted; however, the community has been extremely stable. The majority of the stakeholders who predated the 2003 Plan are still deeply involved in the neighborhood. In December 2009, at the request of community members, the Arlandria Advisory Group (AG) was created by a Council

Action. Since that time, City staff has worked extensively within the Arlandria community. The AG has thirty members, representing various stakeholder groups, and has had seven full meetings over the last 18 months. During that time, the group has discussed redevelopment, transportation, CIP investment, Four Mile Run Park expansion project, streetscape enhancements, retail, and neighborhood revitalization. The property developer, Steve Weinstock, has been a regular member of the group and also participated in the creation of the 2003 Arlandria Plan.

This development proposal was previewed to the Arlandria Advisory Group at the September 22, 2011 meeting. The project was presented – in whole – at a community meeting on October 5, 2011. There were approximately 50 people in attendance, excluding staff. At the request of the individual groups, the developers also met with the Northridge Civic Association on October 10, the Arlandria Chirilagua Co-Op Board on October 22, the Hume Springs Neighborhood Association on November 15th and the Alexandria Bike/Ped group on November 21st. Staff and the project attorney were present to provide an overview of the project at the Lynhaven Civic Association meeting on November 7th.

While there has been general support of the idea of redevelopment within the neighborhood, this project does constitute a dramatic change, and there has been ongoing concern over a number of issues, including gentrification, traffic congestion, relationship of the building to the neighborhood, treatment of the park edge, and access to the bike trail.

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: Faroll Hamer, Director, Planning and Zoning;
Gwen Wright, Chief, Development;
Gary Wagner, RLA, Principal Planner;
Maya Contreras, Urban Planner.

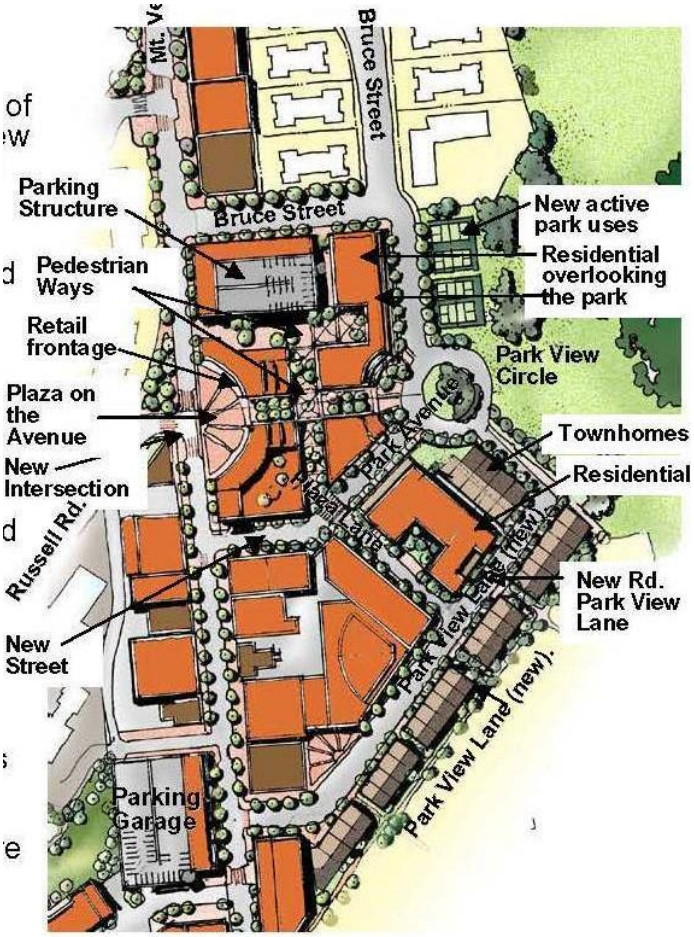
VII. GRAPHICS

West Perspective

South Perspective

Site Plan

Illustrative Plan



VIII. STAFF RECOMMENDATIONS

CDD CONDITIONS

1. The CDD Concept Plan shall have the same validity period as the development special use permit**.** (P&Z)

DSUP CONDITIONS

2. The Final Site Plan shall be in substantial conformance with the preliminary plan dated September 12, 2011 and as revised with the supplemental design plans prepared by CORE Architects, dated October 3, 2011, and comply with the following conditions of approval: (P&Z)

A. PEDESTRIAN/STREETSCAPE:

3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:

   a. Complete all pedestrian improvements, as appropriate for each phase of the project and as determined during the final site plan process, prior to the issuance of a certificate of occupancy permit for the phase.
   b. Install ADA accessible pedestrian crossings serving the site.
   c. Construct all sidewalks along Mount Vernon Avenue, Bruce Street and the esplanade along the park to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet. All uni-décor paver sidewalks shall be set on a minimum 4" concrete base with a 1" sand setting bed. Sidewalks within the private courtyard may be of different material, as shown on the final site plan.
   d. Sidewalks shall be flush across all driveway crossings.
   e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
   f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
   g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES. The crosswalk at Mount Vernon Avenue and Russell Road shall be constructed to the specifications referenced in the Streets and Traffic section.
   All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES. *** (P&Z) (RP&CA) (T&ES)

h. Provide consistently graded 2%cross-slopes on the sidewalks from face of building to back of curb. Additional ADA accessible entrances to retail spaces, as needed, shall not interfere with the minimum sidewalk width and will be coordinated at final site plan. * (T&ES, P&Z)

i. The garden walls along the east side of the building and the north-east corner shall project no further than six feet from the building line and shall allow for a minimum eleven feet of unobstructed sidewalk between the face of garden wall and the edge of the tree well. (P&Z)(RP&CA)

j. No garden walls shall be constructed within the park property line. (P&Z)(RP&CA)

k. Provide street trees along the full frontage of Mount Vernon Ave. Locations to be determined at final site plan. In the area with potential conflict with the underground storm pipe, provide verification of the pipe depth and tree wells generally consistent with *Exhibit 1 (attached)* to the satisfaction of the directors of RPC&A and P&Z. Relocation of the existing stormwater pipe will not be required. (P&Z)(RP&CA)*

l. Provide street trees along the full frontage of Bruce Street by carefully locating tree wells to allow for sufficient sidewalk clearance between the well and the building façade. Tree grates, if necessary, shall be coordinated at final site plan. (P&Z)(RP&CA)*

4. Continual public access easements shall be provided for all sidewalks crossing private land, including Mount Vernon Avenue, the esplanade facing Four Mile Run Park, Bruce Street, and the central courtyard. The easements shall be recorded as part of the subdivision plat, prior to the release of the final site plan.*

B. PUBLIC ART:

5. Coordinate with City staff prior to submittal of the Final Site Plan to discuss ways to incorporate public art elements into the plaza areas fronting Mount Vernon Avenue and the central courtyard. Consider the use of lighting, colored concrete or special pavers, murals, etc. The public art shall be reviewed by the Public Art Committee prior to release of the final site plan and the applicant shall consider the Committee's comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy for each phase, or prior to the first certificate of the final phase for elements shared between the buildings, to the satisfaction of the Directors of P&Z and/or RP&CA.*** (P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

6. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. 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 a structure.
e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.* (P&Z)(RP&CA)

7. Provide the following modifications to the landscape plan and supporting drawings:
   a. Provide a plant palette with seasonal interest to complement the foundation planting indicated on the planting plans.
   b. Provide groundcover planting in all at-grade tree wells where no tree grate is proposed.
   c. Amend the spacing and location of the proposed *Viburnum plicatum* to reflect the eventual size of the species. In the event that site factors such as space constraints or conflicts with fenestration occur, replace with a suitable species.
   d. Amend the labeling on the planting plan to accurately reflect the proposed planting.
   e. At the two L-shaped planters either side of the driveway entrance from Mt Vernon Ave, include trees/planting material suitable for the scale of the building in addition to foundation planting. If necessary, provide a larger planter.
   f. Provide an appropriate set of construction details for the edge condition of the Esplanade area where it transitions to the public park. The construction details shall provide for flexibility to allow for the future road construction. Specifically, the details shall include:
      i. A flush concrete curb along the project extent to demarcate the boundary and to serve as edge restraint to the paving and the tree wells.
      ii. At the property extent, provide a root barrier of minimum 36” depth installed in the tree wells along the inside of the tree well wall.
   g. Provide street tree planting in continuous tree trenches, with the trench extents indicated by a dashed line on the Site and Landscape plans.
   h. Show the location and canopy of all trees identified as to-be-saved on the Site, Grading and Landscape plans with the tree protection required (see tree protection section below). Trees identified as to-be-removed shall not be shown on these plans.
   i. Clarify how the *Quercusphellos* are counted in the crown coverage calculations and amend any discrepancies.
   j. Provide coordinated section details for tree wells above structure to amend the discrepancy between the details on L3.01 and L5.01. (P&Z)(RP&CA)

8. All sidewalks and driveways constructed above tree wells shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. (P&Z)(RP&CA)

9. Provide paving details for all types of proposed paving, including details where interface between different types of paving occur and where paving meets vertical planes such as walls. (P&Z)(RP&CA)

10. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)(RP&CA)

11. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street/site lighting and site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical locations of all associate service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)(RP&CA)

12. The open space areas on the second level of each building shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for these rooftop open spaces shall, in addition to the elements shown on the Preliminary Plan, include the following to the satisfaction of the Director of P&Z:
    a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting;
    b. Varied paving patterns and materials;
    c. Adequate landscaping and irrigation systems consistent with a high-quality apartment building; and
    d. Lighting shall be pedestrian-scale pathway lighting and shall not be visible from the adjoining streets.

    Any additional rooftop gathering places shall be reviewed as part of the final site plan review process. (P&Z)

13. Provide coordinated information in the construction phasing sheets to accurately reflect which elements of the landscape shall be provided in each phase. Consideration shall be given to the edge condition of the early phase and how it transitions to the existing conditions, with access restrictions if necessary and temporary landscape screening to the satisfaction of the Director of P&Z. Proposed permanent planting that is likely to be impacted by late phase construction shall be protected from damage. (P&Z)(RP&CA)

14. The Existing Tree Survey includes two stands of trees in the site's northern corner which are unlabeled and shall be identified similarly to the other trees on site. (P&Z)(RP&CA)

15. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration:
    a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
    b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
    c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
    d. Install all lines beneath paved surfaces as sleeved connections.
    e. Locate water sources and hose bibs in coordination with City Staff.

16. Develop a palette of site furnishings in consultation with staff:
    a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
    b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features.
    c. For site furnishings proposed within the applicant's portion of the esplanade at the rear of the property, staff strongly encourages the use of City standard street furniture. (RP&CA)(P&Z)(T&ES)

17. 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, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

18. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)

D. PARKS AND OPEN SPACE:

19. The applicant shall remove the multipurpose courts in Four Mile Run Park, re-establish the grade and grass, and relocate the courts within the park at a nearby location, to be chosen by RP&CA. The location shall be determined in conjunction with the final site plan review process, and all engineering and related documents may be submitted as part of the final site plan review. The applicant shall install the courts, at a construction cost not greater than $200,000, prior to approval of the final certificate of occupancy for the first building, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z)(RP&CA)

20. No gate element between the central courtyard and the park is approved with this submittal. Once both buildings are constructed and occupied, if the property owner determines that one may be needed, a written request shall be provided for determination by the Directors of P&Z and RP&CA. (P&Z)(RP&CA)

E. BUILDING:

21. Provide the following building refinements to the satisfaction of the Director of P&Z:
    a. Continue to work with staff to refine the proposed building elevations and architectural details, including architectural skin and materials
    b. With the first submission of the Final Site Plan, provide an exhibit that demonstrates that the Bruce Street elevations are in conformance with the requirements of the bulk plane angles;
    c. With first submission of the Final Site Plan, provide an exhibit that demonstrates that all building heights as submitted in this DSUP application conform to all

requirements of the Zoning Ordinance with the understanding that certain of the building heights submitted in this DSUP application are increased pursuant to Section 7-700;

d. With first submission of the Final Site Plan, provide an exhibit that demonstrates options for windows or other architectural treatments that would enliven the blank walls facing the Birchmere property.

e. Continue to work with staff to further refine some of the architectural building skin along Bruce Street. (P&Z)

22. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:

a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *

b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***

c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *

d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **

e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)

23. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or equivalent for commercial and LEED Certified or equivalent for residential to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

a. Provide evidence of the project's registration with LEED 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 Silver Certification from USGBC within two years of obtaining a final certificate of occupancy.

e. Failure to achieve LEED Certification for the residential project and /or LEED Silver for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of the final site plan approval will apply. (P&Z)(RP&CA)(T&ES)

24. The applicant shall work with the City for reuse or recycling of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)

25. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)

26. The applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at Http://www.epa.gov/WaterSense/pp/index.htm. (T&ES)

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

F. RETAIL USES:

28. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
    a. one leasing office for each building is allowed;
    b. retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
    c. personal service uses shall not include appliance repair and rental, contractors' offices, Laundromats, and pawnshops;
    d. day care centers are subject to the applicable conditions below;
    e. restaurants are subject to the applicable conditions below; and
    f. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)

29. A commercial tenant approved under a separate Special Use Permit and existing at the site on September 12, 2011 may request to continue operating under their existing Special Use Permit approval in order to reopen in a newly-constructed tenant space on the site, unless said commercial tenant no longer complies with its existing Special Use Permit conditions or the use changes, expands or intensifies, as determined by the Director of Planning & Zoning. (P&Z)

30. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
    a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.

b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.

c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)

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

a. Provide a minimum 15 feet floor to floor height.

b. All retail entrances along Mount Vernon Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.

c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

G. SIGNAGE:

32. Continue to work with staff to develop a coordinated sign plan, which includes a color palette for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, and/or RP&CA, and T&ES.*

a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.

b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.

c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (Arch)(P&Z) (RP&CA) (T&ES)

d. The proposed freestanding pylon signs as shown in the Preliminary Plan shall not be permitted

e. Lighted signs shall be coordinated as part of the sign program. Internally lit box signs are prohibited.

33. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.

a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.

b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)

34. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

H. HOUSING:

35. The developer shall provide 28 affordable set-aside rental units, with the mix of units to include an equivalent percentage of each type of unit as in the whole project to the satisfaction of the Director of Housing. The portion of the affordable units applicable to each building shall be provided as each building is occupied.

36. Rents payable for the set-aside units shall not exceed the maximum rents (taking into account utility allowances and any charges for parking spaces) affordable at 30% of maximum income limits used by the US Department of Housing and Urban Development for the Housing Choice Voucher Program (HUD 80%) for a period of 30 years from the date of initial occupancy of each affordable unit. The owner shall re-certify the incomes of such households annually.

37. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions.

38. Applicants receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.

39. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Concentrations of affordable units will be avoided.

40. If the market rents are less than anticipated, the affordable rents as defined above (as adjusted for allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below $150, the affordable rents shall be reduced to maintain a differential of at least $150 at all times.

41. Occupants of the affordable rental units shall be charged a parking fee equivalent to no more than the cost of the sticker and any commonly applied management fee for one parking space per unit. Normal charges shall apply with regard to any additional parking spaces rented by such occupant.

42. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 30-year affordability period.

43. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager.

I. PARKING:

44. A maximum of 940 parking spaces shall be permitted in the structured garage areas for residential and retail parking, excluding proposed loading spaces. Residential parking spaces shall be separated from retail spaces, unless approved for certain areas during the final site plan process. All remaining unassigned spaces in the garage shall be made generally available to residents and visitors. (P&Z)(T&ES)

45. Provide a minimum of 72 long-term, bicycle parking space(s) in an enclosed secure room for the residential units of the development. Provide a minimum of 14 short-term bicycle parking spaces for retail uses. Racks for short-term spaces should be located close to retail entrances and should serve each retail establishment. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

46. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
    a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
    b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
    c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)

47. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)

48. Provide an annual parking study for two years after the final certificate of occupancy for the second phase to determine the parking usage for the retail space. If it is determined that the parking is underutilized, the spaces shall be made available to the public at market rates, to the satisfaction of the Directors P&Z and T&ES.

J. TRANSPORTATION MANAGEMENT PLAN:

49. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [2] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

50. 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 do so shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)

51. 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)

52. 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)

53. The applicant shall contribute $40,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. In the event the City has not established a coordinated City bike share program that is either operating or scheduled to begin operation within one year of the last certificate of occupancy permit, the funds shall be used for transit infrastructure to serve the site. (T&ES)

54. 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)

55. The applicant shall integrate into the District Transit Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. (T&ES)

56. 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)

57. An annual TMP fund shall be created based on the TMP reduction goal of 40% of residents/employees not using single occupant vehicles, the project's size and the benefits to be offered to participating residents and employees. The rate to be charged for this development shall be $80.00 per residential unit and $ 0.25 per square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.

58. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

59. 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)

K. BUS STOPS AND BUS SHELTERS:

60. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. New proposed stop is located adjacent to the main entrance to the site; relocated stop is southbound on Mount

Vernon Avenue at Russell Road. Any proposed features shall be ADA compliant; all bus shelters shall include a bench and illumination via solar or electric power, and include a LED screen, wiring, and connections to display real time bus information to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES.* (T&ES)

61. The southbound Mount Vernon Avenue and Russell Road bus stop shall be relocated across from the proposed northbound bus stop such that it does not create a conflict with the pedestrian crosswalk. (T&ES)

62. The outline of proposed bus shelter shown on southbound Mount Vernon Avenue (west side of Mt Vernon) would make the sidewalk and the bus shelter inaccessible for persons with disabilities. Relocate the proposed bus shelter to meet Americans with Disabilities Act (ADA) regulations and guidelines. If the shelter cannot be relocated due to the lack of right-of-way / available space, install an 8' bus stop bench (Victor Stanley Model RB-28 -black color) at / near the location of the proposed southbound Mt Vernon Ave bus shelter. The bench shall be installed to meet ADA regulations and guidelines and shall not be installed on the bus stop passenger loading pad. Show either the relocated bus shelter or 8' bus stop bench on the final site plan(s). (T&ES)

63. Make bus stops at northbound, nearside Mount Vernon Avenue and Russell Road and at southbound far-side Mount Vernon Avenue and Russell Road ADA compliant. ADA compliance includes:

    a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
    b. Create a 120 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curbside. Within this zone, maintain a minimum 12' vertical clearance free from tree limbs, signs and any other obstructions. (T&ES)

L. SITE PLAN:

64. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)

65. Submit the plat of consolidation and all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)

66. The Applicant shall record a deed and plat of reservation in the Land Records for the City of Alexandria reserving the approximately 7000 square feet of land on the east portion of the property facing Bruce Street and Four Mile Run Park and labeled as a public esplanade ("Property") for future dedication to the City for use as a public street ("Reservation"). The Reservation shall be recorded prior to the release of the Final Site Plan and at the same time as the Deed of Consolidation. The Reservation shall require dedication of the Property at the time the City requests it. .* (P&Z)

67. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)

68. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. 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 including site, landscape, pedestrian, sign(s) and security lighting.
    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 property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
    e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
    f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
    g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
    h. 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.
    i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.

j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
l. 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)

69. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known.* (P&Z)

70. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

M. CONSTRUCTION:

71. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. 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 Director of T&ES. * (T&ES)

72. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
a. Include a plan for temporary pedestrian and vehicular circulation;
b. Include the overall schedule for construction and the hauling route;
c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
d. 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)

73. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned

to the work site, and mechanisms which will be used to encourage the use of mass transit.

b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.

c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

74. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

75. No major construction staging shall be allowed within the public right-of-way on Mount Vernon Avenue and Bruce 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)

76. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)

77. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction & Inspection 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)

78. 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)

79. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)

80. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All

wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

81. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)

82. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

83. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. 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)

84. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

85. With the first final site plan submittal, provide construction plans and details to address how the edge of the existing building and site will be treated during the time that the north half of the existing shopping center remains standing. Temporary screening measures shall be included in the construction phasing plan, to the satisfaction of the Director of P&Z. * (P&Z)

N. STORMWATER:

86. 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)

O. WASTEWATER / SANITARY SEWERS:

87. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

P. SOLID WASTE:

88. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of four (4) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open

space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

Q. STREETS / TRAFFIC:

89. Rebuild the traffic signal at Mt. Vernon Avenue and Russell Road to accommodate the additional approach leg to the intersection. This rebuild shall include all necessary pedestrian upgrades to make the entire traffic signal ADA compliant and shall include internally illuminated street name signs for all approaches. This rebuild shall include signal pole relocations and/or new traffic signal poles, conduit, junction boxes, traffic signal cabinets, and other traffic signal equipment as necessary to support the addition of the fourth leg of the intersection. (T&ES)

90. Any proposed modification to the existing pavement markings on Mt. Vernon Avenue shall be subject to the following to the satisfaction of the Director of T&ES:
    a. A minimum 11 foot lane width dimension for the southbound through travel lane shall be maintained
    b. A minimum 11 foot lane width dimension (including gutter pan) for the southbound right turn lane onto Russell Road
    c. A minimum 12 foot lane width dimension for the northbound travel lane shall be maintained
    d. Any proposed parking stalls shall be a minimum of 7.5 feet wide, with an 8 foot parking stall width provided where feasible. Parking shall only be allowed on Mt. Vernon Avenue where it is demonstrated that conditions a. through c. above have been satisfied.
    e. Parking along northbound Mount Vernon Avenue shall be limited to off peak hours. Parking on northbound Mount Vernon Avenue during peak weekday non-holiday travel periods shall be prohibited. (T&ES)

91. Provide and install 10 foot wide colored and pressed concrete crosswalks designed to mimic a brick crosswalk pattern at the signalized intersection of Mt. Vernon Avenue and Russell Road. Concrete crosswalks shall be installed for all three signalized pedestrian crossings at the intersection. These crosswalks shall be H-20 loaded and shall include 6” wide white thermoplastic lines on each side of the crosswalk. (Transportation)

92. If the City’s existing public infrastructure is damaged during construction, or if patch work required for utility installation, then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

93. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

94. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)

95. 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)

96. Show turning movements of standard vehicles in the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

97. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

98. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' apart, underneath the sidewalks on Mount Vernon Avenue. 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)

R. UTILITIES:

99. Locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)

S. WATERSHED, WETLANDS, & RPAs:

100. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-yearand 10-year storm events. (T&ES)

101. The storm water collection system is located within the Four Mile 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)

T. BMP FACILITIES:

102. 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. (T&ES)

103. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)

104. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

105. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

106. Submit two originals of the 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)

107. 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)

108. 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 Owners' 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 Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

109. 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)

110. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)

111. 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. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

U. CONTAMINATED LAND:

112. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. 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, Office of Environmental Quality. (T&ES)

113. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

V. NOISE:

114. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

115. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

116. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

W. AIR POLLUTION:

117. 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)

118. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

X. ARCHAEOLOGY:

119. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

120. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Y. DISCLOSURE REQUIREMENTS:

121. If any portion of this project converts to for-sale units, the seller shall notify prospective buyers in its marketing materials and homeowner documents that the esplanade is a private street with public access easement and shall not be maintained by the City of Alexandria, and that it will be dedicated at such time that the City requests for construction of a public street. (T&ES)

122. If any portion of this project converts to for-sale units while the Birchmere is still adjacent and in operation, the seller shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

The Birchmere Music Hall is located immediately adjacent to the southeast and is expected to continue and hold indoor music events indefinitely. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

R - 2. C -1. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. ****(P&Z)(T&ES)

R - 3. C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff at completion of construction, and at periods of one year and three years after completion. ****(P&Z)(T&ES)

Transportation and Environmental Services

F - 1. ASA has no comments on the Preliminary Plan.

F - 2. Ensure sufficient clearance between the back of the proposed bus shelter adjacent to the property and the front of the building to meet ADA requirements. (DASH)

F - 3. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 4. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

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

F - 5. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 6. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 7. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 8. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be 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 D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 9. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" 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 D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 10. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (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)

F - 12. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 13. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 14. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 15. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 17. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 18. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

F - 19. The applicant shall continue to work with staff during the phasing and construction of the project to balance the on-street parking demand on Bruce Street with vehicle delay for vehicles exiting Bruce Street onto Mount Vernon Avenue during peak hours. After completion of Phase I of the project, consideration should be given to providing a dedicated left turn lane on Bruce Street at its intersection with Mount Vernon Avenue if vehicular delay during peak hours demonstrates the need for a dedicated left turn lane. (T&ES)

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development 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)

C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and 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)

C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or

relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to 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 - 7 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)

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

C - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 10 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 or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

C - 11 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 - 12 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.

C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C - 15 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 16 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)

C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To 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 - 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 25 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)

C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 29 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

VAWC Comments:

1. Comply with Virginia American Water's *General Design Requirements* for all new water facilities. The standards can be obtained from VAWC by contacting Hao Chen at Hao.Chen@amwater.com.

2. 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.

3. Revise City Standard General Notes #31 on Sheet C113 as follows: All water facility constructions shall confirm to Virginia American Water (VAW) standards and specifications. Developer or contractor shall contact VAW at 703-706-3889, obtain an approved proposal and pay all required fees prior to the start of construction, demolition and inspection of water facilities, including, but not limit to, water mains, fire hydrants, domestic and fire service lines. All the proposed wet taps on an existing water main shall be constructed by VAW.

4. Indicate whether the proposed grading will reduce the existing water line cover to less than 3.5 feet.

5. Annotate the size of the proposed domestic service lines on Sheet C103.s

6. The proposed fire service line size (8") on Sheet C103 is inconsistent with Sheet C109.

7. Proposed 6" water line on Arrival Court (private road)
    a. This water line, including the associated fire hydrants, tapping tees and valves, will be recorded as private utilities, and shall be installed under a VAW "Application for Special Connection" fire service agreement.
    b. Explain whether this water line and/or the associated hydrants will be installed above the underground garage. Provide a water line profile, which also shows the garage elevation.
    c. Keep minimum 5 feet clearance from the circular curb & planting area.
    d. The proposed hydrant at the west entrance shall be in public ROW and directly wet tapped to the existing water main on Mt Vernon Ave.

Fire Department:

R - 1. An automatic sprinkler system is recommended. (Code)

R - 2. Removal of the existing addition may create an unsatisfactory exposure condition for the wall of the building located on the adjacent interior lot line. It is recommended that the owner of that property be informed. (Code)

R - 3. It is recommended that the owner present a notarized affidavit to the Building Official stating when (to his best knowledge) the current usage was established. (Code)

R - 4. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code)

R - 5. In lieu of strict compliance with ladder truck access requirements specified in item C-_, an alternative compliance proposal is recommended. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features were built into the buildings.
    a. Enclose all elevator lobbies in smoke tight construction
    b. Stair capacity to be designed without taking the sprinklered building exception.
    c. Fire phones installed on every level in the elevator lobby and the stairs.

d. Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.
e. Full automatic sprinkler system designed to NFPA 13. (Code)

Code Administration (Building Code):

F-1 The following comments are for 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 703.746.4190 or Thomas.sciulli@alexandriava.gov.

C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.

Police

Parking Garage Recommendations

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

R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

R - 6. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

R - 9. It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

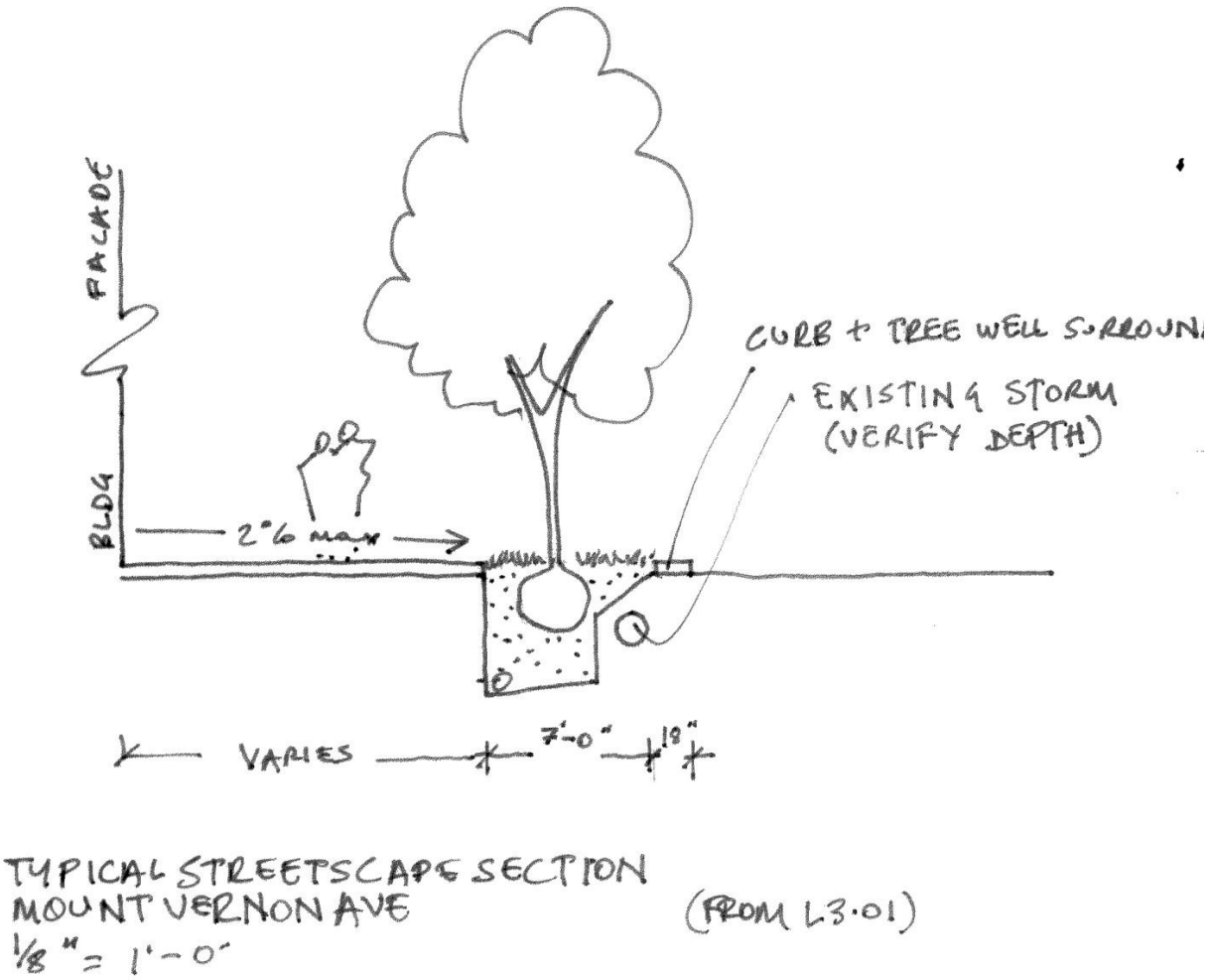
C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

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

IX. ATTACHMENTS

1. Exhibit 1, Condition 3k: Street Trees



2. Attachment #2 — Transportation Management Plan

Mt. Vernon Village Center TMP DSUP#2011-0058

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a transportation management plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Mt. Vernon Village Center consists of six parts:

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

1. Goal and Evaluation of the TMP

a. The Mt. Vernon Village Center site is located approximatelytwo milesbetween the Braddock Road and Crystal City Metro Stations. Several DASH and Metro bus lines run adjacent to the site on Mt. Vernon Avenue. The Mt. Vernon Village Center development has a goal of 40% non-SOV trips.

b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehiclesto the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

a. The developer shalldesignate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.

b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.

d. The TMP Coordinatorshall distribute an annual survey to all employees. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 50% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

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

	Land Use	
	Dwelling Units	**Retail Sf**
Mt. Vernon Village Center	478	53,535

b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:

i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees.

iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.

iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.

v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

vii. Discounted bus and rail fare media shall be sold on-site to employees of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employee and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.

c. TMP Fund —The applicant shall create a TMP fund to achieve the reduction goal of 40% of single occupant vehicles for employees, based on the project's size and the benefits to be offered to participating employees. The annual contribution rate for this fund shall be $.25 per occupied square foot of retail spaceand $80 per occupieddwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

i. Discounting the cost of bus and transit fare media for on-site employees.
ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
iii. Marketing activities, including advertising, promotional events, etc.
iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
v. Operating costs for adjacent bikeshare station.
vi. Membership and application fees for carshare vehicles.
vii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

4. Evaluation of the Effectiveness of the TMP

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

b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.

c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the "right" solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

The Mt. Vernon Village Center should integrate with alarger district level TMP program when or if one is organized. All TMP holders in the established 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. The District will be established in coordination with the revised TMP program.

6. Permanence of the TMP Ordinance

a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.

b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.

c. The 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.

d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.

e. 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.