



DOCKET ITEM #12

**Development Special Use Permit #2016-0007**

**5000 and 5001 Echols Avenue**

**Fillmore / St. James Phasing Amendment**

Application	General Data	
<b>Project Name:</b> Fillmore/St. James (Phasing Amendment)	PC Hearing:	June 7, 2016
	CC Hearing:	June 18, 2016
	If approved, DSUP Expiration:	June 18, 2019
	Plan Acreage:	3.12 (135,850 SF)
<b>Location:</b> 5001 & 5001 Echols Ave.	Zone:	CRMU-M / Commercial Residential Mixed-Use - Medium
	Proposed Use:	Residential
	Dwelling Units:	93 (Phase 1) and 132 (Phase 2) – <i>225 units in total</i>
	Gross Floor Area:	149,560 SF (Phase 1) and 226,493 SF (Phase 2) - <i>376,053 SF in total</i>
<b>Applicant:</b> AHC, Inc. Represented by Duncan Blair, Attorney	Small Area Plan:	Alexandria West
	Historic District:	N/A
	Green Building:	LEED Certified (or equivalent)

Purpose of Application
<p>The applicant requests approval of an amendment and update to standard conditions of previously-approved Development Special Use Permit #2014-0003 to allow the construction of two multifamily residential buildings (a 93-unit affordable housing building and 132-unit market rate building) and associated improvements to proceed in separate construction phases.</p>
<p><b>Special Use Permits and Modifications Requested:</b></p> <ol style="list-style-type: none"> <li>1. Development Special Use Permit (with Site Plan) to construct two multi-family buildings; and</li> <li>2. Special Use Permit for an increase in Floor Area Ratio from 1.0 to 2.0.</li> </ol>

Staff Recommendation: APPROVAL WITH CONDITIONS
<p><b>Staff Reviewers:</b>            Robert Kerns, AICP, Development Division Chief; <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a>            Maya Contreras, Principal Planner; <a href="mailto:maya.contreras@alexandriava.gov">maya.contreras@alexandriava.gov</a>            Nathan Randall, Urban Planner; <a href="mailto:nathan.randall@alexandriava.gov">nathan.randall@alexandriava.gov</a></p>

## **I. SUMMARY**

Staff recommends **approval** of the Development Special Use Permit amendment request for the Fillmore/St. James project, subject to compliance with staff recommendations. The applicant's proposal to divide the multifamily residential project into two different construction phases, while not included in the original proposal that City Council approved approximately 18 months ago, is minor in relation to the larger project. No other changes aside from a few technical refinements, including the application of the new multi-family parking regulations, are requested at the present time. The project would continue to conform to the City's adopted plans and policies and to provide several benefits for the City and surrounding community. Ultimately, the introduction of construction phasing would allow AHC, Inc. to address unanticipated changes in the housing market for the market-rate portion of the site while still supporting the construction of 93 affordable housing units in the City.

## **II. BACKGROUND**

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

The project site is located to the north of the intersection of Seminary Road and Beauregard Street in the City's West End. It measures a total of 3.12 acres (135,850 square feet) and comprises two existing lots of land (except for small amount of land along Fillmore Avenue that would be dedicated to the City) and additional land previously owned by the City but recently vacated as public right-of-way. The project site is located within the boundaries of the Alexandria West Small Area Plan and immediately adjacent to the Beauregard Small Area Plan area. It is bound by Fillmore Avenue to the north and east, the Hermitage nursing home facility to the south, and single family homes to the west on Echols Avenue. The site is currently occupied by the St. James Methodist Church, which has two structures on the property: a sanctuary and an administration building.

A variety of uses surround the area including an elder care facility, low-density residential, high-density residential, institutional (Northern Virginia Community College), office, and hotel. A variety of building types are located near the site, ranging from single-family homes and single-story churches, to high-rise apartments and office towers.

The site features considerable topography, sloping down towards the east, with a grade change of approximately 38 feet between its Echols Avenue and Fillmore Avenue frontages. These slopes also contain a significant number of mature trees.

### ***B. Approval Background***

City Council approved several land-use applications in January 2015 to allow for the construction of two multifamily residential buildings, one of which would include all market-rate units (eastern building) and the other all affordable units (western building). The affordable building would also include a day care center in one portion of the building. The land-use

approvals, which anticipated the contemporaneous construction of both buildings, included the following:

- Master Plan Amendment (MPA#2014-0008) to the Alexandria West Small Area Plan for a height increase at the property;
- Rezoning (REZ#2014-0008) of the site from R-12 / Single-Family zone to CRMU-M / Commercial Residential Mixed-Use – Medium;
- Development Special Use Permit (DSUP#2014-0003) with site plan and including SUPs for a parking reduction and for an increase in maximum allowable FAR from 1.0 to 2.0;
- Transportation Management Plan (TMP) Special Use Permit #2014-0096; and
- Vacation of public right-of-way (VAC#2014-0003) representing the entirety of the cul-de-sac at the end of Echols Avenue.

The DSUP amendment request to allow phasing does not concern the above-referenced Master Plan Amendment, rezoning, and vacation requests already approved for the site. (City Council approved the final ordinance for the vacation of public right-of-way on April 16, 2016.) Technically speaking, this DSUP amendment also does not concern the previously-approved TMP SUP. However, staff has carried forward those conditions of approval into this report for administrative reasons since they were combined with DSUP conditions in the original approval.

### ***C. Affordable Housing***

As discussed in the staff report for DSUP 2014-0003, the City, through its Office of Housing, is providing substantial financial support toward the construction and related infrastructure improvements for the project's affordable building. The City approved a loan of up to \$5.7 million to AHC from the City's Housing Opportunities Fund in January 2015 to help fund the purchase of the land and the construction of the affordable project. In November 2015 the City disbursed \$2.6 million of the loan amount for the land acquisition. AHC has secured all of the remaining funding needed for the project, including conventional financing and \$19 million in low-income housing tax credit equity.

The affordable housing contribution for the original site, as defined in DSUP 2014-0003, is being met with the construction of the western building. No additional affordable housing contribution has been requested for the eastern building.

### ***D. Recent Developments***

The applicant, AHC Inc., informed staff in August 2015 that its search for a development partner to construct the market-rate (eastern) multifamily building was unsuccessful. To develop the affordable (western) multifamily building as anticipated, it needed to sell the eastern lot at the site to a different entity for future and separately-phased residential development. AHC also explained its need to proceed expeditiously with final site plan approval of the affordable (western) building in order to qualify for tax credits that are critical to its financing for the project. Staff informed the applicant of the need to apply for this phasing amendment and agreed

to review, but not approve, the final site plan for the affordable multifamily building in advance of the public hearings for the amendment.

The contract purchaser of that property, Craftmark Homes Inc., intends to redevelop the site with residential townhouses instead of multifamily units. Craftmark is aware that a change from multifamily to townhouse units would require a second DSUP amendment and, as of this writing, anticipates submitting such a request in a matter of weeks for consideration at public hearings later this year.

### **III. PROJECT DESCRIPTION**

#### ***A. Phasing Amendment***

The applicant, AHC, Inc., requests approval of a DSUP amendment to allow the previously-approved construction of two multifamily residential buildings to occur in two separate construction phases. In the phasing plan, construction of the affordable, or western, multifamily building would occur in Phase 1 and construction of the market-rate, or eastern, multifamily building would occur in Phase 2. The new phasing line would not follow the property line, relocated as part of DSUP#2014-0003, that divides the eastern and western properties at the site and which splits the pedestrian mews in half. Instead, the new phasing line would be located on the southeastern (far) side of the pedestrian mews such that the entirety of the mews would be located in Phase 1 and constructed with the affordable building.

Although changes to the market-rate building, or Phase 2 of the project, are very likely to be proposed in the near future, no separate DSUP amendments have been approved, or even formally submitted, as of this writing. Therefore, for technical reasons, the current request depicts the originally-approved market-rate multi-family building as continuing to be a part of the project (and now in Phase 2).

The DSUP amendment is necessary given that the original project represented to and approved by Planning Commission and City Council did not include a phasing element. Several conditions of approval in the original approval also contemplated both buildings and shared site improvement as being constructed contemporaneously and require minor revisions given the introduction of phasing.

#### ***B. Previously-Approved Project Elements***

The two buildings proposed for the site would remain virtually the same in this request compared to the original approval in January 2015. As noted in the previous staff report (see attached), the existing St. James Church and administration building would be demolished and a total of 225 new residential units would be constructed in two buildings. The 226,493 square-foot eastern building would measure six stories and up to 65 feet in height. It would contain 132 market-rate units, 85 of which would be one-bedroom units and 47 of which would be two-bedroom units.

The 149,560 square-foot western building would measure five stories and up to 60 feet in height. It would be contain 93 units dedicated as affordable for individuals at 50% and 60% of average median income (AMI) for 60 years. Of the 93 units, the applicant continues to propose that 12 would be one-bedroom units, 68 would be two-bedroom, and 13 would be three-bedroom. A four-classroom day care center would be located in a portion of the building as well. The two buildings would feature separate underground parking garages and several open space areas, the most prominent of which is the area of walkways, benches, landscaping and other amenities known as the “pedestrian mews” that would be located between the two buildings. The applicant would also hold in reservation a 15-foot strip of land along the southwestern property boundary (near the western building) from Echols Avenue to Fillmore Avenue to allow for the future study of a potential vehicular connection from Echols Avenue to Fillmore Avenue as part of a larger grid network.

### ***C. Project Refinements***

Although the proposed multifamily buildings would remain substantially the same in this proposal, a few technical changes and refinements have also been included here. First, the new multifamily residential parking regulations in the Zoning Ordinance, which were approved shortly after the original DSUP request was heard last year, have been applied to this request. The parking requirement for the affordable building and day care center would be reduced to 70, which is the number of parking spaces that were approved for this building under the original DSUP proposal. The 70-space requirement includes eight spaces for day care center, which has been newly clarified as having up to four classrooms. The parking requirement for the market-rate building is a minimum of 170 spaces and a maximum of 179, the former of which is a reduction compared to the previous approval. In addition, the need for a parking reduction for both buildings, approved as part of the original request, has been eliminated.

Second, although the actual height of the buildings is not proposed to change, the height *measurements* for both buildings have been amended in this report compared to the previous approval. The 54.4 (western) and 56.1 (eastern) feet of building height that were noted in the DSUP#2014-0003 staff report were inadvertently based on building code definitions of building height instead of the Zoning Ordinance definition for building height. The relevant zoning height measurements were approximately 58.5 feet for the western building and 65 feet for the eastern building. In addition, the measurement of the average finished grade at this sloped site has been revised slightly lower for the western building by about 1.5 feet, which results in a further (but slight) increase in the overall building height figure to 60 feet for the western building. Practically speaking, no changes to the height of the building are proposed. Only the amount of the previously-approved western building that counts toward the building height definition under Zoning Ordinance requirements has changed.

Third, a reduction in the amount of open space on the western property by approximately 674 square feet is included in the proposal to accommodate minor building changes and the installation of an exterior electric generator. The proposal would continue to exceed its open space requirement of 40%. Finally, the applicant now proposes an FAR at the western building of 1.85 instead of the original 1.81. The reason for the change is that the applicant has reduced

(by approximately 2,100 square feet) the amount of allowable FAR deductions. No increase in the gross square footage of the building is proposed.

#### **IV. ZONING**

The subject site is zoned CRMU-M / Commercial Residential Mixed-Use - Medium. Pursuant to Section 5-202(B) of the Zoning Ordinance, multi-family residential uses are allowed in the CRMU-M zone without the need of a Special Use Permit. However, Section 5-205(C) requires Special Use Permit approval to increase the FAR for mixed-use or residential buildings to a maximum of 2.0. Sections 11-403 and 11-404 also require Development Site Plan (DSP) approval for the construction of two multifamily dwellings. The DSP and SUP requests were combined in the previous approval and processed as a Development Special Use Permit (DSUP). The current request has therefore been processed as a DSUP amendment. A summary of the zoning parameters for the project are identified in the table below.

<b>Property Address:</b>		5000 & 5001 Echols Avenue			
<b>Total Site Area:</b>		135,850 square feet (3.12 acres)			
<b>Zone:</b>		CRMU-M / Commercial Residential Mixed-Use - Medium			
<b>Previous Use:</b>		Church			
<b>Proposed Use:</b>		Residential			
	<b>Required / Permitted</b>	<b>East Building</b>		<b>West Building</b>	
		Previous	Current	Previous	Current
<b>FAR</b>	1.0 2.0 with SUP	1.69	1.69	1.81	1.85
<b>Height</b>	70 feet (per Small Area Plan)	65 feet*	65 feet	58.5 feet*	60 feet
<b>Open Space</b>	40%	52%	52%	51%	49%
<b>Parking</b>	<i>Previous</i>	199**		70**	
	<i>Current</i>				
	224 spaces (East) 198 spaces (West)	170-179 spaces (East) 70 spaces (West)	171	70	70
<b>Loading spaces</b>	None	1	1	1	1

\* Building heights actually noted in the previous staff report were lower than these figures due to an error.

\*\* A parking reduction was granted from the previous parking regulations to allow the number of parking spaces shown here.

## V. STAFF ANALYSIS

Staff supports the request to introduce separate construction phases to this previously-approved project. The allowance for phasing would have little practical effect on the overall project aside from technical revisions to previously-approved conditions. Additional project changes regarding building height, open space, and FAR represent reasonable site refinements, and the parking changes are consistent with recent Zoning Ordinance changes to “right-size” the provision of parking at multi-family residential buildings. To ensure proper site coordination between the two proposed project phases, staff has also requested and reviewed preliminary layout and pedestrian mews connections for the potential townhouse project (which would be subject to a future DSUP amendment) in proposed Phase 2. The project would continue to be consistent with City planning goals and would continue to offer several public benefits. Perhaps most importantly, the DSUP amendment would allow for the sale of the eastern property in order to support the construction of 93 affordable housing units.

### *Condition Changes*

The introduction of construction phasing to the project approval has necessitated several changes to the approved conditions of DSUP#2014-0003, the majority of which are minor. One common change, repeated in several instances in staff’s recommendations, is the clarification that certain requirements need to be completed prior to the release of each final site plan (given that each project phase would have its own final site plan). In a few instances, such as Condition #54 regarding plat approval and recordation, condition language now specifies that a particular requirement needs to occur prior to the Phase 1 final site plan. Conditions #4 and #7 have been specifically revised to include language requiring a signed agreement between the owners of the eastern and western properties to allow for the installation and proper maintenance of landscaping and site furnishings/improvements that are located within Phase 1 but on the eastern property, almost entirely in the area of the pedestrian mews. Condition #3 specifically anticipated public art to be installed within the pedestrian mews at a fixed value of approximately \$63,000. Staff recommends revisions to this language to include now-standard language allowing for a cash payment in lieu of a public art installation, and to specify that the public art condition must be fulfilled as part of Phase 1 of the project.

A few other minor condition changes, not directly related to the introduction of construction phasing, have also been recommended in this report. Condition #10 has been revised to specify that two recently-requested architecture-related changes compared to the previous DSUP approval should not be allowed on the western building. Certain conditions relating to day care center operations have been removed since no Special Use Permit is required for this use in the CRMU-M zone. Many of the day care center conditions have been retained, however, such as those relating to Zoning Ordinance requirements regarding parking and pick-up/drop-off plans, or have been included as findings. Staff has also introduced new Conditions 101A, 101B and 101C regarding environmental contamination protocols that are now standard language in DSUP requests.

***Project Refinements***

Staff has no objections to the three project refinements proposed as part of this request. The building height change, and the related change to the average finished grade for the western building, is essentially a correction to account for zoning definitions. The applicant is not proposing any physical change in the height of the building as a practical matter. The reduction in open space at the affordable building by approximately 674 square feet is small and would allow for minor building changes, including the addition of an electric generator. The amount of open space for the western building would be reduced from 51% to 49%, which still exceeds the 40% open space requirement. The slight increase in FAR is nominal compared to the overall western building and is the result of the applicant taking fewer deductions from the gross square footage. The gross floor area of the building is not increasing compared to the original proposal, and the revised FAR is still well within the maximum 2.0 approved in the prior DSUP.

The application of the new multifamily residential parking regulations to the site are seen as necessary, given that the request is being re-heard as a DSUP amendment after the Zoning Ordinance was amended, and reasonable in order to “right-size” parking for multi-family residential buildings. As a practical matter, the new parking regulations do not change the provision of parking at the affordable (western) building when combined with the day care center parking requirement. The applicant previously proposed 70 parking spaces in the underground garage and continues to propose 70 spaces in the garage. With regard to the market-rate (eastern) building, the number of parking spaces in the underground garage would decrease from the original 199 to the now-proposed 171 spaces. The reduction of the parking spaces for this project is an acceptable and expected outcome that is consistent with the goals envisioned when the text amendment was approved last year. Staff has also revised Condition #35 in this report for consistency with the parking change.

***Potential Phase 2 Changes***

Although the current DSUP phasing amendment depicts the market-rate multifamily residential building as constituting Phase 2 of the project, staff is nonetheless mindful that Craftmark Homes plans to submit a second DSUP amendment in the near future to construct townhomes on this portion of the project. In an effort to ensure that current and future DSUP amendments do not create any conflicts between the different phases of the project, staff asked AHC and Craftmark to provide a site layout for future townhouses in Phase 2 as a preliminary matter. It also asked for more detailed illustrations of the potential designs for connections between any future townhouses and the shared pedestrian mews. Staff found the proposed site layout, including connections to the mews, to be acceptable at this very early stage, and its review would continue at such time that a second DSUP amendment is requested. The four potential options for connections between the mews and future townhouses have been included in the preliminary site plan for this request as a reference.

## **VI. COMMUNITY**

The property has been posted with public notice signs announcing the proposed phasing amendment request. Additionally, notification has been sent to all adjacent property owners with information about the proposal, hearing dates and contact information. The applicant held two community meetings, on May 3<sup>rd</sup> and May 19<sup>th</sup>, at which both the current phasing amendment and a future potential amendment to build townhouses were discussed. Attendees at the meetings expressed concern about inadequate notice for the May 3rd meeting, sewer and stormwater capacity, other underground utilities, the pick-up/drop-off of children, and the need for fencing. The request will also be presented to the Federation of Civic Associations at its regular May 2016 meeting.

## **VII. CONCLUSION**

In conclusion, staff recommends **approval** of the amendment to previously-approved Development Special Use Permit #2014-0003 to introduce construction phasing, subject to compliance with all applicable codes and the staff recommendations contained in Section IX of this report.

Staff:            Robert M. Kerns, AICP, Chief of Development  
                      Maya Contreras, Principal Planner, Development  
                      Nathan Randall, Urban Planner, Development

## VIII. GRAPHICS

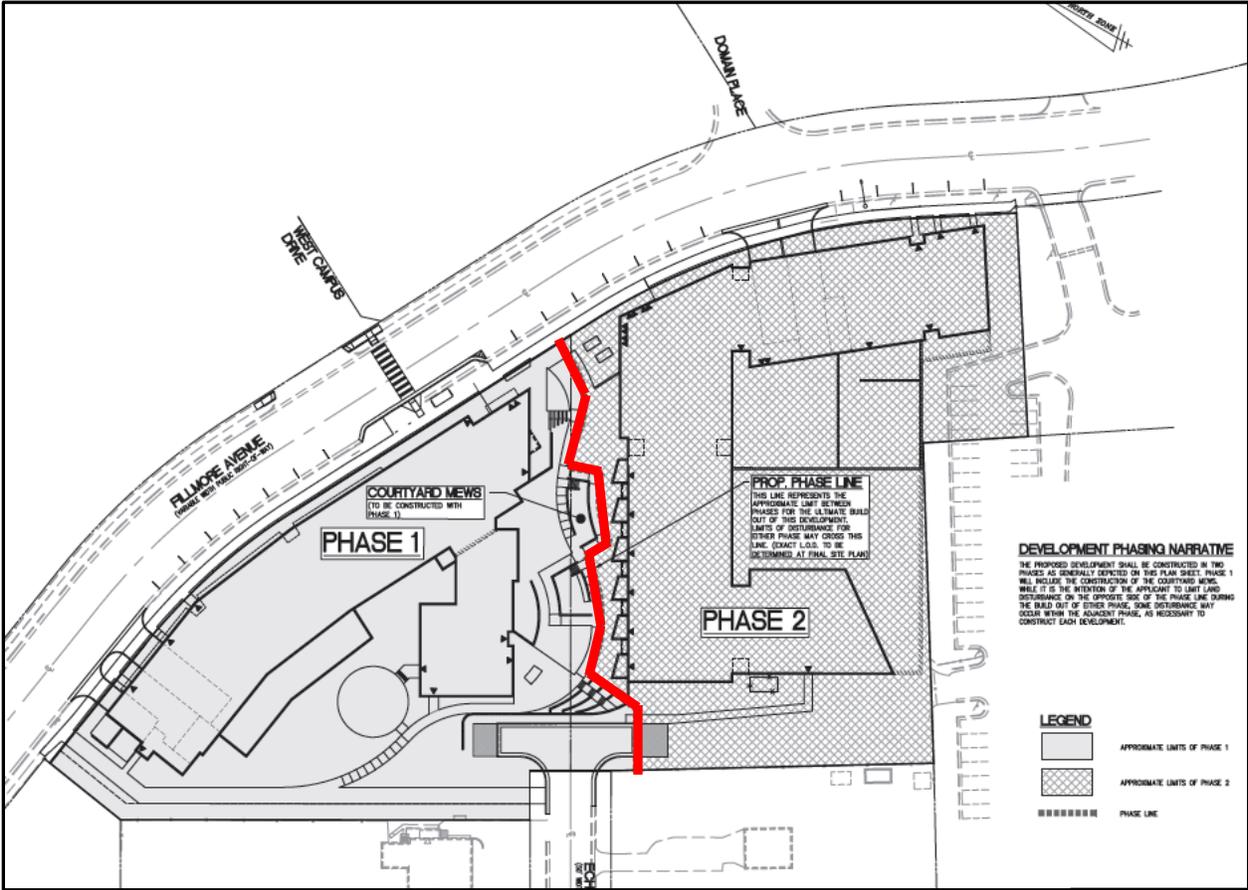
*Illustrative Site Plan*



*Illustrative Site Plan with Aerial Context*



Proposed Construction Phasing



*Aerial Looking Southwest*



*Aerial Looking South*



*Aerial Looking North*



*Aerial Looking East*

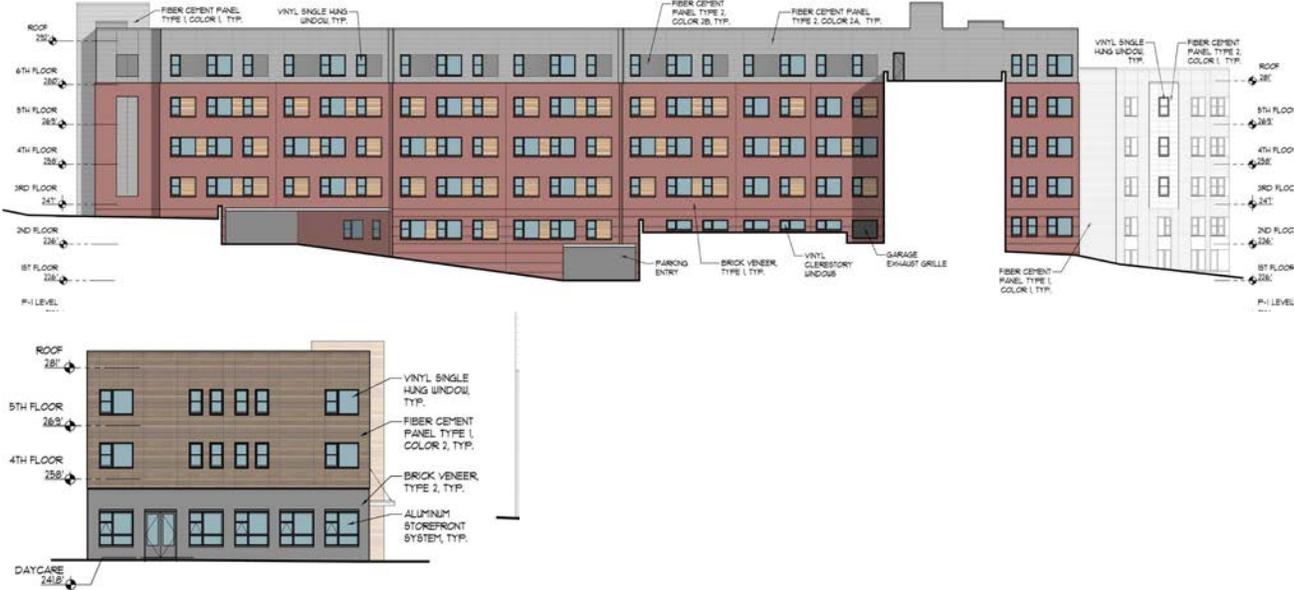


Western (Affordable) Building Elevations

North Elevation



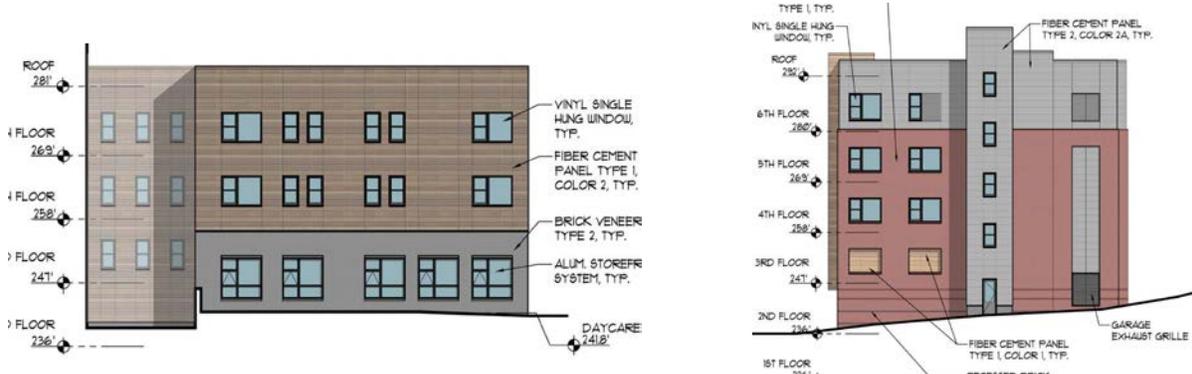
South Elevations



East Elevation



West Elevations



East (Market Rate) Building Elevations

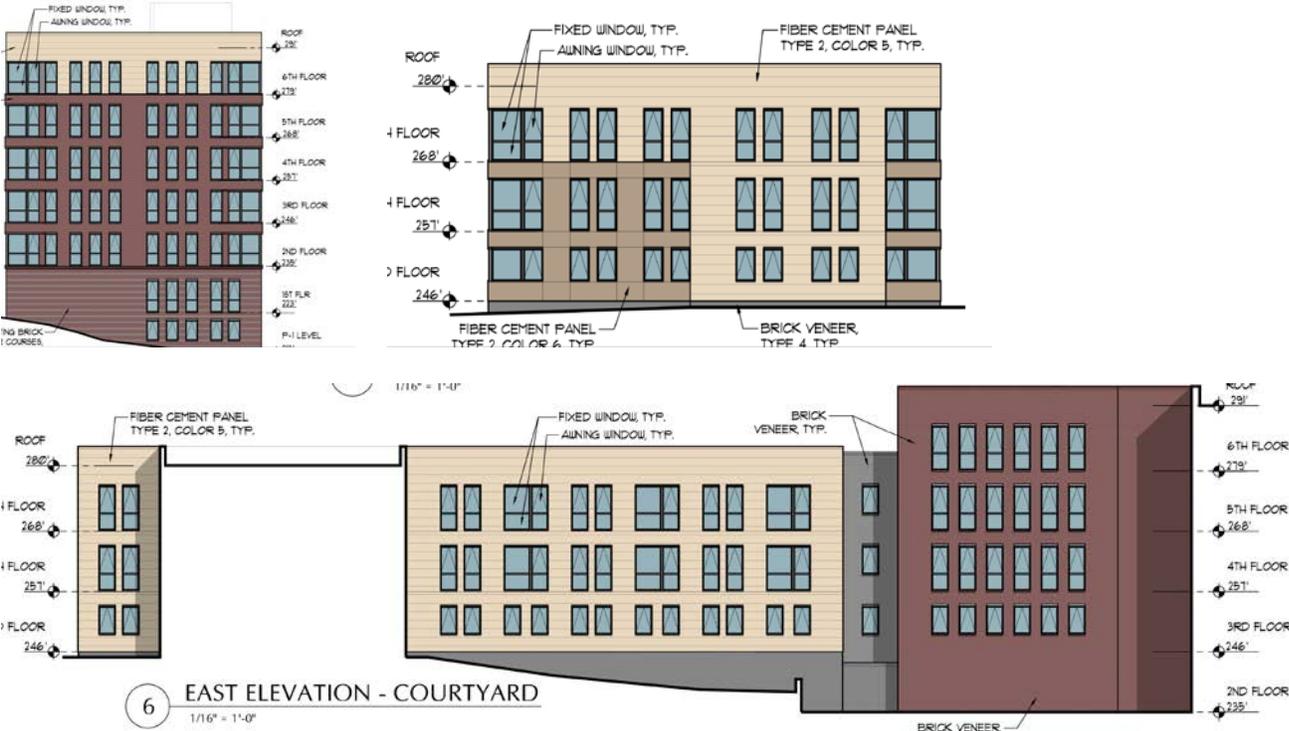
North Elevation



South Elevation



East Elevations



West Elevation



## **IX. STAFF RECOMMENDATIONS**

1. **CONDITION AMENDED BY STAFF:** ~~The~~ Each final site plan shall be in substantial conformance with the preliminary plan dated ~~October 28, 2014~~ April 7, 2016 and comply with the following conditions of approval. (P&Z) (~~DSUP#2014-0003~~)
  - A. **PEDESTRIAN/STREETSCAPE:**
    2. **CONDITION AMENDED BY STAFF:** Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
      - a. Complete all pedestrian improvements to serve each building prior to the issuance of a certificate of occupancy permit for each building. Provide a phasing plan for approval with the final site plan.
      - b. Install ADA accessible pedestrian crossings serving the site.
      - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas Sidewalks shall be flush across all driveway crossings.
      - d. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
      - e. As part of Phase 1 of the project, provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) at the intersection of West Campus Drive and Fillmore Avenue. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
      - f. As part of Phase 1 of the project, provide pedestrian warning/crossing signs for the new crosswalk at the intersection of West Campus Drive and Fillmore Avenue.
      - g. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
      - h. As part of Phase 1 of the project, provide a high-visibility crosswalk for the Fillmore Avenue crossing (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD). All other crosswalk treatments must be approved by the Director of T&ES.
      - i. All below grade utilities placed within a City sidewalk or within ~~the~~ any multi-use trail shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. \*\*\* (P&Z)(RP&CA)(T&ES) (~~DSUP#2014-0003~~)
- B. **PUBLIC ART:**
  3. **CONDITION AMENDED BY STAFF:** Work with City staff to determine ways to incorporate public art within the pedestrian mews or other location to the satisfaction of the Directors of Planning & Zoning and RP&CA. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, façade murals, guard rails, or sculptural

elements. A broad range of art types should be considered. The total expenditure for public art need not exceed \$63,000. The public art proposal shall be reviewed by the P&Z and RP&CA staff prior to release of the Phase 1 final site plan and the applicant shall consider staff's comments before making the final selection of the public art components. On-site artwork shall be incorporated on the Phase 1 final site plan prior to release, and the art shall be installed prior to the issuance of the first certificate of occupancy for the ~~market rate building~~ affordable building (Phase 1), to the reasonable satisfaction of the Directors of P&Z and/or RP&CA. The Directors' approval shall be as to location of the art and not the content. City staff and the Public Art Committee are available as a resource throughout the process.

As an alternative to on-site public art, the applicant may provide an in-lieu contribution of \$63,000 to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of Planning & Zoning and RP&CA. Prior to the release of the Phase 1 final site plan, the applicant shall inform staff if it chooses to make an in-lieu contribution and shall provide the contribution prior to the issuance of the first Certificate of Occupancy for Phase 1 of the project. \*, \*\*\* (RP&CA)(P&Z) (DSUP#2014-0003)

### ***C. OPEN SPACE/LANDSCAPING:***

4. **CONDITION AMENDED BY STAFF:** 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 for 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.
  - f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
  - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.

- h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
  - i. All landscaping depicted on the preliminary site plan or otherwise required for Phase 1 of the project shall be installed as part of the construction of Phase 1 regardless of the property on which the landscaping will be located.
  - j. The installation and future maintenance of all landscaping located on the eastern property but within Phase 1 of the project shall be subject to an installation and maintenance agreement executed between the owners of the eastern and western properties (if said properties are separately owned) to the satisfaction of the Director of Planning & Zoning. The agreement shall be completed prior to release of the building permit for Phase 1 and shall, at a minimum: 1) allow for the installation of all plantings located on the eastern property but within Phase 1 of the project that are required under this DSUP approval and 2) provide for the proper maintenance of said landscaping for as long as the DSUP approval remains valid.\*\* (P&Z)(RP&CA) (DSUP#2014-0003)
5. **CONDITION AMENDED BY STAFF:** Both properties at the project site must individually meet the 25% canopy coverage requirement. Additional landscaping shall be depicted on the appropriate final site plan (either Phase 1 or Phase 2) and installed on the eastern property to meet the required 25% canopy coverage requirement for the eastern property. Provide the following modifications to the landscape plan and supporting drawings:
- a. ~~Additional landscaping shall be provided to meet the required 25% canopy coverage requirement.~~
  - b. ~~Revise planting schedule and canopy coverage calculations to include the proposed subdivision. Both lots must meet the 25% canopy coverage requirement. (P&Z)(RP&CA)\* (DSUP#2014-0003)~~
6. Provide a site irrigation and/or 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. (Code Administration) (P&Z)(RP&CA) (DSUP#2014-0003)

7. **CONDITION AMENDED BY STAFF:** Site improvements, including pedestrian walkways, open space areas, and site furnishings, shall comply with the following requirements to the satisfaction of the Director of Planning & Zoning: Develop a palette of site furnishings in consultation with staff.
- a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
  - b. Site furnishings ~~shall~~ may include benches, bicycle racks, trash and recycling receptacles, ~~drinking fountains~~ and other associated features.
  - c. All site improvements, including pedestrian walkways, open space areas, and site furnishings depicted on the preliminary site plan on Phase 1 of the project, including those improvements in the area of the site known as the “pedestrian mews” shall be installed as part of the construction of Phase 1 regardless of the property on which the landscaping is located.
  - d. The construction and future maintenance of all pedestrian walkways, open space areas, and site furnishings located on the eastern property but within Phase 1 of the project (including those located in the area known as the “pedestrian mews”) shall be subject to an installation and maintenance agreement executed between the owners of the eastern and western properties (if said properties are separately owned) to the satisfaction of the Director of Planning & Zoning. The agreement shall be completed prior to release of the building permit for Phase 1 and shall, at a minimum: 1) allow for the construction/installation of all pedestrian walkways, open space areas, and site furnishings located on the eastern property but within Phase 1 of the project that are required under this DSUP approval and 2) provide for the proper maintenance of said pedestrian walkways, open space areas, and site furnishings for as long as the DSUP approval remains valid. \*\* (RP&CA)(P&Z)(T&ES) (DSUP#2014-0003)
8. 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) (DSUP#2014-0003)

**D. BUILDING:**

9. **CONDITION DELETED BY STAFF:** ~~The building design, including the quality of materials and final detailing shall be consistent with the elevations dated October 28, 2014 and the following conditions. (P&Z) (DSUP#2014-0003)~~
10. **CONDITION AMENDED BY STAFF:** The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated April 7, 2016, all conditions of approval, including ~~Provide~~ the following building refinements to the satisfaction of the Director of P&Z:

- a. ~~Aluminum windows shall be used on the western buildings for the facades of the day care center and the main residential entry area. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. There shall be a minimum setback of glass from the face of sash of 3/8". If shown with a historical muntin pattern, such as 2 over 1, 2 over 2, 6 over 1, etc., such applied exterior muntins shall also:~~
    - i. ~~Have a minimum depth/projection of 3/8" and a maximum width of 1".~~
    - ii. ~~have a detailed profile that will create a strong shadow pattern;~~
    - iii. ~~have an integral spacer bar between the panes of glass that matches the muntis in width;~~
    - iv. ~~corresponding interior muntins are encouraged, but not required;~~
  - b. ~~A window shall be added on the second level of the eastern side of the western building immediately below the projecting bay. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8".~~
  - c. Any ventilation for the daycare use shall be reviewed and approved to the satisfaction of the Director of Planning and Zoning.(P&Z) (DSUP#2014-0003)
11. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4" = 1'. (P&Z) (DSUP#2014-0003)
12. 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. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. \*
  - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.\*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. \*
  - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. \*\*
  - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z) (DSUP#2014-0003)
13. **CONDITION AMENDED BY STAFF:** Per the City's Green Building Policy adopted April 18, 2009, each phase shall achieve a green building certification level of LEED Certified or equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and

T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Certification (or equivalent) for the project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES) (~~DSUP#2014-0003~~)
14. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z) (DSUP#2014-0003)
15. **CONDITION AMENDED BY STAFF:** Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES) (~~DSUP#2014-0003~~)
16. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES) (DSUP#2014-0003)
17. The stairwells within structured parking garages shall be visible, as permitted by the Building Code by use of windows in the doors and/or walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police) (DSUP#2014-0003)
18. 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) (DSUP#2014-0003)

***E. COMMERCIAL USES:***

19. **CONDITION AMENDED BY STAFF:** Day care centers shall be permitted in the western building at the site provided they comply with the criteria listed below.

- a. A plan that shows the drop off and pick up operations must be provided and must demonstrate that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES prior to release of the final site plan. (P&Z)(T&ES)\*
  - b. Daycare staff and parents shall be notified bi-annually on the drop-off/pick-up procedures and conditions of approval.
  - c. Dedicated parking for the daycare employees shall be provided in the parking garage in the western building during hours of operation for the daycare (to include before and after care hours) at a rate of 2 spaces per classroom per the Zoning Ordinance. (P&Z) (T&ES) (~~DSUP#2014-0003~~)
20. The hours of operation for the day care center shall be limited to between 7:00am and 6:00pm, Monday through Friday. (P&Z) (DSUP#2014-0003)
21. **CONDITION AMENDED BY STAFF:** The maximum number of day care center classrooms in the western building at the site shall not exceed four, unless additional off-street parking is provided for the use commensurate with Zoning Ordinance requirements, to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services. ~~-children permitted at the day care center at any one time shall be 50.~~ (P&Z) (~~DSUP#2014-0003~~)
22. All pick-up and drop-off of children via automobiles shall be in the designated location along Fillmore Avenue to the satisfaction of the Director of Planning and Zoning. Parents or daycare employees shall escort their children to and from the day care center after parking in the designated short term area in front of the building along Fillmore Avenue. (P&Z) (T&ES) (DSUP#2014-0003)
23. Condition deleted. PC (DSUP#2014-0003)
24. The facility shall obtain all required state, federal, and local licenses and certificates prior to opening its place of business. (P&Z) (DSUP#2014-0003)
25. **CONDITION DELETED BY STAFF:** ~~The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all Special Use Permit provisions and requirements. The applicant shall also inform parents on an ongoing basis, including as part of any parent orientation, of all applicable Special Use Permit provisions and requirements.~~ (P&Z) (~~DSUP#2014-0003~~)
26. **CONDITION AMENDED BY STAFF:** Day care center ~~The applicant shall require its employees who drive to~~ shall use the designated spaces in the parking garage in the same building as the day care center ~~and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on site for employees.~~ (T&ES) (~~DSUP#2014-0003~~)

27. **CONDITION DELETED BY STAFF:** ~~The applicant shall contact the Community Relations Unit of the Alexandria Police Department at 703-746-6838 regarding a security assessment for the day care center. It is recommended that it be completed prior to the pre-school center opening for business. (Police) (DSUP#2014-0003)~~
28. **CONDITION DELETED BY STAFF:** ~~The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z) (DSUP#2014-0003)~~
29. A fire prevention permit will be required for this occupancy condition – day care center. (Fire) (DSUP#2014-0003)

***F. SIGNAGE:***

30. **CONDITION AMENDED BY STAFF:** Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, and/or T&ES. In addition to their inclusion in coordinated sign plan, the location of all freestanding signs proposed for each phase of the project shall be depicted elsewhere on respective final site plans to the satisfaction of the Director of Planning & Zoning. (P&Z)(T&ES)(Arch)\* (DSUP#2014-0003)
31. **CONDITION AMENDED BY STAFF:** 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) (DSUP#2014-0003)
32. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z) (DSUP#2014-0003)
33. **CONDITION AMENDED BY STAFF:** Install a temporary informational sign on the site prior to the approval of the final site plan for each phase of 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)\* (~~DSUP#2014-0003~~)

**G. HOUSING:**

34. Affordable Building
- a. The developer of the affordable building shall provide 93 units of dedicated affordable rental units. (Housing)
  - b. Rents payable for all affordable units shall not exceed the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income. Rents shall remain at the established affordable rates for a period of 60 years from the date of initial occupancy of each unit. The owner shall re-certify the incomes of such households annually. (Housing).
  - c. Applicants for the affordable building receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving such assistance. An applicant will be considered income qualified if the amount of rent the applicant can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
  - d. The developer of the affordable building shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 60-year affordability period. (Housing) (~~DSUP#2014-0003~~)

**H. PARKING:**

35. **CONDITION AMENDED BY STAFF:** Locate a minimum of 62 spaces and a maximum of 65 spaces ~~269 parking spaces~~ in the underground garage for residents for Phase 1. and visitors. Locate a minimum of 170 spaces and a maximum of 179 spaces in the underground garage for residents for Phase 2. The parking for the daycare employees shall be provided in the Phase 1 building and shall be made available for residential shared with the visitor parking when the day care is closed only. All remaining unassigned spaces in the garage shall be made generally available to residents and visitors. (P&Z)(T&ES) (~~DSUP#2014-0003~~)
36. **CONDITION DELETED BY STAFF:** ~~In the event that the daycare is operational prior to construction/occupancy of the market rate building, an interim parking management plan for employee parking shall be submitted and approved by the Directors of T&ES and P&Z.~~ (P&Z)(T&ES) (~~DSUP#2014-0003~~)
37. **CONDITION AMENDED BY STAFF:** Provide 75 bicycle parking space(s) for each phase per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES) (~~DSUP#2014-0003~~)

38. **CONDITION AMENDED BY STAFF:** Provide a Parking Management Plan for each phase with the final site plan submission for that phase. The Parking Management Plan for each phase shall be approved by the Departments of P&Z and T&ES prior to the release of ~~the~~ each 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 – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
  - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
  - d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
  - e. Information on proposed staffing needs for peak, non-peak and overnight hours.
  - f. Details of appropriate signage in the parking garage for the daycare/visitor ~~retail~~ parking indicating hours which are reserved for ~~retail~~ (daycare) employees.\* (P&Z)(T&ES) (~~DSUP#2014-0003~~)
39. **CONDITION AMENDED BY STAFF:** The ~~designated~~ daycare pickup/drop-off parking spaces on Fillmore Avenue shall be limited to a total of 4 spaces, and shall be clearly signed and restricted to 15 minute parking during peak pickup and drop-off times (drop-off between the hours of 7:00am and 10:00am and day care center pick-up between the hours of 3pm and 6pm). If additional spaces are required to support adequate operation for pickup and drop off, the request shall be submitted to and approved by the Parking and Traffic Board. Provide details of the signage for approval on the final site plan. \* (P&Z)(T&ES)(PC) (~~DSUP#2014-0003~~)

***I. TRANSPORTATION MANAGEMENT PLAN:***

40. **CONDITION AMENDED BY STAFF:** According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [#SUP2014-0096] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES) (~~DSUP#2014-0003~~)
41. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES) (DSUP#2014-0003)
42. **CONDITION DELETED BY STAFF:** ~~The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the~~

~~established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES) (DSUP#2014-0003)~~

43. **CONDITION AMENDED BY STAFF:** An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$82.58342 per residential unit. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES) (~~DSUP#2014-0003~~)
44. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. \*\*\* (T&ES) (DSUP#2014-0003)
45. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator 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) (DSUP#2014-0003)
46. The TMP Coordinator will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES) (DSUP#2014-0003)
47. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES) (DSUP#2014-0003)

***J. BUS STOPS AND BUS SHELTERS:***

48. **CONDITION AMENDED BY STAFF:** Show a consolidated bus stop and bus shelter on eastbound Fillmore Ave, adjacent to the site, on the site plan on eastbound Fillmore Avenue, between the intersections of Campus Lane and Domain Place. The existing bus

stops at eastbound Fillmore Avenue and Campus Lane, and eastbound Fillmore Avenue and Domain Place shall be removed, including removal of any existing shelters. The new shelter at the consolidated stop shall be maintained by the applicant. Maintenance includes trash pickup, general cleaning, and replacement of broken panels. The bus stop shall be placed to ensure sufficient clearance between the rear or front of the bus and any existing or proposed crosswalk(s) to allow for adequate visibility crossing active traffic.\* (T&ES) (~~DSUP#2014-0003~~)

49. **CONDITION AMENDED BY STAFF:** Provide a pedestrian access plan with ~~the~~ each final site plan to show how pedestrians will be able to access the bus stop and bus shelter from the site. \* (T&ES) (~~DSUP#2014-0003~~)
  
50. **CONDITION AMENDED BY STAFF:** Show all existing and proposed bus stops ~~with associated features, to include shelters, canopies, and benches~~ in the vicinity of the site on the each final site plan. ~~Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real-time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/tes/info/default.aspx?id=6548>.~~ (T&ES) (~~DSUP#2014-0003~~)
  
51. **CONDITION AMENDED BY STAFF:** Install an unobstructed thirty-five (35) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb bus stop passenger loading pad at the consolidated bus stop on eastbound Fillmore Avenue adjacent to the site with Phase 1.
  - a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
  - b. Create a 150 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curb for midblock bus stops. If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required. ~~If the bus stop is located on a bulb out / extension into the roadway, the "No Parking, Bus Stop Zone" shall not be required.~~ At minimum, a bulb out for this particular type of bus stop shall be at least 40 30 feet in length parallel to the curb (does not include the taper) and the bulb shall extend into the roadway to be flush with the parking line limit. Bus path approaching and departing bus bulb-out shall be straight. (T&ES) (~~DSUP#2014-0003~~)

52. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
- a. Located to avoid conflict with vehicles, specifically:
    - i. Trees shall be excluded from a 40 ft. zone which represents the length of the bus as it is serving the stop.
    - ii. Trees within both the 10 ft. departure zone and the 20 ft. approach zone (on either side of the 40 ft. zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
  - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
  - c. Selected from upright branching species in areas where relevant design guidelines do not otherwise specify
  - d. Installed with a minimum six feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
  - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES) (DSUP#2014-0003)

**K. SITE PLAN:**

53. 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) (DSUP#2014-0003)
54. **CONDITION AMENDED BY STAFF:** The applicant shall submit a plat that includes the subdivision and vacation of public right-of-way applicable to both project phases, and all applicable easements for Phase 1 of the project, prior to concurrent with the Phase 1 final site plan submission. The This plat(s) shall be approved prior to the release of the final site plan for Phase 1 of the project. In addition, the applicant shall submit a plat that includes all applicable easements for Phase 2 of the project current with the Phase 2 final site plan submission. This plat(s) shall be approved prior to the release of the Phase 2 final site plan. (P&Z)(T&ES)\* (DSUP#2014-0003)
55. Approval of the requested vacation of a portion of the existing Echols Avenue right-of-way (approximately 8,888 sf in area) shall be subject to the following:
- a. The vacated right-of-way shall be consolidated with the adjoining lots, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of the final site plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.

- b. The applicant shall be responsible for perpetual ownership, development and maintenance of the improvements constructed in the vacated right-of-way.
  - c. All remaining utilities in the vacated right of way shall be covered by utility easements.
  - d. This area shall be covered by a public access easement and an emergency vehicle access easement that allows the public to use the improvements constructed in the vacated public right-of-way. (T&ES) (P&Z) (DSUP#2014-0003)
56. **CONDITION AMENDED BY STAFF:** The plat shall be recorded and a copy of the recorded plat shall be submitted to City staff prior to the release of the building permit for Phase 1 of the project. (P&Z)\*\* (~~DSUP#2014-0003~~)
57. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA) (DSUP#2014-0003)
58. **CONDITION AMENDED BY STAFF:** Provide a lighting plan with ~~the~~ each 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. If existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
  - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.

- g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - l. 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.
  - m. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - o. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
  - p. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(~~DSUP#2014-0003~~)
59. **CONDITION AMENDED BY STAFF:** Provide a unit numbering plan for each floor of a multi-unit building with ~~the~~ each 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)(GIS) (~~DSUP#2014-0003~~)
60. 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) (DSUP#2014-0003)
61. The applicant shall provide a space within the public right of way behind the curb along the Fillmore Avenue frontage (42' long x 12' wide) for a future bikeshare station. (T&ES)\* (DSUP#2014-0003)

***L. CONSTRUCTION MANAGEMENT:***

62. **CONDITION AMENDED BY STAFF:** Submit a construction phasing plan with each phase 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) (~~DSUP#2014-0003~~)

63. **CONDITION AMENDED BY STAFF:** Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to each final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
  - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
  - c. Include the overall schedule for construction and the hauling route;
  - d. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage of materials 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 prepared drawings shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.
  - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)(Code) (~~DSUP#2014-0003~~)
64. **CONDITION AMENDED BY STAFF:** Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% 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 each 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) (~~DSUP#2014-0003~~)

65. **CONDITION AMENDED BY STAFF:** 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 projects. (T&ES) (~~DSUP#2014-0003~~)
66. No major construction staging shall be allowed within the public right-of-way on Fillmore Avenue or Echols Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES) (DSUP#2014-0003)
67. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on Fillmore Avenue a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES) (DSUP#2014-0003)
68. 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 1 Erosion and Sediment Control sheets on the site plan. (T&ES) (DSUP#2014-0003)
69. **CONDITION AMENDED BY STAFF:** Prior to commencing clearing and grading of the site with each phase, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES) (~~DSUP#2014-0003~~)
70. **CONDITION AMENDED BY STAFF:** Prior to commencement of landscape installation/planting operations for each phase, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z) (~~DSUP#2014-0003~~)
71. **CONDITION AMENDED BY STAFF:** Identify a person who will serve as a liaison to the community throughout the duration of construction for each phase. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES) (~~DSUP#2014-0003~~)
72. **CONDITION AMENDED BY STAFF:** Implement a waste and refuse control program during the construction phases 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) (DSUP#2014-0003)

73. **CONDITION AMENDED BY STAFF:** Temporary construction and/or on-site sales trailer(s) shall be permitted for each phase and shall 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) (DSUP#2014-0003)
74. 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) (DSUP#2014-0003)
75. **CONDITION AMENDED BY STAFF:** Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit for each phase. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z) (T&ES) (DSUP#2014-0003)
76. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSUP#2014-0003)
77. **CONDITION AMENDED BY STAFF:** If there are outstanding performance, completion or other bonds for the benefit of the City in effect for ~~the property~~ each phase at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES) (DSUP#2014-0003)

**M. ~~SOLID WASTE RESOURCE RECOVERY:~~**

78. **CONDITION AMENDED BY STAFF:** Provide \$896 per receptacle to the Director of T&ES for purchase and installation of three one (3 1) Victor Stanley Ironsites Series model SD-42 receptacles with Dome Lid per block face dedicated to trash collection for Phase 1. Provide \$896 per receptacle to the Director of T&ES for purchase and

installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection to Phase 2. The receptacle(s) shall be placed in the public right of way. 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) (DSUP#2014-0003)

79. **CONDITION AMENDED BY STAFF:** Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of three ~~one~~ (3 ~~1~~) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection for Phase 1. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection to Phase 2. The receptacle(s) shall be placed in the public right of way. 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) (DSUP#2014-0003)

***N. STREETS / TRAFFIC:***

80. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES) (DSUP#2014-0003)
81. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES) (DSUP#2014-0003)
82. Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES) (DSUP#2014-0003)
83. 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) (DSUP#2014-0003)
84. **CONDITION AMENDED BY STAFF:** The slope on parking ramp from the public right-of-way 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) (DSUP#2014-0003)

***O. UTILITIES:***

85. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES) (DSUP#2014-0003)
86. The existing aerial utility facilities along the Fillmore Avenue property frontage will be required to be undergrounded. The undergrounding design shall be included in the final site plan. (T&ES)\* (DSUP#2014-0003)

**P. SOILS:**

87. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES) (DSUP#2014-0003)

**Q. WATERSHED, WETLANDS, & RPAs:**

88. The project site lies within Four Mile Run Watershed (Zone B) thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year and 10-year storm events. NVPDC maintains a computer model for the watershed. For the Zone B, developers must arrange for a model run of the effects of their project on 100-year peak flow in the channel. Please contact Brian Rahal at 703-746-4057 for assistance. (T&ES) (DSUP#2014-0003)
89. 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) (DSUP#2014-0003)
90. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES) (DSUP#2014-0003)

**R. STORMWATER MANAGEMENT:**

91. The City of Alexandria's storm water management regulations regarding water quality are two-fold: 1) phosphorus removal requirement and 2) the Alexandria water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the Alexandria water quality default requirement. The Alexandria water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSUP#2014-0003)
92. 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) (DSUP#2014-0003)

93. 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) (DSUP#2014-0003)
94. 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) (DSUP#2014-0003)
95. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the required BMP Maintenance Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES) (DSUP#2014-0003)
96. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES) (DSUP#2014-0003)
97. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
  - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
  - b. The Developer shall furnish each home purchaser with a brochure describing the 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:

98. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES) (DSUP#2014-0003)
99. 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) (DSUP#2014-0003)
100. 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) (DSUP#2014-0003)

**S. CONTAMINATED LAND:**

101. 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) (DSUP#2014-0003)
- 101A. **CONDITION ADDED BY STAFF:** If environmental site assessments or investigations discover the presence of contamination on site, each final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil. Include description of environmentally sound

- methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)
- 101B. **CONDITION AMENDED BY STAFF:** Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the final site plan. (T&ES)
- 101C. **CONDITION AMENDED BY STAFF:** If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

***T. NOISE:***

- 102. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES) (DSUP#2014-0003)
- 103. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES) (DSUP#2014-0003)
- 104. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES) (DSUP#2014-0003)

**U. AIR POLLUTION:**

105. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES) (DSUP#2014-0003)
106. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES) (DSUP#2014-0003)
107. No material may be disposed of by venting into the atmosphere. (T&ES) (DSUP#2014-0003)
108. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSUP#2014-0003)

**V. ARCHAEOLOGY:**

109. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology) (DSUP#2014-0003)
110. 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) (DSUP#2014-0003)

**W. DISCLOSURE REQUIREMENTS:**

111. The Condominium / Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
  - a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.
  - b. The trees to be protected as depicted on the approved site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
  - c. Any proposal to remove a tree that is designated to be retained on the approved site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z) (DSUP#2014-0003)

112. **CONDITION AMENDED BY STAFF:** All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
  - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
  - c. No more than two parking spaces shall be ~~assigned~~ offered to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
  - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
  - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
  - f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.  
\*\*\* (P&Z) (~~DSUP#2014-0003~~)

**X. WASTEWATER / SANITARY SEWERS:**

113. **CONDITION ADDED BY STAFF:** There are five sanitary sewer segments (001379SEWP, 001383SEWP, 001396SEWP, 001395SEWP and 001394SEWP) that are inadequate to serve the proposed development as determined by the applicant's sanitary sewer adequate outfall analysis completed per the City's Memo to Industry 06-14 and presented in the Preliminary Site Plan. Three pipe segments 001379SEWP, 001383SEWP and 001396SEWP will require lining, and two pipe segments 001395SEWP and 001394SEWP shall require replacement to support the proposed development. Therefore, the applicant must, as part of the first Final Site Plan, identify and propose design and construction of infrastructure improvements to accommodate the proposed development. All proposed infrastructure (except lining that should accommodate the proposed development) must be designed and constructed to support future growth/build out conditions. Incremental costs attributed towards upsizing to accommodate build out conditions shall be credited against the sanitary sewer connection fee. The total credit will be determined by the Director of T&ES.\* (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 (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\* (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. \*\*\*\* (P&Z) (T&ES)

**Transportation and Environmental Services**

- F - 1. Sheet P-0403; lateral connections shall not be connected directly to manholes but shall be connected per the City's standard lateral connection detail. (T&ES- IROW)
- F - 2. P-0403; clarify if structure 1765 is a manhole on the plan. (T&ES- IROW)
- F - 3. Revise the Environmental Site Assessment note on the cover page to include the presence of steep slopes greater than 15% for the project site. (T&ES- Storm)
- F - 4. The applicant should continue to seek ways to reduce post development impervious area by adding portions of green roof or pervious pavement. (T&ES- Storm)
- F - 5. Pursuant to the state stormwater regulations, the project shall remain subject to the previous technical criteria until July 1, 2029. Portions of the project not under construction at that time shall be subject to any new technical criteria in effect at that time. (T&ES- Storm)
- F - 6. 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 - 7. 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 - 8. 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 - 9. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 10. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 11. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 12. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 13. 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 - 14. 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 - 15. 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 - 16. 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 - 17. 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 - 18. 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 - 19. 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 - 20. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 21. 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 - 22. A Traffic Control Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only". (T&ES)
- F - 23. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- F - 24. **FINDING ADDED BY STAFF:** The applicant should encourage its employees to use public transportation to travel to and from work. The business may contact Local Motion at 703-746-4686 for information on establishing an employee transportation benefits program. (T&ES)
- F - 25. **FINDING ADDED BY STAFF:** The applicant should provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Local Motion at 703-746-4686 or [www.alexandriava.gov/LocalMotion](http://www.alexandriava.gov/LocalMotion) for more information about available resources. (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 from 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 Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 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 - 8 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 - 9 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 12 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 13 The sewer tap fee must be paid prior to release of the site plan.\* (T&ES)
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.\* (T&ES)
- C - 15 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 - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 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 - 18 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 - 19 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 - 20 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 - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 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 - 24 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 - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 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 Construction General Permit and associated Stormwater Pollution Prevention Plan. \* (T&ES)

C - 27 The applicant shall provide a complete Stormwater Pollution Prevention Plan (SWPPP) with the Final #1 submission. \* (T&ES)

C - 28 **CODE REQUIREMENT ADDED BY STAFF:** The project received VPDES Construction General Permit (CGP) Coverage effective July 1, 2014 and is therefore subject to the old technical criteria found in Part II.C of the VSMP Regulations for an additional two permit cycles (through June 30, 2028). Portions of the project not under construction at that time shall become subject to any new technical criteria adopted by the state. Plan modifications that increase the impervious area, and therefore the pollutant load or flows from the project, from those approved in DSP2014-00003 will required to demonstrate compliance with the new technical criteria found in Part II.B of the VSMP Regulations. (T&ES- SWM)

**VAWC Comments:**

VAWC has no comments.

**AlexRenew Comments:**

No comments received from ARenew.

**Archaeology**

F-1 Archaeology deems this plan complete.

F-2 Historic maps indicate that the Dove and Green family farmstead was once located less than 200 ft. to the west from the parcel at 5001 Echols. John Green acquired a 58-acre parcel that encompassed the subject properties in 1859. Green died soon after acquiring the property and it passed to his sister Margaret Green Dove. In 1876 the Dove heirs sold the property to Samuel Ceas, and by the early twentieth century the farmstead was no longer standing. The Dove family established a small cemetery for family members at 5190 Dawes Avenue, far enough away from the subject properties to have no bearing on them. At some point in the mid-twentieth century the burials were removed from the Dove Family Cemetery by a local funeral home.

F-2 The subject properties are partially developed and located on sloping terrain, both conditions which mitigate against the possibility for significant archaeological resources to be present. Nevertheless, because of the proximity of the Dove/Green farm, a measure of caution is appropriate here.

R-1 Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are

discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

- R-2 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)
- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

*Note: under Archaeology Notes on the Final Site Plan in several places there is reference for the applicant to notify Alexandria Archaeology two weeks before the start of ground disturbance. This is not necessary and the “two week” notification can be struck from the site plans.*

- F-1 The following comments are for completeness review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or [maurice.jones@alexandriava.gov](mailto:maurice.jones@alexandriava.gov).

**Acknowledged by applicant.**

- F-2 Plans should show location of all existing fire hydrants in and around site and if applicable, any fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply. Fire Hydrants shall remain in-service and unobstructed during construction.

**Information provided by applicant.**

- F-3 All fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service.

**Previously acknowledged by applicant.**

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

building with a width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.

- a) **“T” turn around on West side of property has been designated as an EVE that will meet City standards. Use mountable curb detail provided in Item C-7 for design of mountable curb. Applicant indicates mountable curb detail will be included in final site plan.**
- b) **Applicant has provided two FDC’s on each building.**
- c) **Existing and proposed hydrants are within the required maximum distance from all FDC;’s.**
- d) **See Item C.**
- e) **See Item A.**
- f) **Fire lines are shown and sized but size is subject to confirmation by fire protection contractor based on system design requirements.**

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

**Applicant has provided requested information.**

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

**Applicant has agreed to the following that will be submitted as a Code Modification to the Code Administration office for review.**

- 1) **Construction Type to be IIIA (IIIB is the code minimum)**
- 2) **Two egress stairs shall extend to the roof (only one required)**
- 3) **Fire pump and elevator shall be on the generator**
- 4) **Follow the building code for high rise construction only with respect to fire/smoke detection.**
- 5) **Provide sprinkler system per NFPA 13**
- 6) **Provide for radio communications. This will be filed tested during construction based on performance specifications from the City Radio Manager**

C-4 The applicant shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire

Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.

**Approved November 6, 2015.**

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

**Previously acknowledged by applicant.**

- C-6 The applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

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

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

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

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

**Previously acknowledged by applicant and will be address at time of permit**

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

**Emergency Vehicle Easements**

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

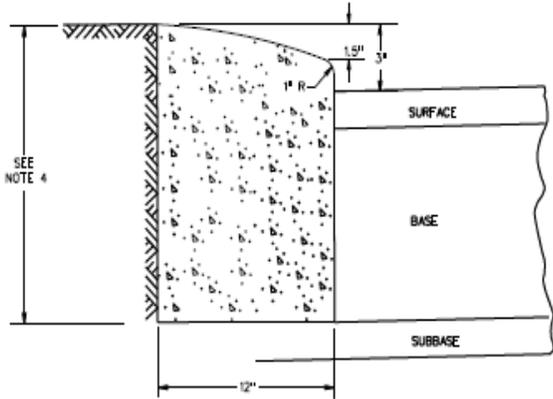
**Sign Specifications.** Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE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

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

MOD. CG-3

NOTES:

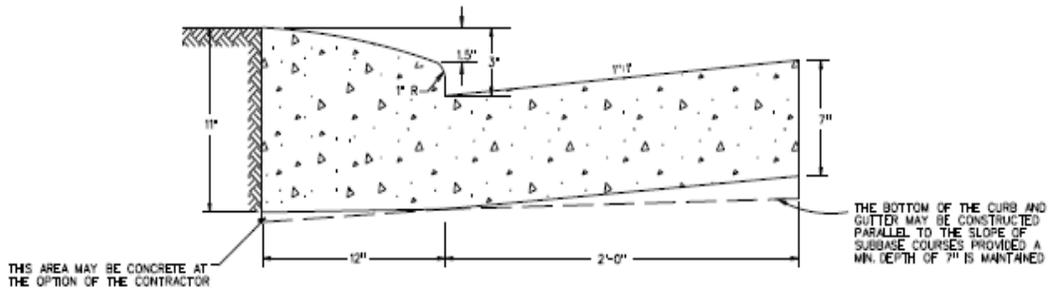
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE. 4000 PSI IF PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) WILL BE PAID FOR AS RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (3" DEPTH) OR INCREASED AS MUCH AS 3" (3" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL CONFORM WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE THE DEPTH IS TO BE 15" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.
5. WHEN THE MODIFIED CURB IS TO BE TIED INTO BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN 10' OR THE CHANGE IN STANDARDS MADE AT REGULAR OPENINGS.



MODIFIED 3" CURB

MOD. CG-7

- NOTES:
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
  2. CONCRETE TO BE CLASS A3 F CAST IN PLACE.  
4000 PSI F PRECAST.
  3. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) SHALL BE PAD FOR AS RADIAL COMBINATION CURB & GUTTER.
  4. FOR USE WITH STABILIZED OPEN-GRADED DRAINAGE LAYER, THE BOTTOM OF THE CURB AND GUTTER SHALL BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBBASE COURSES AND TO THE DEPTH OF THE PAVEMENT.
  5. WHEN THIS MODIFIED CURB IS TO BE TIED INTO BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN 10' OR THE CHANGE IN STANDARDS MADE AT REGULAR OPENINGS.



MODIFIED COMBINATION 3" CURB & GUTTER



Fire Lane Sign Left Arrow      Fire Lane Sign Right Arrow



**Applicant indicates a mountable curb will be installed at “T”. One of the above design shall be used for the curb. Will be on final site plan.**

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

Tower 203 Turning Specifications

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

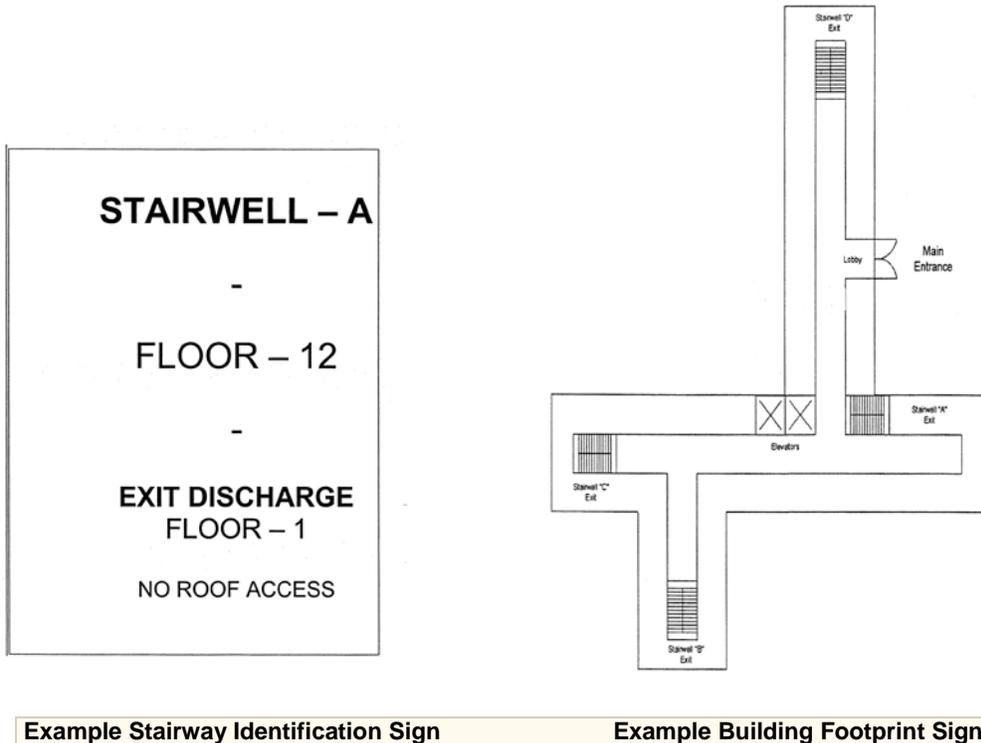
**Applicant previously demonstrated the turning movement at the “T” turn around.**

C-9 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

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

**Sign requirements.** Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

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



**Previously acknowledged by applicant.**

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

**Previously acknowledged by applicant; two stairs will provide direct access to the roof.**

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

## **X. ATTACHMENT**

### **Approved Transportation Management Plan AHC – St. James TMP SUP#2014-0096**

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

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

The Transportation Management Program for AHC -St James 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 Sample Project site is served by many Metrobus lines and one DASH line, and is planned to be in the vicinity of the West End Transitway. The Sample Project development has a goal of 35% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

#### **2. TMP Organization, Funding and Reporting**

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The 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 Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% 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:

	<b>Land Use*</b>	
	<b>Dwelling Units</b>	<b>Commercial Sf</b>
<b>AHC St James</b>	224	1,800

*\*As of November 12, 2014. Subject to change.*

- 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 residents.
  - 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 may be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
  - vii. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the 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 35% of single occupant vehicles for residents, based on the project's size and the benefits to be offered to tenants. The annual contribution rate for this fund shall be \$82.42 per occupied dwelling unit. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate

shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
- 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. Providing shuttle services or partnering with neighboring organizations for shuttle services.
- viii. 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.

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

