



Docket Item #5 A-C

Master Plan Amendment #2013-0003

Rezoning #2013-0004

Development Special Use Permit #2012-0031

Application	General Data	
Project Name: Slaters Lane Residences	PC Hearing:	November 7, 2013
	CC Hearing:	November 16, 2013
	If approved, DSUP Expiration:	November 16, 2016
	Plan Acreage:	0.52 acres or 22,464 sq. ft.
Location: 800 and 820 Slaters Lane	Zone:	RC with Proffers
	Proposed Use:	Residential
	Dwelling Units:	33 units (31 market rate and 2 for-sale affordable)
	Gross Floor Area:	56,686 sq. ft.
Applicant: CIAM Slaters, LLC, represented by Duncan Blair, Esq.	Small Area Plan:	Northeast
	Historic District:	Not Applicable
	Green Building:	LEED Certified or Equivalent

Purpose of Application
The applicant requests approval of a Rezoning/ Map Amendment and Development Special Use Permit with Site Plan with modifications to construct an approximately 56,686 sq. ft. multi-family residential building with 33 dwelling units, including two for-sale affordable dwelling units.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. An amendment to the Northeast Small Area Plan chapter of the Master Plan for a height increase. 2. Rezoning to amend the existing proffers. 3. Development Special Use Permit with Site Plan to construct the approximately 56,686 sq. ft. residential building. 4. Special Use Permit to allow tandem parking or a parking reduction. 5. Special Use Permit pursuant to Section 7-700 to allow an increase in density and floor area to allow for affordable dwelling units. 6. Modification to the open space requirement of 320 sq. ft. per dwelling unit (10,560 sq. ft. total) to be instead 267 sq. ft. per dwelling unit (8,834 sq. ft. total). 7. Modification to reduce the required yard setbacks for both side yards and the rear yard.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Patricia Escher, AICP, Principal Planner; patricia.escher@alexandriava.gov Colleen Willger, AICP, LEED AP BD+C, Urban Planner; colleen.willger@alexandriava.gov

CITY COUNCIL ACTION, NOVEMBER 16, 2013: This item was deferred at the request of the applicant.

PLANNING COMMISSION ACTION, NOVEMBER 7, 2013:

Master Plan Amendment #2013-00003

On a motion made by Commissioner Macek, seconded by Commissioner Hyra, the Planning Commission voted to **adopt** the Master Plan Amendment #2013-00003 resolution to amend the Northeast Small Area Plan to amend the proffers and to amend the building height map in the Master Plan for this property only, consistent with the proffered plans. The motion carried on a vote of 4-3 with Commissioners Wagner, Lyman and Chairman Komoroske voting against.

Rezoning #2013-00004

On a motion made by Commissioner Macek, seconded by Commissioner Hyra, the Planning Commission voted to **recommend approval** of Rezoning #2013-00004 request to amend the proffers for adherence to the submitted plan. The motion carried on a vote of 4-3 with Commissioners Wagner, Lyman and Chairman Komoroske voting against.

Development Special Use Permit #2012-00031

On a motion made by Commissioner Macek, seconded by Commissioner Hyra, the Planning Commission voted to **recommend approval** of Development Special Use Permit with Site Plan #2012-00031 subject to compliance with all applicable codes, ordinances and staff recommendations to add a new condition . The motion carried on a vote of 4-3 with Commissioners Wagner, Lyman and Chairman Komoroske voting against.

Reason: The Planning Commission found that the proposal was consistent with the goals and intent of the Master Plan as well as the Affordable Housing. The Commission discussed the community opposition to the proposal and acknowledged the opposition was expressed late in the process. Commissioners Macek, Hyra, Wasowski, and Vice Chairman Dunn supported the proposal due to the variety in the roof form/building design that will add interest to the neighborhood and that fact that this thirty-three (33) unit development was providing two, on-site affordable housing units, which they stated procuring affordable units in the City is continuing to be a challenge. However, Commissioners Lyman and Wagner, as well as Chairman Komoroske voted against the proposal. Commissioner Lyman stated her belief that the building is too tall, does not fit in the context of the neighborhood, and the addition of two affordable housing units is not worth the density added. Commissioner Wagner expressed concern about the building design being similar to other designs in the region.

The applicant also requested a condition be added as a condition of approval:

CONDITION ADDED BY PLANNING COMMISSION: Prior to the release of the Final Site Plan (or First Certificate of Occupancy) the Applicant, and the Old Town Crescent Condominium and the Old Town Crescent Townhouse Association shall enter into a Shared Driveway Maintenance Agreement including those items specifically outlined in the letter to the Old Town Crescent Townhouse Association dated October 14, 2013 from Stephen A. Bannister,

Managing Partner for CIAM-Slaters, LLC.

Speakers:

Duncan Blair, representing the applicant.

Linda Dwyer, 915 Bernard Street, President of the Old Town Crescent Townhouse Association and adjacent property owner, expressed concern for the closure of the curb cuts on Slaters Lane and alley access. Ms. Dwyer stated that although the Association does not oppose the residential building, they agree with the Northeast Citizens' Association that the scope of the proposal increased compared to the 2005 approval.

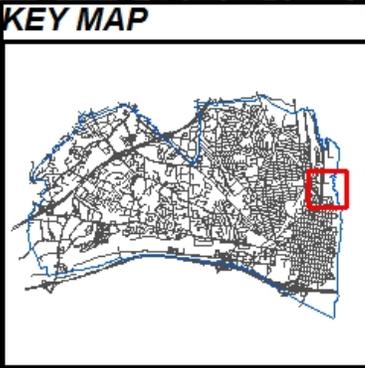
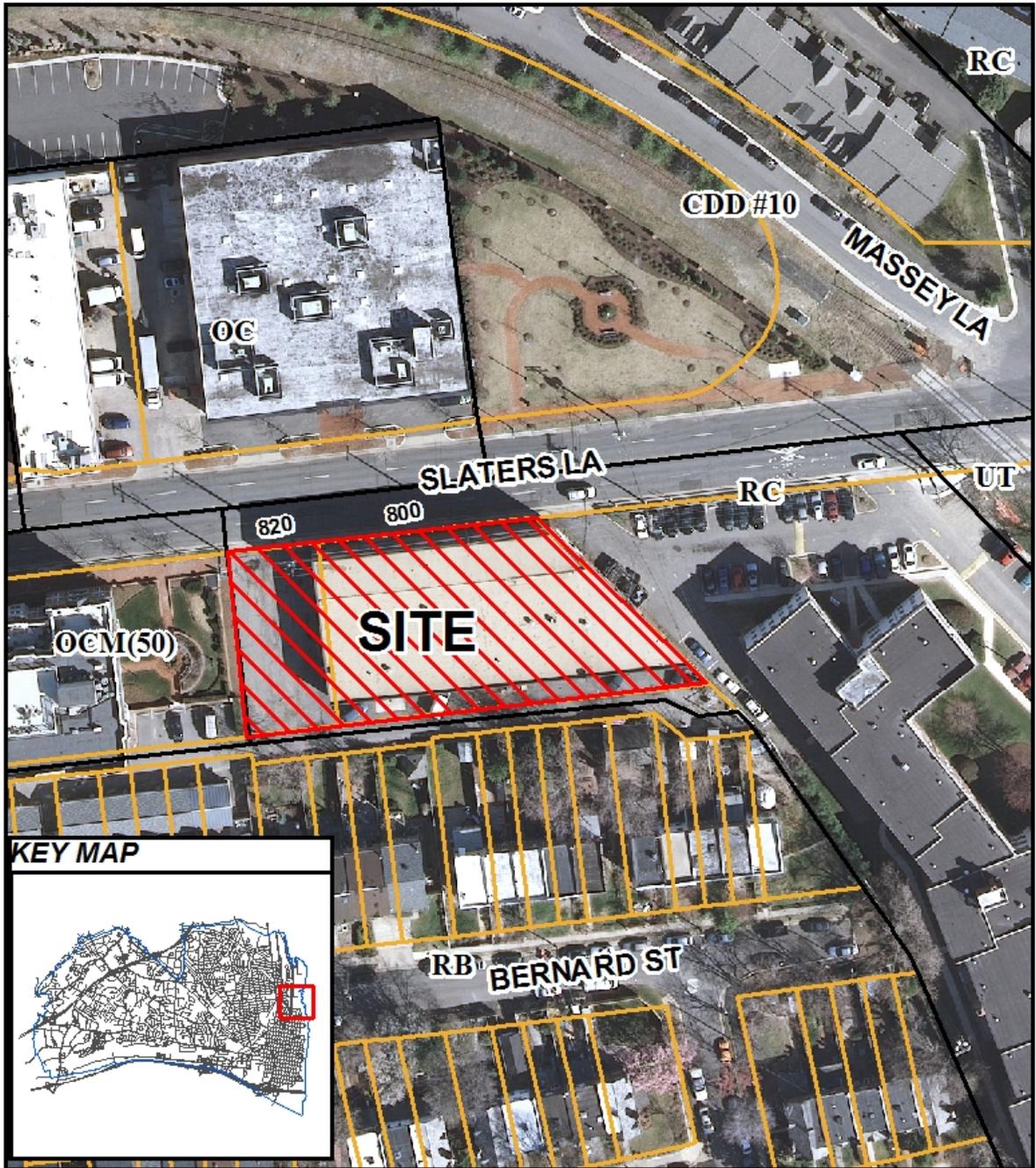
Richard Cooper, 1219 Powhatan Street, representing the Northeast Citizens' Association, spoke in opposition to the proposal. Mr. Cooper expressed the Association's concern with the height of the proposed building and the proposal's compatibility with the neighborhood.

Marianne Anderson, 1224 Michigan Court, voiced concern with the height of the building, the pergola design, and the staff emphasis regarding the affordable housing.

Poul Hertel, 1217 Michigan Court, spoke in opposition to the proposal due to the building design. Mr. Hertel voiced concern about the building views from Michigan Avenue. He also discussed his preference for rental affordable housing instead of for-sale affordable units. Mr. Hertel expressed disappointment that the previous design in the 2005 approval was no longer feasible.

Philip Mattis, 219 North Pitt Street, a previous owner at the Old Town Crescent Condominiums, questioned the height of the building and the affordable housing policy.

Katy Cannady, 20 East Oak Street, a member of the Federation of Civic Associations, stated that at the October 30 Federation meeting concerns were expressed, including a person who commented that the proposed building looked similar to The Henry. She also stated another person questioned the alley access.



MPA #2013-0003
REZ #2013-0004
DSUP #2012-0031
800 & 820 Slaters LA

11/7/2013 N



I. SUMMARY

A. Recommendation & Summary of Topics

Staff is recommending approval of DSUP #2012-0031, all the associated applications, and requests because staff believes the application is in compliance with the City's adopted plans and policies, is providing two affordable dwelling units, and is replacing an older, outdated structure with a newly constructed residential building with high quality materials and appealing design. The project site is within close proximity to the George Washington Memorial Parkway and serves as a gateway to the neighborhood.

The topics that are discussed in greater detail in the report include:

- Affordable housing
- Compatibility with the existing neighborhood
- Building design
- Height and density
- Site access and circulation

B. General Project Description

The subject property is three lots of record located at 800 and 820 Slaters Lane, the existing Nordic Press site. The three lots total approximately 0.52 acres or 22,484 sq. ft. and are located in the Northeast Small Area Plan portion of the city. The applicant, CIAM Slaters, LLC, is proposing to construct an approximately 56,686 sq. ft. residential building comprised of 33 residential dwelling units. The proposal includes two, for-sale, affordable dwelling units and approximately 8,834 sq. ft. of open space. Required parking will be located predominantly in an underground garage, with all nine visitor parking spaces at grade, behind the building. The building will front on Slaters Lane and the site will have vehicle access from the existing rear alley. The building height proposed is 51 feet to the top of the parapet along Slaters Lane and the rear alley, with an approximate 59 foot building height in the center of the roof line to accommodate loft units on the fifth floor.

II. BACKGROUND

A. Site Context

The project site is located in the Northeast Small Area Plan area of the city, between Route 1 to the west and the George Washington Memorial Parkway to the east. Potomac Plaza, the CSX railroad, and Old Town Greens are north of the site, while Old Town Crescent is to the west, the Rennie Subdivision and Gorham Tract are located to the south of the site. Overall, the neighborhood is a compilation of residential developments with some office and retail uses along the Slaters Lane corridor.

The building types in the area are a mixture of townhomes, multifamily buildings, retail shops, and offices. The placement of these buildings on their sites is indicative of their use: townhomes

are set back from the street with small front yards, multifamily and office buildings are located closer to the street with pockets of landscaping to soften building's facade and provide visual interest, while the retail shops are closest to the street with areas for outside seating, providing opportunities for social interaction. The heights of the buildings range from 20 feet to 50 feet.

The street pattern for the neighborhood is generally a modified grid, except for the curvilinear Massey Lane which follows the CSX railroad spur. Slaters Lane serves as the primary east-west multi-modal connection between Route 1 and the George Washington Memorial Parkway.

B. Procedural Background

The Slaters Lane corridor has experienced an emergence of residential, office, and retail redevelopment over the last ten plus years as a result of the Potomac Yard redevelopment approvals. The Potomac Yard approvals changed the vision of Slaters Lane from an isolated, auto-oriented, neighborhood with narrow sidewalks, vacant or commercial/industrial buildings into a connected, pedestrian-oriented, mixed-use neighborhood. The Nordic Press property is one of the last remaining commercial/industrial uses in the neighborhood to redevelop. Some of the redeveloped residential sites are Old Town Greens, Old Town Crescent, and the Fairchild with the commercial redevelopment of Potomac Plaza. The Nordic Press property was previously approved in 2005 for a 28 residential unit building.

The 2005 approval included requests for a rezoning with a "proffer" to a specific site and building design. This voluntary restriction known as a "proffer" provided assurance to the community and the City that what was being represented and approved would be built in compliance with those documents. There was concern with the rezoning request because the request would change the land use classification from CSL Commercial Service Low to RC High Density Apartment. The zoning standards of the RC zone allow for higher density and heights than the CSL zone. For instance the building height could increase from 50 feet up to 150 feet and the floor area ratio (FAR) could increase from 0.75 to 1.25. However, as part of the community outreach process, the applicant voluntarily limited the development rights of the property by "proffering" to the specific site layout, building design and height as part of the rezoning. If the developer wanted to deviate from the approved site plan in any way, the applicant would have to go through the public review process and secure another rezoning for the property.

Demolition of the Nordic Press building required approval by the Board of Architectural Review since the building is located within 500 feet of the George Washington Memorial Parkway and therefore within the boundaries of the Old and Historic Alexandria District. The rezoning and site plan applications were first reviewed by Planning Commission and City Council, and subsequently reviewed by the Board of Architectural Review, as is consistent with the City's process for development cases with fundamental land use decisions, such as a rezoning.

The Old and Historic Alexandria District Board of Architectural Review approved a Permit to Demolish the building on April 18, 2007 (BAR Case # 2007-0060). The Board found that the 1950s commercial warehouse building had no architectural or historical significance and met

none of the criteria for a Permit to Demolish. Because no portion of the proposed new construction will be located within the Old and Historic Alexandria District's boundaries, no additional BAR review is necessary.

Since the October 2005 City Council approval, the applicant proceeded with the final site plan and building permit processes; but due to the economic downturn in the market the final approvals, bonding and release of plans did not occur. The site plan expired in April of 2007 and is no longer valid. Nevertheless, the RC zoning with the voluntary proffers /restrictions remains intact. Therefore the previously approved site plan and building design could come before the Planning Commission as a development site plan. However, since the applicant has changed the site layout and building design these changes require amending the existing proffer and therefore involves a rezoning of the property.

C. Detailed Project Description

The applicant is proposing an approximately 56,686 sq. ft. multifamily building that will contain 33 dwellings. The 57 vehicular parking spaces and five bicycle parking spaces will be located in an underground garage. Approximately nine visitor parking spaces will be provided at the rear of the site in a surface parking area. Roof top terraces will be provided on the fourth floor. Ground level open space will be located on either side and in the rear of the building.

The building abuts the front property line and is centrally located within the side property lines. This placement creates a strong streetwall along Slaters Lane. New open space on the west side will connect to the existing courtyard next to Old Town Crescent, resulting in a contiguous landscape. A courtyard and garage access to the east will provide a buffer to the neighboring apartments and utilize an existing curb cut. The rear of the property will contain the visitor parking and a wider alley than currently exists. Pedestrians will access the site primarily from Slaters Lane, while vehicular access to the site will be from the rear of the property, using the existing alley.

The overall style of the building is a contemporary interpretation of the Italianate style. The building is approximately 50 feet tall along Slaters Lane and the rear of the property. The building height increases to approximately 58 feet at the center of the building to allow for loft units on the fifth floor. These loft units vary in width and configuration, stepping back from the edge of the building face with varying widths, providing additional interest to the building top. There are two tower elements proposed on either end of building. One feature on the northeast corner addresses the views from the George Washington Parkway and gives it prominence. The other tower feature on the western façade creates some symmetrical balance to the building design. The pedestrian entrance to the building is also located on the northeast corner. The building materials will be high quality brick, glass, metal, and wood.

III. ZONING

The current zone, RC with proffers, is based on the RC/High Density Apartment Zone. The intent of this zone is to, "provide and maintain land areas for high density apartment buildings

and to permit limited commercial uses in such structures. Nonresidential uses of a noncommercial nature which are related to, supportive of, and customarily found in such residential neighborhoods are also permitted” (Section 3-901).

Table 1. Zoning Information

Property Address:	800 and 820 Slaters Lane	
Total Site Area:	0.52 acres or 22,484 sq. ft.	
Zone:	RC with proffers	
Current Use:	Commercial/Industrial (printing press)	
Proposed Use:	Residential	
	Permitted/Required	Proposed
FAR	1.25	1.49 with Section 7-700
Height	150 ft. (65 foot proffer)	62.75 ft.*
Setbacks		
Front	0 – none required	0 – none required
Side	1:3 ratio, minimum 16 ft. (20.9 ft.)	13.4 ft. on east side** 14 ft. on west side**
Rear	1:1 ratio, minimum 8 ft. (62.7 ft.)	37 ft.**
Open Space	320 sq. ft. per dwelling unit or 40% of lot area, whichever is greater (10,560 sq. ft. total)	267 sq. ft. per dwelling unit (8,834 sq. ft. total)***
Parking		
Residential	54 spaces	57 spaces
Visitor	9 spaces****	9 spaces
Total:	63 spaces*****	66 spaces*****
Loading spaces:	0 – none required	0 – none required
Bicycle spaces:	5 (4 residential, 1 visitor)	5 (within garage)

* Height is limited by the proffer and not by the zone restrictions.

** Applicant is requesting a modification to the setback requirements.

*** Applicant is requesting a modification to the open space requirements.

**** Visitor parking spaces are not required, however the practice is to provide an additional 15% of the required parking spaces for visitor parking. In this instance, 15% of the required spaces is 8.1 (9) spaces.

***** Applicant is requesting a parking reduction for the use of 23 tandem parking spaces for two-bedroom units.

IV. STAFF ANALYSIS

A. Affordable Housing, compliance with the City's policy

The applicant has requested the use of Section 7-700 of the City's Zoning Ordinance that allows up to a 20 percent increase in density in exchange for on-site affordable housing units. The proposed density increase request would increase the number of dwelling units that can be constructed on this site from 28 to 33 units. In exchange for this increase the applicant has submitted an affordable housing plan that would set aside two for-sale units for low- to moderate-income households, consistent allocation of one-third of the bonus density units. The two units will consist of one (1) one-bedroom unit to be marketed and sold at \$175,000 and one (1) two-bedroom unit that will be marketed and sold for \$225,000. In order to preserve the long-term affordability of these homeownership units, the City employs an equity sharing model that is enforced through a restrictive covenant document which controls the future resale price, process and certain other elements of ownership. The equity share is based on the percentage discount applied to the purchase price (market value minus the affordable sale price, divided by the market value). This discount is applied to future price appreciation as a sale price discount for future low and moderate income purchasers. Other key elements of the restrictive covenant document include a requirement that the unit be the purchaser's primary residence, that the resale price be determined by a market appraisal, and that the unit be marketed for at least six months to income-eligible, first-time homebuyers.

In addition to the affordable housing plan that has been submitted, the applicant has also proposed to make a voluntary contribution to the City's Housing Trust Fund in an amount of \$117,272 which is consistent with the voluntary formula accepted by City Council in June of 2005. The City's Affordable Housing Advisory Committee reviewed and approved the Applicant's Affordable Housing Plan at its regularly scheduled meeting on October 3, 2013, and the Office of Housing recommends approval.

B. Any Master Plan Amendments/Rezoning Being Requested

The proposal includes a request for amendments to the Northeast Small Area Plan to change the allowable building height from 150 feet to 65 feet for the subject property only and to amend the Small Area Plan maps to show these changes. Concurrent with the Master Plan amendment request is the actual rezoning of the property to revise the proffers. The voluntary proffer is for 2 on-site, for-sale, affordable housing units and ties the development of the parcel to this specific development proposal. The applicant will have to proceed with this exact proposal as presented or the applicant would have to go through another public process to amend the zoning district, similar to the Safeway proposal on King Street or the Delaney on South Pickett Street.

Staff supports the request to rezone the property for various reasons but specifically the following: (1) the proposal is consistent with the intent of the Master Plan; and (2) the proposal is compatible with the existing neighborhood.

First and foremost the amendment and rezoning are consistent with the goals of the City's Master Plan and adhere to the rezoning criteria set forth by City Council. These criteria were

established by City Council to provide guidance for rezoning applications for locations that are not designated to have a Small Area Plan update in the near future and are of a lesser scale. A more thorough analysis is provided below and each criterion is met. The proposal does not adversely impact the surrounding neighborhood and provides a context-sensitive solution for an outdated use.

Second, the proposal's compatibility with the existing neighborhood is evident with the proposed residential land use. The building's mass, scale, and height, at this location are consistent with the surrounding neighborhood. The Master Plan map amendment and rezoning together will permit the redevelopment of an outdated use into a mid-sized residential building within an established neighborhood along an important street connection. The amount of density is appropriate for the area given the proximity to existing transportation corridors, adjacent condominium buildings and retail shops. The building's articulation, shoulders, and towers break up the mass and provide variety in the roof form. The building shoulders, or step backs, respect the shorter neighboring buildings and the pedestrians along the street frontage.

Additional analysis is detailed below:

Consistency with Master Plan

The Northeast Area Plan was adopted in 1992 and has seven goals for the area, four of which are achieved in conjunction with this development proposal:

1. Goal #1: Preserve and protect existing neighborhoods.
2. Goal #5: Discourage non local traffic through the area making the local street system more residential in nature.
3. Goal #6: Improve the quality of residential life by providing adequate parking, improving pedestrian circulation, providing adequate open space, and improving the visual appearance of the area.
4. Goal #7: Encourage quality of design befitting the strategic historic and gateway role of the area, including trees.

Goal #1: Preserve and protect existing neighborhoods

This application is in adherence to this goal by proposing to redevelop the property from a commercial-industrial use to a residential use. The introduction of residential units is compatible to the area where large residential developments already exist to the north and west (Old Town Greens, Potomac Greens, and Old Town Crescent). The addition of on-site, for-sale, affordable housing units will be an additional public benefit as they will provide an integrated development. The proposal protects the existing residential uses through sensitive site planning, building design, scale and massing. The site layout and building design provide a strong streetwall along Slaters Lane by placing the building close to the street and having the building step down in height as it approaches the adjacent townhouses in the rear. Additionally there is open space on both sides of the property that function as a green buffer.

Goal #5: Discourage non local traffic through the area, making the local street system more residential in nature.

The proposal achieves the goal of making the local street system, in this case Slaters Lane, more residential in nature by incorporating streetscape enhancements typically found on residential streets. The proposal continues the previous project's enhancement of the street's character and improvements to bicycle and pedestrian circulation, as a way of alerting non-local traffic that the area is indeed a neighborhood. Proposed improvements that reinforce the residential character of the street include the following:

- The addition of a four foot wide planting strip with street trees adjacent to the curb will facilitate the growth of a tree canopy over the street and sidewalk;
- The widening of the sidewalk to eight feet to allow for pedestrians to walk side-by-side will encourage pedestrian activity;
- The elimination of two curb cuts on site will improve pedestrian and bicycle circulation by reducing potential conflicts with vehicles.

The project site's proximity to major highways such as Route 1 and the George Washington Memorial Parkway, presents opportunities for non-local traffic to use Slaters Lane as a cut-through street. The east-west connection is also a gateway to the neighborhood; it's one of the last entrances to the neighborhood for northbound vehicles from Route 1 and one of the first entrances for southbound vehicles on the parkway. Additionally, given the success of the neighborhood serving retail and restaurants, the area has become a destination. Therefore, discouraging non-local traffic altogether may prove challenging. However, the streetscape improvements proposed, the multi-modality of the street, and the existing retail shops serve as a means of slowing down vehicles, enticing them to calmly move through the area, and stop by the restaurants and shops.

Goal #6: Improve the quality of residential life by providing adequate parking, improving pedestrian circulation, providing adequate open space, and improving the visual appearance of the area

The proposal meets all four criteria listed in this goal. The amount of parking proposed is consistent with the Zoning Ordinance requirements. The pedestrian circulation will be improved with wider sidewalks, curb cut closures, and connections to adjacent paths. The amount of open space provided technically exceeds the amounts required and will be high-quality, contiguous open space. The overall visual appearance of the area will be improved with the redevelopment of an older, outdated building with a new residential building.

Goal #7: Encourage quality of design befitting the strategic historic and gateway role of the area, including trees

The building and site design acknowledge the strategic historic and gateway role of the area. The building entrance is located on the northeast corner of the building to acknowledge the George Washington Memorial Parkway and Old and Historic Alexandria District. The east elevation is most emblematic given the corner tower feature, articulation, and higher glass-to-wall ratio, although all four sides of the building are designed to be high-quality. The site design recognizes the role as well by having a courtyard on the east side of the building with seating areas and tree plantings. Trees will be planted throughout the site, including along the east property line, Slaters Lane frontage, and rear of the property.

Consistency with Rezoning Criteria

The following criteria were set forth by City Council. These were established to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future, and are of a lesser scale in that the proposal would not warrant a new plan or study on its own. The five criteria include the following:

1. Consistency with Small Area Plan

This application is consistent with the intent and goals of the Northeast Small Area Plan as it protects existing neighborhoods, improves the quality of residential life, and provides a site and building design of high-quality befitting a prominent location in the city.

2. Consistency with Type of Area

The Northeast area is typified by stable residential neighborhoods with neighborhood serving retail and some office buildings. This proposal replaces an old and outdated use with a new residential condominium building. The building is similar in mass and scale to the existing multi-family residential units along Slaters Lane. Overall the proposal is appropriate given the surrounding area is predominantly residential uses. Additionally, the new residents will support the retail across the street.

The proposed building height is also consistent with the area and utilizes the building shoulders or stepbacks to integrate the proposed building and adjacent townhomes and condominium building. The proposed building is setback approximately 30 feet from the rear property line and the distance between the proposed building's façade to the existing townhomes' building face is approximately 90 feet. The tallest portion of the building steps back into the center of the building, away from the townhomes and does the same along the Slaters Lane street frontage.

3. Isolated Parcel

The proposal is an isolated redevelopment opportunity with sole ownership belonging to CIAM-Slaters, LLC. and surrounded by established residential, retail, and office uses. Any other remaining parcels within the neighborhood are fairly small and have limited redevelopment potential. There are no known development proposals submitted to the City for redevelopment of other properties in the general vicinity.

4. Status of Planning for Area

The Northeast Small Area Plan remains the governing document for the area with no future planning studies in this area slated to begin within the next fiscal year.

5. *Application's Consistency with City Goals*

The proposal meets other City goals in addition to being consistent with the vision in the Northeast Small Area Plan, such as the Affordable Housing Policy, the Green Building Policy, the Public Art Policy, and Economic Sustainability.

C. *Building Design*

The initial strategy taken by the architect in beginning the redesign of this project, following a five-year long hiatus after the previous proposal was allowed to lapse, was to express the mass of the building along Slater's Lane as a series of four, small- to mid-scale commercial buildings, each with a distinctly different character (fig. a). These took on a somewhat stage-set character, did not seem to relate meaningfully to surrounding buildings, and also did not express the fact that this was a multifamily residential structure.

The next series of studies, undertaken with input from the community, explored a different direction. Through creation of individual bays along the Slaters Lane frontage, the architecture sought to create a townhouse scale (fig. b). Again, the expression seemed contrary to the underlying building function, although this direction was developed further with the addition of end hip-roof "tower" elements, and extensive cornice detailing to differentiate the bays (fig. c). In this iteration, the concept of a covered loggia on the upper floor of the tower facing Washington Street, which could be used as a seasonal community space by the residents, was added. Another element added at this juncture was one borrowed from many of the "grand residences" found around the Washington DC area around the turn of the 20th Century – a corner "sun-room" – in reality, just a stacked series of bedrooms with a much higher glass to solid ratio, and characteristic white wood trim instead of the heavier punched masonry openings.

Staff felt the expression of this design (particularly the roof forms) was still overcomplicated, the townhouse expressions were out of scale and did not relate well to the building, and the attempt to create more variety was actually making the overall design busy. The community also reacted with a letter that did not express support for the proposed design. Staff then met again with the applicant and encouraged an overall simplification, using the following principles:

1. Develop an expression that shows the building as a coherent whole, and does not attempt to break it up into smaller pieces;
2. Reinforce this with coloration/materiality and simplified detailing (cornices) that stress the whole, not the parts: i.e., expresses the bays as architectural features, not oversized townhouses;
3. Simplify the end towers by removing the roof forms, and use a simple pergola motif to accentuate the important east end/rooftop common area;
4. Greatly simplify the number of colors and materials.

Combined with the deep setback of the partial loft level from the street frontage, these changes have produced an overall greatly simplified expression and much friendlier scale (fig. d <rendering>), one which picks up horizontal datum lines from the adjacent buildings (the top of the red brick aligns with the 3-story buildings to the west) and scales gradually up to decorative,

but more subdued rooftop elements at the east end west ends. Use of traditional apartment-building motifs, such as the pedestrian-scaled corner lobby entrance on Slaters Lane, and the light and airy “sun-room” corners facing south, enhance the impression of a residential building that is a comfortable fit to its neighborhood.

D. Green Building and Sustainable Design

The proposal will be consistent with the City's Green Building Policy. The applicant intends to use an equivalent green building rating system similar to the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED). The proposal is aiming to achieve a rating equivalent to LEED Certification.

The proposal will incorporate multiple sustainable design techniques during the design, construction, and maintenance of the project to ensure environmental responsibility. The existing impervious site will be redeveloped and take advantage of the existing utilities, infrastructure and public transportation network. The project's proximity to existing neighborhood serving retail and personal services is also an environmental benefit encouraging local, pedestrian trips. The heat island index, or the increase in temperature from the sun heating large expanses of pavement, will be reduced by placing the majority of the parking below grade and providing a tree canopy over the remaining surface parking spaces. The landscape materials chosen will be water efficient. Many of these items will be further developed during the final site plan and building permit review process.

E. Increase in Height, Floor Area Ratio and Density

The applicant is requesting an increase in building height, floor area ratio and density. Staff supports these requests due to context-sensitive building design and additional public benefits of for-sale, on-site, affordable housing units.

Height

Although the RC zone permits building heights up to 150 feet, the Master Plan designates this site having a 50 foot height limit. The previous proffered site plan had a building designed to approximately 50 feet with an approximately 65 foot tall tower element. The tower element had a peaked roof; therefore the measurement was taken to the mid-point of the peak.

This proposal includes an approximately 58 foot tall building with architectural embellishments on tower elements approximately 60-63 feet tall. Unlike the previous proffered building design, the current proposal has a flat roof on the tower element, so the measurement is taken to the top of the tower. The proposed building is four stories along Slaters Lane and the rear of the property and steps up to five stories in the center portion of the building to accommodate loft units on the upper floors.

Staff supports the increase in height. The building heights in the neighborhood range from 20 to 50 feet. The adjacent Old Town Crescent building is approximately 38 feet tall along Slaters Lane, has a five foot shoulder and then increases in height to approximately 47 feet tall. The townhomes along Slaters Lane and Portner Road are approximately 41-49 feet tall. The townhomes directly behind the proposed building are approximately 20 feet tall. In order to

address the difference in height between these townhomes and the proposed building, the building steps back, away from the townhomes, between approximately 9 - 32 feet on the fifth floor. Therefore, the perceived height from the rear elevation will be approximately 47 feet tall.

Floor Area Ratio and Density

The applicant is requesting a 20% increase in the floor area ratio (FAR) from 1.25 to 1.5 by using Section 7-700 of the Zoning Ordinance and providing for-sale, on-site, affordable housing units. Section 7-700 of the Zoning Ordinance provides allowances for increases in FAR, density, and height, and reductions in required off-street parking as incentives for provision of low- and moderate-income housing. In this instance, the applicant is gaining an additional five units with the bonus density, two of which will be the for-sale, on-site affordable units.

Staff supports the increase in FAR and density due to a variety of reasons, including the following:

- Proximity to existing transportation networks: The project site is located near Route 1, George Washington Memorial Parkway, the Mount Vernon Trail, and less than a mile from Braddock Metro Station. This multi-modal transportation network is able to handle the traffic created by the 33 unit development.
- The modest amount of units gained: The 1.5 FAR is similar to the Old Town Crescent building, which is also a 1.5 FAR. The number of units gained by the increase in FAR is less than a building story, and equivalent to 5,396 sq. ft.
- The building's mass and scale: The building's mass and scale are broken down by the variations in color, materials, recessed and projected bays, and variety in roof form.
- The public benefit of gaining affordable units: The addition of affordable units on the site will provide the city with a much-needed housing option. The units will offer an opportunity for homeownership.

F. Modifications

The proposal includes requests for modifications to the side and rear yard setbacks as well as the amount of open space per unit. Staff supports these modifications, as they are consistent with Section 11-416 of the Zoning Ordinance modification requirements. This section stipulates that Planning Commission may modify yard and open space requirements if they determine that:

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

Setbacks

The intent of providing required yards is to allow for proper air and light between buildings while also guiding the locations of buildings. The Zoning Ordinance requires that a multifamily dwelling have two side yards each based on a setback ratio of 1:3 and a minimum size of 16 feet. The rear yard requirement is based on a setback ratio of 1:1 and a minimum size of eight feet for residential uses. When these requirements are applied to the proposal the result is two side yards of 20.9 feet and a rear yard of 62.7 feet. The applicant is requesting modifications to these

requirements to reduce the east side yard to 13.4 feet (a 7.5 foot reduction), the west side yard to 14 feet (a 6.9 foot reduction), and the rear yard to 37 feet (a 25.7 foot reduction).

Staff believes these modifications are appropriate. The proposal meets the intent and all three of the modification requirements mentioned above through good site design. The building is located closest to the front property line, centrally between the two side property lines, and farthest from the rear property line. The distance to the faces of neighboring buildings is greater than the setback requirements. The east side of the proposed building is approximately 110 feet from the building face of the Mason Apartments. The west side of the proposed building is approximately 75 feet from the building face of the Old Town Crescent condominium building. The distance between the proposed building and the townhomes in the rear of the property is approximately 90 feet. Staff believes these distances are adequate and furthermore, as they are greater than the required setbacks, the proposal will not be detrimental to neighboring properties.

Open Space

The open space requirements in the RC zone include an amount assigned to each unit: approximately 320 sq. ft. of open space for each unit. The application includes a request to modify that requirement to approximately 287 sq. ft. for each unit. In this instance, the total open space requirement would be reduced from approximately 10,560 sq. ft. to approximately 8,834 sq. ft. (a 1,726 square foot reduction).

Staff supports the modification request for the reduction in open space because the total open space proposed exceeds the required amount. The open space proposed includes ground level open space and above grade open space. Section 3-906 (B) (3) of the Zoning Ordinance encourages multifamily dwellings to improve roof top areas as open space for dwelling units. However, only 10% of those areas is permitted to count toward required open space, resulting in the modification request. The total open space proposed, when including all roof top areas, is approximately 11,746 sq. ft., approximately 355 sq. ft. per unit. Additionally, the proximity and visibility of the George Washington Memorial Parkway will make these roof top amenity spaces particularly special.

G. Open Space

The ground level open space is accessible and visible from Slaters Lane. The eastern and western courtyards are a mixture of outside seating and landscaped areas. Both pieces of proposed open space are visual connections to existing open space. The western courtyard will expand the visual context of the existing green space adjacent to Old Town Crescent, while the eastern courtyard will augment the open space across the street on the north of Slaters Lane.

The roof top amenity space is available for residents of the condominium building. Private terraces are proposed on the fourth floor in the front and rear of the building and a communal terrace on the northeast corner may contain benches, planters, and opportunities for eating and socializing outdoors.

H. Parking

Parking for the proposed development is provided with a mix of tandem and single parking spaces within a below grade parking garage for residents, as well as nine surface parking spaces located directly off the alley that will be utilized as visitor parking. Because of the presence of the tandem parking spaces within the parking garage, the project requires a parking reduction. Staff has reviewed the parking reduction request and believes the use of tandem parking spaces are appropriate based on the unit mix and the relatively narrow width of the property that limits the parking layout possibilities. The parking provided within the garage is sufficient to support two parking spaces in a tandem configuration for each two bedroom unit and one traditional parking space for each one bedroom unit. The proposed parking layout will allow owners of each unit direct access to the drive aisle within the parking garage from at least one parking space (i.e., two different property owners will not be required to share a tandem parking space).

While the proposed parking ratio is technically below zoning ordinance requirements by 11 parking spaces, if the tandem parking spaces are included in the parking tabulation, the parking provided on site exceeds the zoning ordinance parking requirements by 12 parking spaces. After accounting for the requested 15% visitor parking (which is not technically required by the zoning ordinance), and assuming the tandem parking spaces are included in the tabulation, there are still three additional parking spaces provided on site in excess of the zoning ordinance plus visitor parking. Staff believes the unit mix, with a high percentage of two bedroom units, is sufficient to support the proposed tandem parking and believes the proposed parking will adequately serve the development for both residents and residential guests.

I. Pedestrian and Streetscape Improvements

The existing site conditions are unfavorable for pedestrians with a four foot wide sidewalk directly adjacent to the curb. The building's front façade is industrial in nature, a blank wall with little articulation. Utility poles for the overhead utilities are located within the narrow sidewalk, creating barriers and further reducing the width of the travel way. Furthermore, due to the narrow walkway widths, there are no street trees along the entire frontage. A 45 foot wide curb cut provides access to the rear of the building and the existing double loaded side yard surface parking lot. A second curb cut allows access to the inside of the building. Both of these driveways may introduce potential conflicts with pedestrians and vehicles on site and within the public right-of-way.

The proposal includes pedestrian and streetscape improvements that will enhance the pedestrian environment and overall aesthetic of the site, as well as extend the streetscape design from the Old Town Crescent condominiums. The eight foot wide Slater's Lane sidewalk will consist of decorative pavers, with street trees planted in a 4 ft. wide planting strip adjacent to the curb. The overhead utilities will be located below grade and the wide curb cuts will be eliminated, creating an uninterrupted pathway. The building façade is designed with pedestrian scale ornamentation and fenestration.

It should be noted that the majority of the streetscape is located on the applicant's private property, outside of the public right-of-way. This condition is similar to the adjacent Old Town Crescent redevelopment which also has streetscape improvements outside of the public realm.

As a result, the applicant agreed to provide a public access easement that connects with existing easements, such as the one located at Old Town Crescent. Also consistent with the sidewalk along the Old Town Crescent frontage, the City will maintain the entire width of the sidewalk on Slaters Lane along the site frontage. The easement will enable the public to traverse on a continuous, connected path.

J. Transportation

The development proposes to utilize the existing public alley for access to and from the site, and proposes the closure of two existing curb cuts on Slaters Lane. The existing alley runs in an east/west direction south of Slaters Lane, with access to the alley from Portner Road. The location of the site access has been a point of discussion at the community meetings held as part of the project, with a desire from some community members (particularly residents of Old Town Crescent) to see a curb cut retained on Slaters Lane. Staff has reviewed the site access and believes the best option for a number of reasons is utilizing the existing alley and eliminating the Slaters Lane curb cuts:

- Overall Traffic Safety - Entering Slaters Lane during the AM peak is challenging due to the queuing associated with eastbound Slaters Lane traffic approaching the signalized intersection with the George Washington Parkway. For several hours during the AM peak, the queue from the signal regularly extends west of the subject property. If a site driveway were to be constructed directly onto Slaters Lane, vehicles exiting onto Slaters Lane during the morning peak period, particularly for vehicles attempting to turn left (west), would require the courtesy of drivers in each of the eastbound travel lanes on Slaters Lane to not block the site driveway for left turning vehicles. By comparison, the use of the existing alley allows vehicles from the site to exit onto Portner Road, a much lower volume street. Vehicles coming from the alley are then able to access Slaters Lane at a signalized intersection, which makes turning movements onto Slaters Lane, particularly during the morning peak period, less challenging. An analysis of the existing turning movement data indicates approximately 50% of the Portner Road traffic turns left (west) onto Slaters Lane, and approximately 65% of the Potomac Greens Drive traffic turns west onto Slaters Lane during the AM peak hours. The significant percentages of vehicles turning to the west during the AM peak hour reinforce the importance of providing access to the traffic signal at Slaters Lane via the alley and Portner Road.
- Pedestrian and Bicycle Considerations – Removing the existing curb cuts from Slaters Lane will improve the pedestrian and bicycle experience on Slaters Lane by removing potential conflict points with vehicles. Slaters Lane was recently striped with bike lanes, and the project proposes significant improvements to the Slaters Lane streetscape, including a wider sidewalk, creation of a planting strip with street trees between the roadway and the sidewalk, and undergrounding of existing utility poles. Retaining a curb cut on Slaters Lane would detract from the recent bicycle improvements and the pedestrian improvements proposed with this development.
- Access based on Roadway Classification – Typically, it is optimal to provide site access at the lowest level of roadway classification appropriate to the site. The City's roadway classification, from smallest to largest roadway, is Local, Residential Collector, Primary Collector, Arterial, and Expressway. Lower roadway

classifications typically have lower speeds and lower traffic volumes, which tend to be more appropriate for lower volume driveways and alleys. Portner Road is classified as a local street, while Slaters Lane is classified as a primary collector. The 33 proposed condominiums are projected to generate 15 AM peak hour trips and 18 PM peak hour trips. These low traffic volumes indicate that access via the alley to Portner Road would be appropriate. Providing access via Portner Road is preferable to providing access via Slaters Lane, which as a Primary Collector carries significantly more volume, and increases the probability of crashes if the site access were to be located on Slaters Lane.

- Prior planning for site access via the alley – The existing public portion of the alley is 10 feet to 15 feet wide. When the Old Town Crescent development was approved, the alley was required to be widened to 22 feet on the Old Town Crescent site frontage, and a public access easement was required along the widened alley. A previous development proposal for the Slater's Lane Residences site (DSP2005-00002) that was approved by Planning Commission (but was not constructed), received approval for vehicle access from the alley, with no access proposed from Slaters Lane.

In the community meetings, neighbors have raised a number of concerns regarding the proposed access via the alley, including the number of new trips generated by the proposed development, delivery vehicles that block the existing alley despite no parking signage in the alley, and the pinch point at the property line between Old Town Crescent and the proposed development site. The number of new trips generated averages out to be one additional vehicle every 3 minutes during the peak hours. This additional volume is not expected to significantly impact alley operations or the operations of the surrounding streets. Staff acknowledges potential for delivery vehicles to partially or totally block the alley. Stricter enforcement of the existing parking regulations may be required based on the severity of the problem. Finally, staff believes the pinch point, where the alley narrows between the two properties, may help to keep traffic speeds in the alley low by narrowing the roadway. The pinch point is 16.8 feet wide, which is wide enough to still permit trash trucks and other larger vehicles access to the site, and the proposed width is also wider than the traditional 10 foot wide alleys that are present throughout the City.

When looking at the overall transportation impacts, staff feels strongly that site access from the alley is the best and safest option for the proposed development.

V. COMMUNITY

The applicant reached out to multiple community groups throughout the design phases of the proposal. Several meetings were held, which staff also attended. Although the public was welcome to attend the meetings, the groups contacted included the following organizations:

- NorthEast Citizens' Association
- Old Town Crescent Homeowners Association

- Old Town Crescent Condominium Association
- Old Town Greens Townhome Owners Association
- Old Town Greens Condominium Owners Association
- Old Town Greens Owners Association
- Potomac Greens Homeowners Association
- Potomac Yard Homeowners Association

Topics of concern that the community raised during the meetings included the building design, building height, density, type of affordable units (i.e. rental versus for-sale), a curb cut on Slaters Lane, and traffic. As mentioned in other areas of this report, staff believes these concerns are addressed with the current proposal.

VI. CONCLUSION

Staff recommends **approval** of the Master Plan Amendment, Map Amendment/Rezoning, Development Special Use Permit, and all the associated applications subject to compliance with all applicable codes, ordinances, and the following staff recommendations.

Staff: Faroll Hamer, Director, Planning and Zoning
Tom Canfield, City Architect
Robert Kerns, AICP, Division Chief, Development
Patricia Escher, AICP, Principal Planner
Colleen Willger, AICP, LEED AP BD+C, Urban Planner
Shanna Austin, Site Plan Coordinator
Daphne Kott, Transportation and Environmental Services
Matt Melkerson, Transportation and Environmental Services

VII. GRAPHICS



Figure A. First rendition of proposed north elevation



Figure B. Second rendition of proposed north elevation after community input



Figure C. Third rendition of proposed north elevation after community input



Figure D. Fourth and final rendition of proposed north elevation

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated October 3, 2013 and comply with the following conditions of approval.

- 1a. **CONDITION ADDED BY PLANNING COMMISSION:** Prior to the release of the Final Site Plan (or First Certificate of Occupancy) the Applicant, and the Old Town Crescent Condominium and the Old Town Crescent Townhouse Association shall enter into a Shared Driveway Maintenance Agreement including those items specifically outlined in the letter to the Old Town Crescent Townhouse Association dated October 14, 2013 from Stephen A. Bannister, Managing Partner for CIAM-Slaters, LLC.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Construct all sidewalks within the right-of-way and public access easements to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet. A public access easement shall be provided on Slaters Lane along the site frontage for the portion of sidewalk outside the public right of way.
 - c. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - d. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. *** (P&Z)(RP&CA)(T&ES)

B. PUBLIC ART:

3. Per the City's Public Art Policy, adopted October 23, 2012, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. Public art provided on-site shall be of an equivalent value to the in-lieu contribution total.

On-site artwork shall be incorporated on the final site plan prior to release, and the art shall be installed, or the in-lieu contribution shall be provided, prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process. **** (P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

4. 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. (P&Z)(RP&CA)

5. 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)

6. 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 include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. (RP&CA)(P&Z)(T&ES)
7. 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)

D. BUILDING:

8. Continue to work with staff to refine the design and resolve any discrepancies between elevations. (P&Z)
9. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Consider structural integrity of trellis to withstand robust vines, such as wisteria.
 - b. Study geometry of trellis supports at terrace level in terms of expression, number of columns, etc.
 - c. 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". (P&Z)
10. Vinyl windows shall be prohibited. (P&Z)
11. Provide detailed drawings (enlarged plan, section and elevation studies) to evaluate the building base, entrance canopy, stoops, window and material details, sun room elements, corner tower elements, cornices, friezes, railings, and trellis 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)
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 prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *

- d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
13. Per the City's Green Building Policy adopted April 18, 2009, 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.*
 - 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) 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)
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)
15. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
16. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
17. 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)

E. SIGNAGE:

18. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
19. A freestanding monument or identification sign shall be prohibited. (P&Z)
20. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

F. HOUSING:

21. A voluntary contribution of \$117,272 is consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council on June 14, 2005. (Housing)***
22. In exchange for the use of Section 7-700 of the City of Alexandria's Zoning Code, the applicant will provide two (2) affordable units within the project. The affordable units will include one (1) one-bedroom unit to be marketed and sold at \$175,000 and one (1) two bedroom unit to be marketed and sold at \$225,000 to households with incomes as designated by the City of Alexandria. These prices include at least one parking space for each unit.
23. The set-aside units shall be of the same size, type and with the same amenities as other similar units in the development.
24. At the City's discretion, the set-aside condominium units may be sold to a non-profit entity for the same terms as described above, to be operated as affordable rentals. In this case, operation of the rental units shall be governed by a separate agreement to be entered into between the City and the designated non-profit entity.
25. Whatever incentives are offered to any potential homebuyers shall also be offered to purchasers of the set-aside units.
26. The set-aside units shall have a 40-year affordability period that is established through deed restrictions recorded as covenants at the time of sale of each of the set-aside units, in accordance with the City's set-aside resale policy. Language for the covenants shall be provided by the City in advance of the final sale of any unit.
27. The City shall have exclusive right to market the set-aside units for 90 days, after which the developer will also have the right to market the units, at the affordable price, to buyers qualified for the set-aside program.

28. If the developer sells the market rate units for less than expected, the applicant shall index the price on the affordable units proportionately.
29. Real estate commissions shall be paid (or not paid) for set-aside units in the same manner and on the same basis as for market rate units.
30. If Section 7-700 of Alexandria's Zoning Code is amended in the future to allow a fee in-lieu of units in exchange for bonus density, a contribution in exchange for the two on-site units may be made if mutually agreed upon by the City and the applicant.

G. PARKING:

31. Locate a minimum of 57 parking spaces in the underground garage for residents. (P&Z)(T&ES)
32. Provide 12 bicycle parking space(s) 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. (T&ES)
33. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
 - a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - b. A plan of the garage facility – 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.).
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.). * (P&Z)(T&ES)

H. BUS STOPS AND BUS SHELTERS:

34. Show all existing and proposed bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. (T&ES)
35. Provide a contribution of \$1,500 to make the existing stop on eastbound Slaters Lane at West Abingdon ADA accessible. *(T&ES)

36. Street trees adjacent to bus 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)

I. SITE PLAN:

37. Per Section 11-418 of the Zoning Ordinance, the 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)
38. Submit the plat of consolidation and all applicable easements prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)(T&ES)
39. 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)(BAR)
40. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:

- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - l. Light fixtures for the underground parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)
41. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

42. 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)

J. CONSTRUCTION MANAGEMENT:

43. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
44. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include 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. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - e. 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)
45. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. Construction workers shall not be permitted to park in the existing public alley behind the project site. If any issues shall arise, off-site parking shall be required.
 - d. 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)

46. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
47. No major construction staging shall be allowed within the public right-of-way on Slaters Lane or within the existing public alley. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
48. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop along Slaters Lane, 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. 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)
49. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
50. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
51. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
52. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
53. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan

survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)

54. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
55. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond 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)

K. WASTEWATER / SANITARY SEWERS:

56. The project lies within the Combined Sewer District, therefore, stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with the City's policy for management of the Combined Sewer District. (T&ES)
57. The project lies within the Combined Sanitary Sewer area; therefore, the applicant shall contribute at a rate of [\$300,000.00 per acre (\$154,710)] as per the recommendations of Combined Sewer Area Reduction Plan to the City's Combined Sewer Separation Fund. (T&ES)

L. SOLID WASTE:

58. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way. 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)
59. Provide \$1,240 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

M. STREETS / TRAFFIC:

60. 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)
61. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
62. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
63. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
64. Show turning movements of standard vehicles in the parking structure. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
65. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
66. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)

N. UTILITIES:

67. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
68. The electrical facilities located within Slaters Lane shall be undergrounded along the project's frontage to the satisfaction of the Director of Transportation & Environmental Services. (T&ES)

69. If any hydrant is on the applicant's property, the hydrant shall belong to the City. The applicant shall be required to grant an easement for the piping and access to maintain and test the hydrant. (Fire)

O. WATERSHED, WETLANDS, & RPAs:

70. The storm water collection system is located within the Potomac River 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)

P. BMP FACILITIES:

71. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
72. 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)
73. 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)
74. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
75. 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)
76. 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:

77. 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)
78. 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)
79. 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)

Q. CONTAMINATED LAND:

80. 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)
81. 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)
82. The 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.
 - 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 to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
 - 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)
83. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

R. NOISE:

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

S. AIR POLLUTION:

85. 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)

T. CONTRIBUTIONS:

86. The applicant shall contribute \$10,000 to the City prior to Final Site Plan release to fund the operations of a bike share station or expansion of a station within a two block radius of the project as part of a coordinated bike share program. (T&ES)

U. ARCHAEOLOGY:

87. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
88. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
89. 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)
90. 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)
91. 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)

92. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)

V. DISCLOSURE REQUIREMENTS:

93. 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 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)

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. Consistent with the sidewalk along the Old Town Crescent frontage, the City will maintain the entire width of the sidewalk on Slaters Lane along the site frontage. (Transportation)
- F - 2. Add site plan signature block to the plat with the final submission. (Survey)
- F - 3. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 4. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 5. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 6. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

- F - 7. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 8. 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 - 9. 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 - 10. 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 - 11. 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 - 12. 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 - 13. 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 - 14. 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 - 15. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 16. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 18. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 19. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 3 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 - 4 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 - 5 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 - 6 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 - 7 (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 - 8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts,

- Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 9 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C - 10 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. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov/solidwaste or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
- C - 11 The applicant shall be responsible to deliver 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 - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 All alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

AlexRenew Comments:

ARenew has no comments.

VAWC Comments:

Please indicate whether the existing water service line shall be abandoned (killed).

Code Administration (Building Code):

- F-1 The following comments are for conceptual review only. Once the applicant has filed for a building permit and additional information has been provided, code requirements will be based upon the building permit plans and the additional information submitted. If there are any questions, the applicant may contact Ken Granata, Plan Review Division Chief at ken.granata@alexandriava.gov or 703-746-4193.
- F - 20. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C-1** Demolition, building and trades permits are required for this project. Six sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, Fire protection and plumbing systems shall accompany the permit application(s) The building official shall be notified in writing by the owner if the registered design professional in the responsible charge is changed or is unable to continue to perform the duties
- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 A soils report must be submitted with the building permit application.

- C-4 All exterior walls shall be fire-resistance rated in accordance with table 601 and 602 of the 2009 Virginia Construction Code. The required fire-resistance rating of exterior walls with a fire separation distance of greater than 10 feet shall be rated for exposure to fire from the inside. The required fire-resistance rating of exterior walls with a fire separation distance of less than or equal to 10 feet shall be rated for exposure to fire from both sides.
- C-5 A Certificate of Use of Occupancy is required prior to opening. Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts.
- C-6 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11 and ICC/ANSI A117.1. Handicapped accessible bathrooms shall also be provided.
- C-7 Electrical wiring methods and other electrical requirements must comply with USBC and NFPA 70, 2008.
- C-8 Permission from adjacent property owners is required if access to the adjacent properties is required to complete the proposed construction. Otherwise, a plan shall be submitted to demonstrate the construction techniques utilized to keep construction solely on the referenced property.
- C-9 A wall location plat prepared by a land surveyor is required to be submitted to this office prior to requesting any framing inspection.
- C-10 Where a structure has been demolished or removed, if left vacant the lot shall be filled and maintained to the existing grade (USBC 3303.4).
- C-11 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).
- C-12 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property (USBC 3303.5).
- C-13 Toilet Rooms for Persons with Disabilities:
 - (a) Water closet heights must comply with USBC 1109.2.2 and ICC/ANSI A117.1
 - (b) Door hardware must comply with USBC 1109.13
- C-14 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2 ICC/ANSI A117.1).
- C-15 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.

- C-16 The public parking garage floor must comply with USBC 406.2 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901).
- C-17 Sufficient toilet rooms must be provided to accommodate the total occupancy load for all Use groups occupying this structure (USBC 2902.1).
- C-18 Any increase in occupancy must be supported by the required number of restroom facilities within the structure in accordance with the USBC / International Plumbing Code and also the ICC/ A117
- C-19 Excavation and fill for buildings and structures shall be constructed or protected so as not to endanger life or property per the USBC
- C-20 Demolition: Construction documents and a schedule for demolition must be submitted where required by the building official. Where such information is required, no work shall be done until such construction documents or schedule, or both, are approved
- C-21 Pedestrians shall be protected during construction, remodeling and demolition activities as required by the USBC. Signs shall be provided to direct pedestrian traffic. A walkway shall be provided for pedestrian travel in front of every construction and demolition site unless the applicable governing authority authorizes the sidewalk to be fenced or closed.
- C - 29 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 30 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 31 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 32 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 33 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 34 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.

- C - 35 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 36 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 37 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

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

Parks

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

Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold

colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

Archaeology Comments

1. The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition, Basement/Foundation Plans, Landscaping, Erosion and Sediment Control, Grading, Utilities and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
- a. The applicant/developer shall call Alexandria Archaeology immediately (703/746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
- b. 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 applicant has complied with this condition.

Code

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

Archaeology Findings

F-1 Historical maps indicate that this property was adjacent to the Alexandria Canal and that a late 19th-century residence was situated in the vicinity. Although it is likely that previous construction would have destroyed the remains of activities associated with these structures, it is possible that some archaeological evidence may remain buried on these lots.

Asterisks denote the following:

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

IX. ATTACHMENTS

ATTACHMENT #1

RESOLUTION NO. **MPA 2012-0002**

WHEREAS, under the provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the Northeast Small Area Plan section of the 1992 Master Plan was filed with the Department of Planning and Zoning on October 4, 2013 for changes in the land use designations to the parcels located at 800 and 820 Slaters Lane; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on November 7, 2013 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is in keeping with the character of the Northeast Small Area Plan;
2. The proposed amendment is generally consistent with Planning Commission's long-range recommendations for the general development of the Northeast Small Area Plan.
3. A proffered rezoning has been submitted which will require that the property comply with the plan to be approved with DSUP#2012-00031.

Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the Northeast Small Area Plan section of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the Northeast Small Area Plan section of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

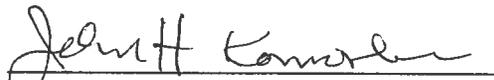
Change the land use designation of the parcels located at 800 and 820 Slaters Lane from RC with proffer (Ordinance number 4430 11/12/2005) to RC with proffer.

Change each zoning map designating the parcels located at 800 and 820 Slaters Lane from RC with proffer (Ordinance number 4430 11/12/2005) to RC with proffer.

Change each height map designating the parcels located at 800 and 820 Slaters Lane as 50 feet to 65 feet.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the Seventh Day of November 2013.



John Komoroske, Chairman

ATTEST:



Faroll Hamer, Secretary

ATTACHMENT #2

**PROFFER STATEMENT
PROPOSED DEVELOPMENT CONDITION
RZ 2013-0004**

Pursuant to the provision of §11-804 of the Alexandria Zoning Ordinance, 1992, as amended (the "**Ordinance**"), CIAM-Slaters, LLC, a Virginia limited liability company ("**CIAM-S**"), the owner of the property known as 800-820 Slater's Lane, Alexandria, Virginia, also known as City of Alexandria Tax Parcel Map 44.02 Block 02 Lot 06 (the "**Property**") and the applicant requesting a map amendment rezoning of the Property to remove and existing proffered condition and to proffer a new condition does hereby proffer in writing the provision of reasonable conditions to be applied to and be part of the rezoning.

CIAM-S voluntarily and in writing prior to the scheduled public hearing proffers:

2. The redevelopment of the Property shall be in substantial conformance with the improvements depicted in DSUP 2012-0031 as approved by the Alexandria City Council, and as shown on the final site plan approved by the City of Alexandria.

3. These proffers are submitted in accord with §11-804 of the Ordinance and shall be governed and construed in accordance with §11-804 of the Ordinance.

4. Stephen A. Bannister, its Member Manager, represents that he is authorized to execute and deliver this Proffer and this Proffer is voluntarily entered into by CIAM-S.

These proffers are the only proffers on this Zoning Map Amendment. In the event the rezoning is not approved and associated approvals MPA # 2013-0003 and DSUP 2012-0031, these proffers shall be of no binding effect.

CIAM-Slaters, LLC
a Virginia limited liability company

By: 
Stephen A. Bannister, its Member Manager
October ~~23~~²⁴, 2013



APPLICATION

2013-0003

Master Plan Amendment MPA# _____

Zoning Map Amendment REZ# _____

2013-0004

PROPERTY LOCATION: 800-820 Slater's Lane, Alexandria, Virginia

APPLICANT

Name: CIA Slaters Lane, LLC, a Virginia limited liability company

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

PROPERTY OWNER:

Name: CIA Slaters Lane, LLC, a Virginia limited liability company

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

Interest in property:

- Owner Contract Purchaser
- Developer Lessee Other _____

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

- yes: If yes, provide proof of current City business license.
- no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Duncan W. Blair, Esq.

Print Name of Applicant or Agent

Signature

524 King Street

703 836 1000 703 549 3335

Mailing/Street Address

Telephone # Fax #

Alexandria, Virginia 22314

6/27/2013, Revised 10/23/2013

City and State Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL: _____

MPA # 2013-0003

REZ # 2013-0014

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

See Attached.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The requested map amendment is to remove the existing proffer limiting the use of the property to the DSUP #2005-006 approved final site plan. The zoning of the property remains RC.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

The zoning designation of the property is not changed from RC/high apartment density and is adequately served by public facilities.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

The redevelopment of the Property shall be in substantial conformance with the improvements depicted in DSUP 2012-0031 as approved by the Alexandria City Council, and as shown on the final site plan approved by the City of Alexandria.

Master Plan Amendment #2013-0003

Rezoning Map Amendment #2013-0004

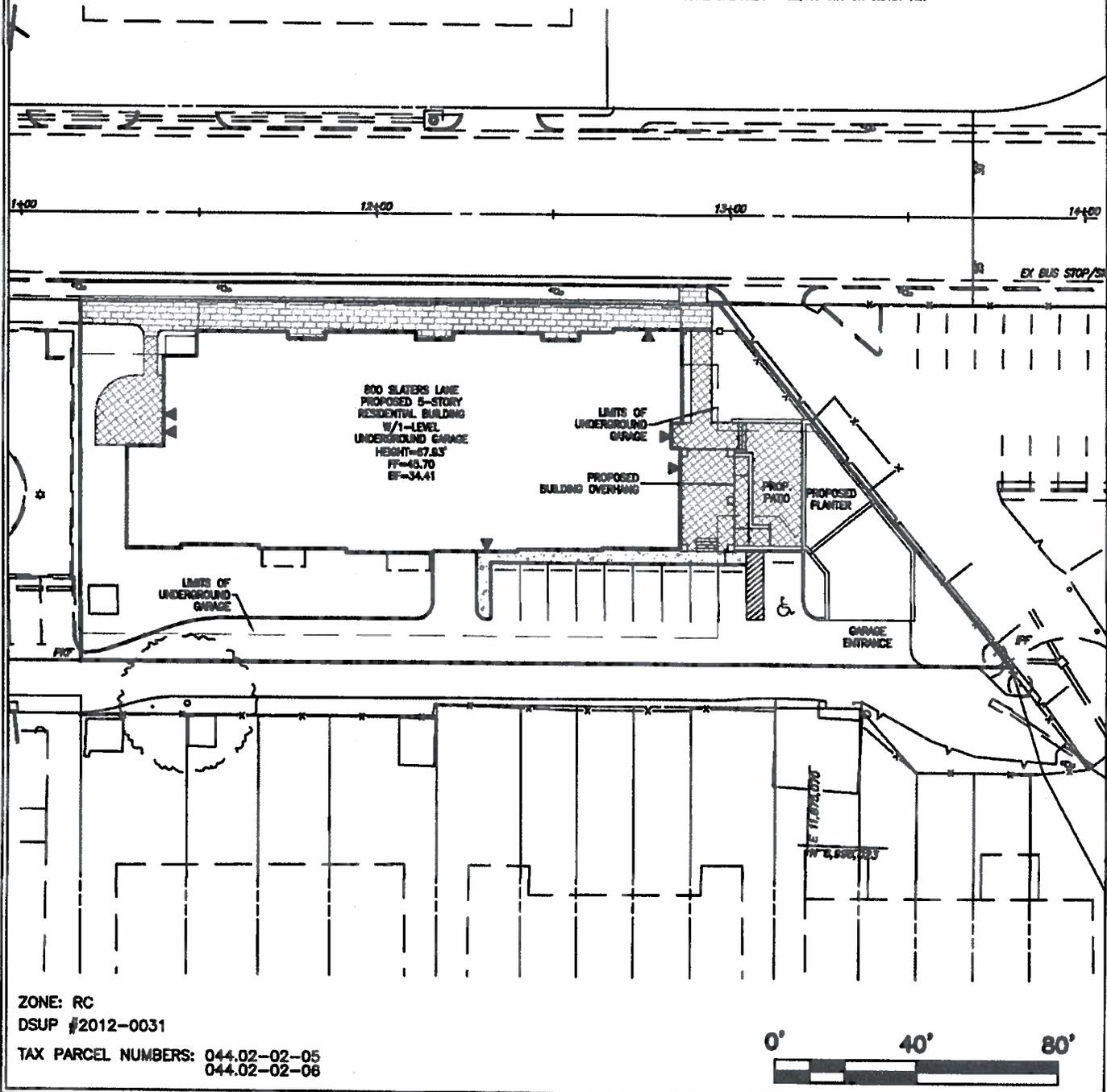
800 – 820 Slaters Lane

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The requested Master Plan amendment to revise the height (Map 14) increases the height allowed height from 50' to 65' to allow the construction of the improvements proffered as part of the Map Rezoning amendment and for the additional height above 50' for the Section 7-700 Low-Moderate housing units and for architectural embellishments. The requested amendment advances the City' desire for affordable housing and varying rooftops and enhanced architecture.

GENERAL NOTES:

1. TAX MAP: 044.02-02-06 (PARCELS ONE & TWO)
044.02-02-06 (PARCEL THREE)
2. OWNER: GAY SLATERS LLC
3147 WOODLAND LANE
ALEXANDRIA, VA 22309
INSTRUMENT #000026361
3. HORIZONTAL LOCATIONS AND BEARINGS REFERENCED TO VIRGINIA COORDINATE SYSTEM (VCS) '83. MONUMENTS USED AS FOLLOWS:
CITY OF ALEXANDRIA TRAVERSE STATION #644
N 6,985,763.6618 E 11,897,892.6837
CITY OF ALEXANDRIA TRAVERSE STATION #4
N 6,985,177.8950 E 11,897,806.0100
4. TITLE REPORT NOT FURNISHED, THUS ALL EASEMENTS MAY NOT BE SHOWN.
5. PLOT SUBJECT TO RESTRICTIONS OF RECORD.
6. TOTAL SITE AREA = 22,463 S.F. OR 0.5167 AC.



ZONE: RC
 DSUP #2012-0031
 TAX PARCEL NUMBERS: 044.02-02-05
 044.02-02-06



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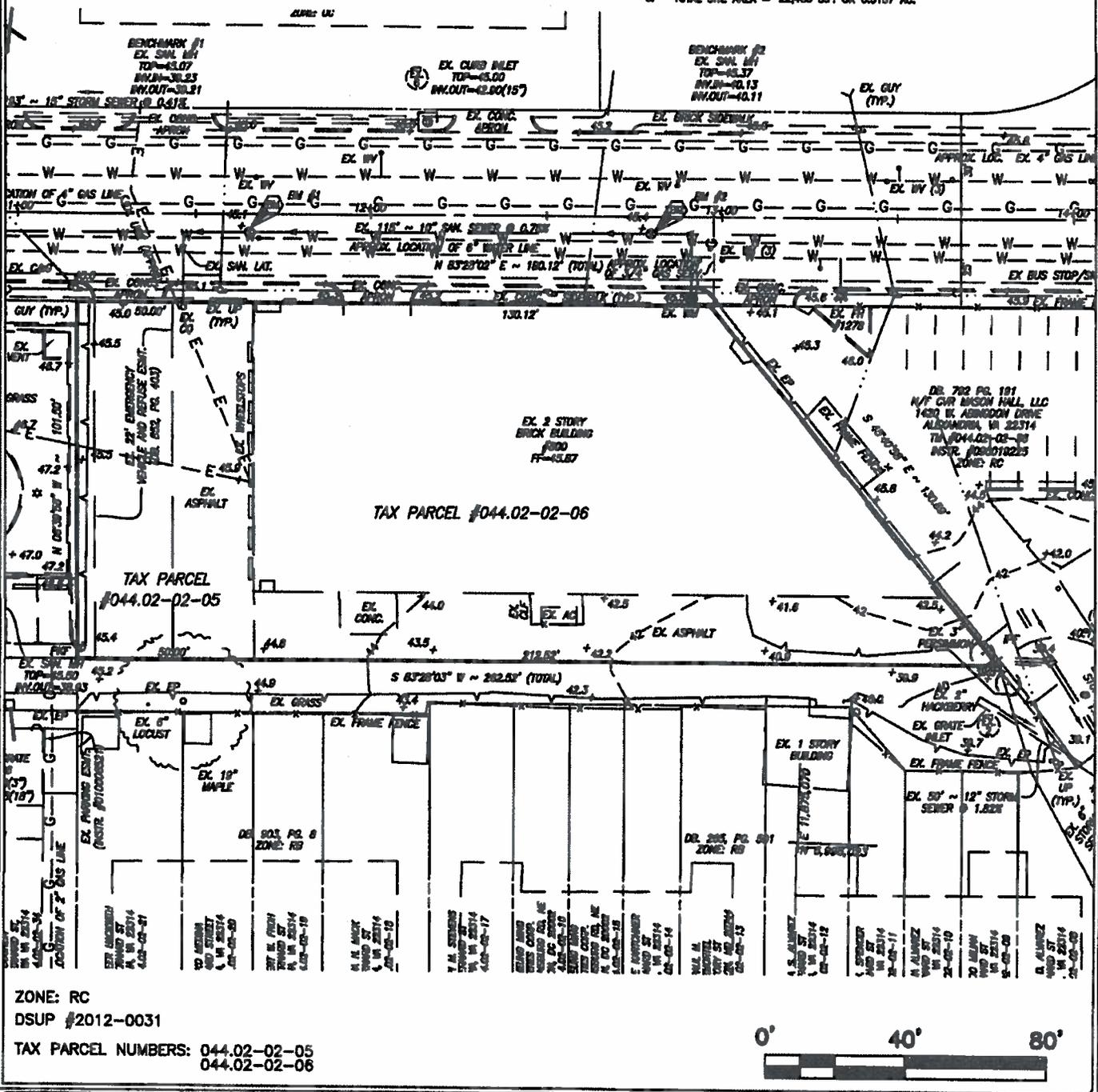
RC FIELDS & ASSOCIATES, INC.
 ENGINEERING • LAND SURVEYING • PLANNING
 730 S. Washington Street
 Alexandria, Virginia 22314
 www.rcfassoc.com
 (703) 549-6422

**Zoning Map Amendment
 BUILDINGS & STRUCTURES MAP**
 For the Property Located at
 800 Slaters Lane
 City of Alexandria, Virginia

DATE	REVISION	DESIGN: ACS
		DRAWN: ACS
		SCALE: 1"=40'
		DATE: JUNE 2013
		SHEET 1 OF 1
		FILE: 12-132

GENERAL NOTES:

1. TAX MAP: #044.02-02-06 (PARCELS ONE & TWO)
#044.02-02-05 (PARCEL THREE)
2. OWNER: CHAI SLATERS LLC
3147 WOODLAND LANE
ALEXANDRIA, VA 22309
INSTRUMENT #00026381
3. HORIZONTAL LOCATIONS AND BEARINGS REFERENCED TO VIRGINIA COORDINATE SYSTEM (VCS) '83. MONUMENTS USED AS FOLLOWS:
CITY OF ALEXANDRIA TRVERSE STATION #644
N 6,805,703.6510 E 11,817,882.8837
CITY OF ALEXANDRIA TRVERSE STATION #4
N 6,805,177.6950 E 11,817,806.0100
4. TITLE REPORT NOT FURNISHED, THUS ALL EASEMENTS MAY NOT BE SHOWN.
5. PLAT SUBJECT TO RESTRICTIONS OF RECORD.
6. TOTAL SITE AREA = 22,463 S.F. OR 0.5167 AC.



ZONE: RC
 DSUP #2012-0031
 TAX PARCEL NUMBERS: 044.02-02-05
 044.02-02-06



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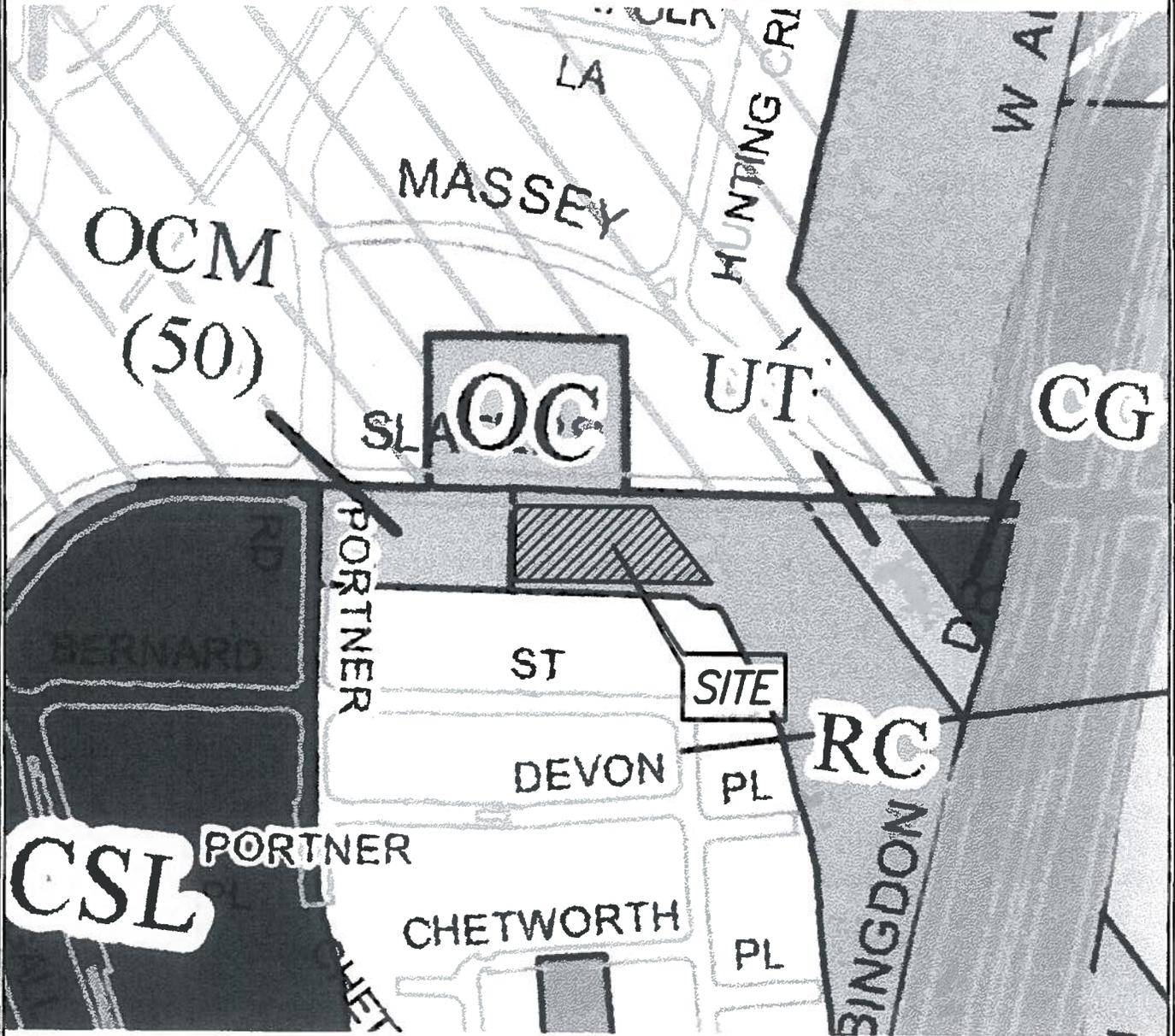
RC FIELDS & ASSOCIATES, INC.
 ENGINEERING • LAND SURVEYING • PLANNING
 730 S. Washington Street
 Alexandria, Virginia 22314
 www.rcfassoc.com
 (703) 543-6422

Zoning Map Amendment
METES AND BOUNDS MAP
 For the Property Located at
 800 Slaters Lane
 City of Alexandria, Virginia

DATE	REVISION	DESIGN: ACS
		DRAWN: ACS
		SCALE: 1"=40'
		DATE: JUNE 2013
		SHEET 1 OF 1
		FILE: 12-132

GENERAL NOTES:

1. TAX MAP: 044.02-02-05 (PARCELS ONE & TWO)
044.02-02-06 (PARCEL THREE)
2. OWNER: CMI SLATERS LLC
3147 WOODLAND LANE
ALEXANDRIA, VA 22309
INSTRUMENT #090026381
3. HORIZONTAL LOCATIONS AND BEARINGS REFERENCED TO VIRGINIA COORDINATE SYSTEM (VCS) '83. MONUMENTS USED AS FOLLOWS:
CITY OF ALEXANDRIA TRVERSE STATION #644
N 6,988,703.8518 E 11,897,882.8837
CITY OF ALEXANDRIA TRVERSE STATION #4
N 6,988,177.8850 E 11,897,808.0100
4. TITLE REPORT NOT FURNISHED, THUS ALL EASEMENTS MAY NOT BE SHOWN.
5. PLAT SUBJECT TO RESTRICTIONS OF RECORD.
6. TOTAL SITE AREA = 22,483 S.F. OR 0.5157 AC.



ZONE: RC
 DSUP #2012-0031
 TAX PARCEL NUMBERS: 044.02-02-05
 044.02-02-06



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RC FIELDS & ASSOCIATES, INC.
 ENGINEERING • LAND SURVEYING • PLANNING
 730 S. Washington Street
 Alexandria, Virginia 22314
 www.rcassoc.com
 (703) 549-6422

Zoning Map Amendment
VICINITY MAP
 For the Property Located at
 800 Slaters Lane
 City of Alexandria, Virginia

DATE	REVISION	DESIGN: ACS
		DRAWN: ACS
		SCALE: 1"=200'
		DATE: JUNE 2013
		SHEET 1 OF 1
		FILE: 12-132



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2012-0031 **Project Name:** Slater's Lane Residences

PROPERTY LOCATION: 800-820 Slater's Lane, Alexandria, Virginia

TAX MAP REFERENCE: 44.02 02 06 **ZONE:** RC w/proffers

APPLICANT:

Name: CIAM-Slaters, LLC, a Virginia limited liability company

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

PROPERTY OWNER:

Name: CIAM-Slaters, LLC, a Virginia limited liability company

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

SUMMARY OF PROPOSAL Development Special Use Permit with site plan to construct a thirty-three (33) unit multi-family building.

MODIFICATIONS REQUESTED RC zone regulation modification for: required open space reduction, side yard setback and rear yard setback and Section 6-403 (A) bulk plane setback.

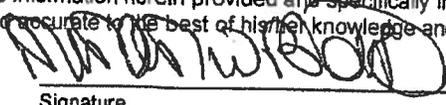
SUPs REQUESTED Section 7-700 Special Use Permit to increase Floor Area Ratio for Low-Moderate Income Housing and Parking Reduction Special Use Permit to allow tandem parking spaces.

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

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

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

Duncan W. Blair, Esq.
Print Name of Applicant or Agent
524 King Street
Mailing/Street Address
Alexandria, Virginia 22314
City and State Zip Code


Signature
703 836 1000 703 549 3335
Telephone # Fax #
dblair@landcarroll.com
Email address
June 27, 2013, Revised August 1, 2013
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Received Plans for Completeness: _____
Fee Paid and Date: _____	Received Plans for Preliminary: _____
ACTION - PLANNING COMMISSION: _____	
ACTION - CITY COUNCIL: _____	

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Rebecca J. Pelino	3147 Woodland Lane Alexandria, VA 22309	In excess of 10%
2. Stephen A. Bannister	3147 Woodland Lane Alexandria, VA 22309	In excess of 10%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 800-820 Slater's lane, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Rebecca J. Pelino	3147 Woodland Lane Alexandria, VA 22309	In excess of 10%
2. Stephen A. Bannister	3147 Woodland Lane Alexandria, VA 22309	In excess of 10%
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. CIA-Slaters lane, LLC	None	Planning Commission and City Council
2. Rebecca J. Pelino	None	Planning Commission and City Council
3. Stephen A. Bannister	None	Planning Commission and City Council

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

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

June 27, 2013 Duncan W. Blair, Esq.
Date Printed Name


Signature

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

	Name	Address	Percent of Ownership
1.	S. Mehdi Falsafi	7715 Southdown Road, Alexandria Va 22308	in excess of 10%
2.			
3.			

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 800-820 Slaters Lane Alexandria (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.	S. Mehdi Falsafi	7715 Southdown Road, Alexandria Va 22308	in excess of 10%
2.			
3.			

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

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

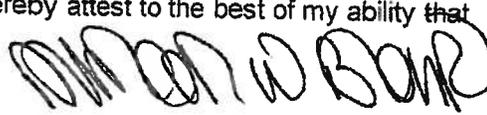
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. S. Mehdi Falsafi	none	PC and CC
2.		
3.		

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

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

July 1, 2013

Duncan W Blair, Esq



Date

Printed Name

Signature

Development SUP # 2012-0031

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

CIA Slaters Lane LLC is a Virginia limited liability company. The only people or entity owning an interest in the company are: Stephen Bannister and Rebecca Pelino. The mailing address for the members is 3147 Woodland Lane, Alexandria, Virginia 22309

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

- Yes.** Provide proof of current City business license.
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

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

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

Not Applicable

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

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

Not Applicable

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

Day	Hours	Day	Hours
<u>Not Applicable</u>			

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

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

It is not anticipated that noise levels will exceed permitted levels under the Alexandria City Code

B. How will the noise from patrons be controlled?

Not Applicable

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

It is not anticipated that noise levels will exceed permitted levels under the Alexandria City Code.



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

- A. What type of trash and garbage will be generated by the use: The type of trash and garbage will be that generally associated with residential use.
How much trash and garbage will be generated by the use? The volume of trash and garbage will be that generally associated with residential use.
- B. How often will trash be collected? Trash, garbage and recyclable materials will be collected by commercial trash collectors contracted for by the unit owners association
- C. How will you prevent littering on the property, streets and nearby properties?
Not Applicable

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

Yes. No.

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

Small quantities of cleaning solvents generally recognized to be appropriate for residential use in the operation of the business will be stored, used as solvents and disposed of in accordance with applicable regulations.

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

Yes. No.

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

Small quantities of cleaning solvents generally recognized to be appropriate for residential use in the operation of the business will be stored, used and disposed of in accordance with applicable regulations.

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

Not Applicable

ALCOHOL SALES

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

[] Yes. [x] No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

Fifty- four parking spaces are required. Nine visitor parking spaces are required.

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

22 Standard spaces
42 Compact spaces
2 Handicapped accessible spaces
66 Total * Other

* Includes:

Twenty-three (23) tandem spaces and fifteen percent (15%) guest spaces.

Development SUP # 2012-0031

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

If the required parking will be located off-site, where will it be located?
Not Applicable

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

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

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? None

B. How many loading spaces are available for the use? None

C. Where are off-street loading facilities located?
Not Applicable

D. During what hours of the day do you expect loading/unloading operations to occur?
Not Applicable

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Not Applicable

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

All infrastructure is adequate for the proposed use.





APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

CIAM-Slaters, LLC is requesting a Parking Reduction Special Use Permit to the use of twenty-three (23) tandem parking spaces as required parking spaces. The tandem spaces will be assigned to two bedroom units.

2. Provide a statement of justification for the proposed parking reduction.

The use of tandem parking spaces in the below grade parking facility maximizes the amount of parking that can be accommodated in the parking facility.

3. Why is it not feasible to provide the required parking?

The footprint of the below grade is too small to accommodate an additional travel aisle to create an additional row of parking spaces and it is not economically feasible to create an additional level of below grade parking.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

Yes. No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

Docket Item # 5 A-C
800 Slaters Lane

October 14, 2013

Ms. Patricia Escher, Principal Planner
Dept. of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314

Mr. Nicholas P. Panos, President
Old Town Crescent Unit Owners Association
828 Slaters Lane, Unit 303
Alexandria, VA 22314

Re: 800 Slaters Lane, Alexandria, VA (Nordic Press Building)

Dear Pat and Nick:

Based upon my discussions with Nicholas P. Panos, in his capacity as the Association President for the Old Town Crescent Condominium Association, I would like to include the following items in our development conditions relating to our rezoning request for the property (DSUP #2012-0031). Mr. Panos has served as the President of his Association since its inception, and is the same person who reached an accord with the former applicant regarding the proposed redevelopment of the above-captioned property and the subject of DS[U]P #2005-0002. The purpose of this letter is to reaffirm that we intend to abide by the original conditions that were part of that DSUP. We are taking the additional step of memorializing this understanding and specifically outline how a previously agreed upon capital contribution of \$10,000 to the Old Town Crescent Unit Owners Association will be allocated and the exact time at which payment is due.

Due to the anticipated use of the public alley by vehicles designed or otherwise dedicated to facilitate the construction on 800-820 Slaters Lane, the applicant (CIAM-Slaters, LLC) shall re-pave the existing and proposed 22 ft. alley and any appurtenant parking spaces where damaged by construction activities from Portner Road to the eastern portion of the site to the satisfaction of the Director of T&ES. The re-paving will be completed prior to the issuance of the first certificate of occupancy of the proposed project.

In addition, the applicant shall contribute \$5,000.00 to the Old Town Crescent Unit Owners Association for their capital reserves and unrestricted use and to account for, among other things, any uninsured losses incurred by the membership of Old Town Crescent Unit Owners Association during the construction phase of the above-

captioned property. This payment is due to the Old Town Crescent Unit Owners Association within 45 calendar days of final site plan approval by the City of Alexandria, VA or September 15, 2014, whichever shall first occur,. Additionally, the applicant and future condominium residents shall be required to participate in a proportional maintenance and liability agreement, drafted to meet the satisfaction and approval of the City Attorney, with the Old Town Crescent Townhome Association and the Old Town Crescent Unit Owners Association for which each unit in 800-820 Slaters Lane shall be assessed an annual fee of at least \$160.00, such an amount to be explicitly noticed in the condominium documents as approved by the City Attorney prior to the issuance of the first certificate of occupancy. The agreement will relate only to the portion of the public alley located between 828 Slaters Lane and the townhome residences located on Bernard Street the garages to which abut the public alley.

The applicant further agrees to unconditionally pay an additional \$5,000.00 to the Old Town Crescent Unit Owners Association for the first year of the future resident's pro rata share of the annual maintenance needs, exclusive of the re-paving, associated with the existing public alley. This amount will be for the restricted use of Old Town Crescent Unit Owners Association inasmuch as it will be applied to the future maintenance costs, exclusive of re-paving, associated with the public alley located within the property boundaries between the residences comprising Old Town Crescent Condominium Unit Owners and Old Town Crescent Townhome Association. The payment of this amount will similarly be due and payable within 45 days of final site plan approval by the City of Alexandria, VA or September 15, 2014, whichever shall first occur. The pro-rata share for each year thereafter shall be determined annually in March and shall be paid within 30 days of the date proof of actual costs paid for the prior year is provided to the future condominium unit owner's association.

Finally, the applicant has agreed to add Old Town Crescent Unit Owners Association as an additional insured to its general liability and comprehensive damage policy for the excavation and construction of the project. To further protect property belonging to Old Town Crescent Unit Owners Association owners and residents, the applicant has also committed to donating a specially-designed traffic mirror for installation within the Old Town Crescent Condominium to help facilitate safe ingress and egress from their underground parking garage with an exceptionally steep incline and reduced visibility, subject to any necessary approvals of the governing authorities of the City of Alexandria, and the Old Town Crescent Unit Owners Association.

This resolves all the outstanding issues with respect to the Old Town Crescent Unit Owners Association and the applicant, as well as the proposed site plan as submitted.

Sincerely,

A handwritten signature in cursive script, appearing to read "S. Bannister".

Stephen A. Bannister, Managing Partner
CIAM-Slaters, LLC

National Media Inc

815 Slaters Lane
Alexandria, Virginia
22314

Telephone
703-683-4877

Docket Item # 5 A C
800 Slaters Lane

October 25, 2013

Ms. Patricia Escher, Principal Planner
Dept. of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314

Re: 800 Slaters Lane, Alexandria, VA (Nordic Press Building)

Dear Ms. Escher:

I would like to offer our unconditional support for the pending DSUP Application DSUP 201-0031 for the property located at 800-820 Slaters Lane, in Alexandria, VA. As the property owner of 815 and 817 Slaters Lane, which is directly across the street from the pending development, we look forward to approval of this request. I have reviewed the development plan and find it very appropriate, architecturally appealing and in keeping with the development patterns along Slaters Lane. I would think this project will be a very successful addition to the Slaters Lane area in general and provide a very attractive architectural element as you enter Alexandria from the North.

My partners and I have worked for many years, and spent substantial resources trying to improve Slaters Lane and make it an attractive "Gateway" to the new development in the immediate area. The 800-820 Slaters Lane project will serve the current and planned retail and office uses within the corridor as well and offer an excellent opportunity for home ownership in the Slaters Lane marketplace.

We have no objections or concerns with the approval of the pending application and offer our unconditional support and request your favorable approval of the same.

If you should have any questions, please do not hesitate to contact me.

Sincerely,



Robin D. Roberts
Property Owner
815, 817 Slaters Lane

October 30, 2013

REVISED

Ms. Patricia Escher, Principal Planner
Dept. of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314

Mrs. Linda Dwyer, President
Old Town Crescent Town House Association
915 Bernard Street
Alexandria, VA 22314

Re: 800 Slaters Lane, Alexandria, VA (Nordic Press Building)

Dear Pat and Linda:

Based upon my discussions with Linda Dwyer, in her capacity as the Association President for the Old Town Crescent Town House Association, I would like to extend the assurances of the attached letter agreement (Exhibit A) with the Old Town Crescent Unit Owners Association to the Old Town Crescent Town House Association, by this letter and its attachments.

Excluding the "lump sum" monetary commitments which are exclusively for the benefit of the Old Town Crescent Unit Owners Association as directed, the balance of the obligations for assurances, monetary commitments, and extending the insurance coverage to the membership of the Old Town Crescent Town House Association is specifically added to these commitments and assurances.

Finally, the applicant has agreed to add the members of the Old Town Crescent Town House Association as an additional insured to its general liability and comprehensive damage policy for the excavation and construction of the project.

If you should have any questions, please do not hesitate to contact me.

Sincerely,



Stephen A. Bannister, Managing Partner
CIAM-Slaters, LLC

October 9, 2013

Ms. Patricia Escher, Principal Planner
Dept. of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314

Mr. Nicholas P. Panos, President
Old Town Crescent Unit Owners Association
828 Slaters Lane, Unit 303
Alexandria, VA 22314

Re: 800 Slaters Lane, Alexandria, VA (Nordic Press Building)

Dear Pat and Nick:

Based upon my discussions with Nicholas P. Panos, in his capacity as the Association President for the Old Town Crescent Condominium Association, I would like to include the following items in our development conditions relating to our rezoning request for the property (DSUP #2012-0031). Mr. Panos has served as the President of his Association since its inception, and is the same person who reached an accord with the former applicant regarding the proposed redevelopment of the above-captioned property and the subject of DSUP [#2005-0002]. The purpose of this letter is to reaffirm that we intend to abide by the original conditions that were part of that DSUP. We are taking the additional step of memorializing this understanding and specifically outline how a previously agreed upon capital contribution of \$10,000 to the Old Town Crescent Unit Owners Association will be allocated and the exact time at which payment is due.

Due to the anticipated use of the public alley by vehicles designed or otherwise dedicated to facilitate the construction on 800-820 Slaters Lane, the applicant (CIAM-Slaters, LLC) shall re-pave the existing and proposed 22 ft. alley and any appurtenant parking spaces where damaged by construction activities from Portner Road to the eastern portion of the site to the satisfaction of the Director of T&ES. The re-paving will be completed prior to the issuance of the first certificate of occupancy of the proposed project.

In addition, the applicant shall contribute \$5,000.00 to the Old Town Crescent Unit Owners Association for their capital reserves and unrestricted use and to account for, among other things, any uninsured losses incurred by the membership of Old Town Crescent Unit Owners Association during the construction phase of the above-

captioned property. This payment is due to the Old Town Crescent Unit Owners Association within 45 days of final site plan approval by the City of Alexandria, VA or September 15, 2014, whichever shall first occur,. Additionally, the applicant and future condominium residents shall be required to participate in a proportional maintenance and liability agreement, drafted to meet the satisfaction and approval of the City Attorney, with the Old Town Crescent Townhome Association and the Old Town Crescent Unit Owners Association for which each unit in 800-820 Slaters Lane shall be assessed an annual fee of at least \$160.00, such an amount to be explicitly noticed in the condominium documents as approved by the City Attorney prior to the issuance of the first certificate of occupancy. The agreement will relate only to the portion of the public alley located between 828 Slaters Lane and the townhome residences located on Bernard Street the garages to which abut the public alley.

The applicant further agrees to unconditionally pay an additional \$5,000.00 to the Old Town Crescent Unit Owners Association for the first year of the future resident's pro rata share of the annual maintenance needs, exclusive of the re-paving, associated with the existing public alley. This amount will be for the restricted use of Old Town Crescent Unit Owners Association inasmuch as it will be applied to the future maintenance costs, exclusive of re-paving, associated with the public alley located within the property boundaries between the residences comprising Old Town Crescent Condominium Unit Owners and Old Town Crescent Townhome Association. The payment of this amount will similarly be due and payable within 45 days of final site plan approval by the City of Alexandria, VA or September 15, 2014, whichever shall first occur. The pro-rata share for each year thereafter shall be determined annually in March and shall be paid within 30 days of the date proof of actual costs paid for the prior year is provided to the future condominium unit owner's association.

Finally, the applicant has agreed to add Old Town Crescent Unit Owners Association as an additional insured to its general liability and comprehensive damage policy for the excavation and construction of the project. To further protect property belonging to Old Town Crescent Unit Owners Association owners and residents, the applicant has also committed to donating a specially-designed traffic mirror for installation within the Old Town Crescent Condominium to help facilitate safe ingress and egress from their underground parking garage with an exceptionally steep incline and reduced visibility, subject to any necessary approvals of the governing authorities of the City of Alexandria, and the Old Town Crescent Unit Owners Association.

This resolves all the outstanding issues with respect to the applicant and proposed site plan as submitted.

Sincerely,

A handwritten signature in black ink, appearing to read 'SAB', written in a cursive style.

Stephen A. Bannister, Managing Partner
CIAM-Slaters, LLC

DATE: November 1, 2013

TO: ALEXANDRIA PLANNING COMMISSION

FROM: Linda Dwyer, President, Old Town Crescent Town House Association
SUBJ: SLATERS LANE RESIDENCES: Docket Item 5 A-C; DSUP: #2012-0031

[We hope that you have a chance to visit the site prior to the hearing on November 7th. Please see our contact information at the end of our comments. We would welcome the opportunity to tour the site with you.]

As President of the Old Town Crescent Town House Association, I am submitting the following comments and concerns:

PRIMARY CONCERN: As residents who must use the alley that bisects this property for access to our garage parking, we are concerned about the limited/reduced access to our property.

Currently the OTC Condominium and Townhomes account for a total of 83 vehicle spaces. Nordic Press utilizes about 18 spaces for a total of 101 spaces. At present there are two ways to access these spaces: Portner Road and Slater's Lane. The proposed project calls for an additional 66 vehicle spaces for a total of 149 vehicles after subtracting the business spaces, a 48% increase. Volume aside, the alley is often blocked by garbage trucks, service vehicles, moving and delivery vans. **However, this proposal calls for eliminating the access to Slater's Lane thus sending all vehicular traffic entering or exiting the property through the Portner Road access. We are requesting that an access to Slater's Lane be retained if this project is approved.**

The developer has indicated to us that he would not be averse to providing access to Slater's Lane but that the City has mandated the one point of ingress/egress. Our response is as follows:

Background: The properties that border this alley have been developed in a piece meal fashion over a 65 year period beginning with 14 row houses/town homes in the 700-800 block of Bernard Street followed by the 2000 Old Town Crescent Development consisting of 10 townhomes on Bernard and a 28 unit condominium on Slater's and now the current 33 unit proposal. These projects are being shoe horned around a 22' alley that narrows to 16.8 feet at one point which would appear not to meet the Residential Rear Service Alley Standards (CSRR SA-1; CSRR SA-2). The alley itself is nearly 500' long from the garage access on the eastern edge of the property to its exit on the western perimeter. **At least these constraints are mitigated now by the fact that at the present time we have more than one option in entering and exiting the site.**

General Policy: In discussions with Planning Staff, they have indicated the City prefers "rear-loaded" developments and limited curb cuts. They cite James Bland (Old Town Commons) as an example. We are in agreement with this general concept and we bought these units/townhomes realizing we would access them from the rear but also recognizing that we had options in accessing the site. Note that in the Old Town Commons development if residents have only one point where they must both enter and exit **those locations serve a maximum of only 56 vehicles rather than the 149 that will be rear-loading in the proposed development before you.** Moreover, the fronts of the Old Town Commons units can be directly accessed by service vehicles without having to resort to garage/alley access unlike the condominium units fronting on Slater's Lane

City Concerns for a Slater's Lane Access Point:

Pedestrian Concerns: Staff has noted that the City limits curb cuts in order to provide a more pedestrian friendly environment. Again, a worthy goal but this can not be a “one size fits all” policy. Even with a Slater's curb cut this project will have created a much improved pedestrian environment. Proposed sidewalks have increased to 8' in width and conform to the sidewalks in front of the existing condominium. Utility poles will be undergrounded doing away with those obstacles as far as the eastern edge of the property.

Pedestrian Volume: We took a look at pedestrian volume that traversed the current curb cut on the south side of Slater's Lane and compared it to the volume of pedestrian traffic that traversed the curb cut on the east side of Portner Rd.. These were counts conducted in what we have observed to be some of the heaviest pedestrian traffic times: Morning rush hour (7-9 am); evening rush hour (5-7 pm) and Saturday morning (9:30 – 11:30). **In all instances, the volume of pedestrian traffic on Slater's was the same or less than the pedestrian volume on Portner Rd.** Average volume per hour across both curb cuts was 8 (AM rush); 15(Slater's) and 20 (Portner) in PM rush; 25 across both on Saturday morning when vehicular traffic would be lower than rush hour weekday traffic.

Lines of Sight for Vehicular Traffic: As noted above, the line of sight improvements proposed in this plan will mean that vehicles exiting the site onto Slater's Lane will have an unobstructed view for oncoming traffic on Slater's Lane. Additionally, the city has installed bike lanes on Slater's. Now, rather than riding on the sidewalk or blending in with the car traffic, bikes can clearly be seen by vehicles exiting onto Slater's Lane. The sight lines for traffic exiting onto Slater's is actually considerably better than that on Portner as cars must contend with fences, narrower sidewalks and parked cars on a narrower street. **Eliminating parking on Portner, however, is not an option.** One of the conditions imposed on the Old Town Crescent development in 2000 was the provision of on-site visitor parking. To quote the staff report “staff does not support allowing the on-street parking to be used for visitor parking...because of the very limited parking supply within the neighborhood. This statement was made prior to the establishment of the very successful retail businesses at the intersection of Portner and Slater's for which there is inadequate off street parking.

Traffic Queuing: To quote from the staff report: “Entering Slater's Lane during the AM peak is challenging due to the queuing associated with eastbound traffic approaching the signalized intersection at the parkway. For “**several hours**” during the AM peak, the queue from the signal “**regularly**” extends west of the subject property.” Once we were advised of the date of this hearing (and after the government reopened on Oct. 18) we have checked 1-3 times each weekday morning rush (7am – 9 am) to see if the traffic does indeed extend past the current curb cut on the western edge of the property. In the past two weeks, this has happened only once and when we checked 30 minutes later, that back up had dissipated. Terms such as “regularly backs up” and “for several hours” are simply misstatements. Yes, the traffic occasionally backs up when the Parkway traffic backs up and left hand turns could be difficult under those circumstances. However, residents currently using Slater's Lane for exiting rarely make left hand turns. As staff pointed out, the traffic heading west generally utilizes the Portner Road option and there is no reason to think that would not continue. Indeed, by permitting right turns from the property onto Slater's Lane, the traffic flow at the Portner/Slater's intersection would improve as cars from Potomac Greens making left turns and heading East would be less likely to be held up by right hand turning traffic from Portner Rd. Additionally, if a car on Portner is waiting for the signal to change at Slater's, it is difficult for a car to

make the left turn from Slater's onto Portner given the parked cars. But, as we have noted earlier, eliminating that parking is not a satisfactory solution.

Blocked Access to and from the Alley:

Unfortunately in 2000 with the approval of the Old Town Crescent Site Plan, no thought was given as to how large vehicles such as moving vans, service vehicles, garbage trucks, etc. could access the site and unload without blocking access in the alley. They are not permitted to unload on Slater's in front of the condominiums. If the truck is small enough, they can reserve parking spaces on Portner, unload off the back of the truck and hand-cart everything down to the end of the building and take everything in through the garage entrance. A few have been creative enough to move in through the condominium windows but that only works for ground level units on the back of the building.

Condition # 22 in the 2000 staff report noted that "all public improvements must meet City standards, except the alley may be 22' in width and no turn-around is required on this property." We assume this exception was granted because vehicles could exit onto either Slater's or Portner. The alley is still less than 17' at its narrowest point and now this proposal would give us only one option for ingress/egress. There are no options when the alley is blocked. There is apparently a turn around provided at the end of the alley in the new building for small trucks, but it is highly unlikely that vehicles serving the western end of the alley would even know that turnaround is available and would most likely just try to back out of the alley.

The City has responded that "stricter enforcement of the existing parking regulations may be required based on the severity of the problem". We doubt that parking enforcement will be regularly patrolling this area and, frankly we would not want the City to be spending our tax dollars for this purpose. Yes, we could call and wait for enforcement to arrive. But in the end, there is little recourse for many of these vehicles who must use this alley. At least give us options to work around these blockages.

SCOPE OF THE PROJECT:

We do not object to a residential condominium on this site. This is a project that has been on the table for several years. But this proposal is approximately 20% larger (number of units and building height) than both the existing condominium on Slater's Lane and the project proposed in 2005 that was widely accepted by the neighboring community but never built. Two affordable housing units are proffered by the developer in return for this increased FAR. Our question then: is the "value added" by this proposal (2 affordable housing units) worth the additional size and density of the project?

CONCLUSION

As we noted earlier, this area has been developed piece by piece. The luxury afforded to such projects as James Bland/Old Town Commons where whole city blocks are razed and access points and alleys can be properly planned, has not been afforded to this site. We are now looking at a proposal which exacerbates this piece meal approach with the continuation of a 500 foot long, 17- 22 foot narrow alley, the increase by nearly 50% of the number of vehicles that will need to utilize this alley for access to their property, and the elimination of one of only two points of access to this entire property. We have looked in the City to see if we could find a similar situation: narrow, long allies with a high volume of vehicles, only one access point and managed by three separate homeowners associations. We have yet to find one that even comes close.

If this building is sited as currently proposed there will be no opportunity to rectify this situation in the future. Designing the project with a curb cut and driveway off Slater's provides options for the future. We stand ready to work with the developer and the City in arriving at a solution that will meet the needs of all affected by this proposal.

Contact Information:

Linda Dwyer, President, Old Town Crescent Town House Association
915 Bernard St.
703-549-3263 (primary); 571-225-8548 (cell)
ouibike@gmail.com

Some pictures to illustrate our concerns:



With this as the only way out, it will take awhile to get the police to get this van moved.

Busy alley without 66 new parking spaces



When cars are parked, only one lane on Portner



Line of sight on Portner – limited



Line of Sight on Slater’s much safer & improved with this project.



A solution to the moving van & service parking: Use a driveway from Slater’s



So the new condo can avoid this as the only vehicle way out from their property.





NorthEast Citizens' Association

Mary Jane Kramer
President
1219 Powhatan St.
Alexandria, VA 22314

November 5, 2013

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1224 Michigan Court
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Planning Commission
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22314-3211

Dear Chairman and Members of the Planning Commission:

I am writing to you today to express the opinion of the Board of the NorthEast Citizens' Association regarding Docket Item #5 A-C, Master Plan Amendment #2013-0003, Rezoning #2013-0004, and Development Special Use Permit #2012-0031, known as the Slaters Lane Residences. We oppose the requested Rezoning/Map Amendment and Development Special Use Permit with the new Site Plan and modifications. After extensive discussions with the Developer over the course of three years, we have reached the conclusion that the proposed building is just too tall to fit in our neighborhood, it has a density which is too great for our neighborhood, and the proffered site plan and amendments do not offer enough value to the neighborhood to justify the very significant rezoning, amendment to the Northeast Small Area Plan, Special Use Permits, and modifications sought by the Applicant.

It is true that our Association once agreed to a rezoning from CSL zoning, with its height limitation of 50 feet, to an RC zoning allowing greater heights. But this agreement was conditioned on the construction of a very specific site plan which we now know will never be built. We also agreed to the increase in height above 50 feet to accommodate a single tower element, not a general increase in the building height, or the addition of a fifth story. Furthermore, we did not agree that at a future time a completely different site plan could be substituted for the one we favored, nor did we agree that other substantial modifications to the initial proffer could be made.

The current site plan is significantly larger, and the architecture, in our view, is inferior to that of the initially proffered site plan. In addition, the original site plan did not allow for further modifications which would increase density and height, such as the addition of affordable housing units. Although the NorthEast Citizens' Association historically has supported affordable housing in the City, and continues to do so in our neighborhood, we disfavor the inclusion of affordable housing in this project due to its enlarging effect on the overall design.

Rather than accept this project, we would prefer that the site remain at its CSL zoning. In short, had we known how this Project would evolve into its current incarnation, we never would have agreed to change from CSL zoning in the first place. Consequently, we renounce the 2005 modification of the NorthEast Small Area Plan to change the zoning of 800-820 Slaters Lane from CSL to RC. We believe the zoning should remain CSL and we do not agree with any changes to our Small Area Plan at this time.

We are also troubled by errors and omissions in the Staff Report which tend to minimize the overall impact of the new design. On page 5, for example, the report indicates that the approximate height along Slaters Lane is 50 feet, when, in fact, there are elements in this design with elevations significantly in excess of 58 feet high directly on the Slaters Lane frontage.

We also do not agree with the conclusion on page 8 that the new proffer meets Goal #1 of our Small Area Plan, that is, "preserves the existing neighborhood," when in fact it will greatly alter the character of Slaters Lane in this vicinity. The new building will tower over rather than preserve the NorthEast neighborhood.

Furthermore, we find significant the omission of Goal #2, to "ensure that commercial development and redevelopment is compatible with the residential areas in both use and scale." This redevelopment of commercial property clearly is not compatible with the scale of our neighborhood, and will tower over adjoining older residences on Bernard Street.

Similarly, we take issue with the omission of Goal #4, "Buffer residential development from commercial areas and major arterials." Rather than buffering residential from arterials, this project will insert residential development directly on an arterial.

We also differ with the assessment of Goal #7, "Encourage quality of design befitting the strategic historic and gateway role of the area, including trees." This very large building does not befit the strategic historic role of the area; it has no elements reminiscent of the historical architecture of this area. We are not aware of another nearby historic property with the height and architecture of the proposed building. Specifically, the elevated pergola is out of character with our NorthEast neighborhood, and with the architecture of the City as a whole.

We also are concerned that this Project is inconsistent with Recommendation No. 1 of the Northeast Small Area Plan, namely to "change the parcels south of Slaters Lane and along Northern Powhatan Street from Industrial and Residential Medium to Commercial Service Low (CSL)" Thus, the existing CSL zoning is to be preferred to the requested rezoning, absent compelling reasons to diverge from this designation. Recommendation No. 1 further states that "CSL allows low intensity service and commercial uses, including low-scale office and very light industrial activities compatible with medium density residential areas, at heights generally no greater than four (4) stories." From this it is clear that buildings greater than four (4) stories are not compatible with the Plan, and are not compatible with our neighborhood. Thus, we want to clearly and emphatically state that the current Project is not compatible with the Northeast Small Area Plan.

We respectfully oppose the Project in its current configuration.

Sincerely,



Mary Jane Kramer, President
NorthEast Citizens' Association

cc: Chairman John Komoroske
Commissioner H. Stewart Dunn, Jr.
Commissioner Derek Hyra
Commissioner Mary Lyman
Commissioner Nathan Macek
Commissioner Eric Wagner
Commissioner Maria Wasowski





NorthEast Citizens' Association

Mary Jane Kramer
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1219 Powhatan St.
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November 5, 2013

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Treasurer

Planning Commission
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301 King Street, Room 2100
Alexandria, VA 22314-3211

Board of Directors
Richard Cooper
Archer Heinzen
Poul Hertel
Pattie Ryan
Teresa Tidwell
Steven Troxel

Dear Chairman and Members of the Planning Commission:

Since I cannot attend the November 7, 2013 meeting of the Planning Commission, I have designated NECA Board Member Richard Cooper to appear on my behalf.

Thank you.

Sincerely,

Mary Jane Kramer
President
NorthEast Citizens' Association

cc: Chairman John Komoroske
Commissioner H. Stewart Dunn, Jr.
Commissioner Derek Hyra
Commissioner Mary Lyman
Commissioner Nathan Macek
Commissioner Eric Wagner
Commissioner Maria Wasowski



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November 7, 2013



BY ELECTRONIC MAIL AND HAND DELIVERY

John Komoroski, Chairman and
Members, Alexandria Planning Commission
301 King Street, Room 2100
Alexandria, VA 22314

Re: CIAM-Slaters, LLC, Docket Item 5 A-C

Dear Mr. Chairman and Members of the Planning Commission:

On behalf of CIAM – Slaters, LLC, I request that the following condition be added as a condition of approval:

Prior to the release of the Final Site Plan (or First Certificate of Occupancy) the Applicant, the Old Town Crescent Condominium and the Old Town Crescent Townhouse Association shall enter into a Shared Driveway Maintenance Agreement including those items specifically outlined in the letter to the Old Town Crescent Townhouse Association dated October 14, 2013 from Stephen A. Bannister, Managing Partner for CIAM-Slaters, LLC.

If you have any questions, please do not hesitate to contact me.

Best Regards,
LAND, CARROLL & BLAIR, P.C.

Duncan W. Blair, Esq.

cc: Stephen Bannister