Docket Item #6A-F

Master Plan Amendment#2013-0008
Rezoning#2013-0005
Text Amendment #2014-0003
Coordinated Development District#2013-0002
Development Special Use Permit #2013-0003
Transportation Management Plan #2013-0088

Application	**General Data**	
Project Name: Cameron Park	PC Hearing:	May 6, 2014
	CC Hearing:	May 17, 2014
	If approved, DSUP Expiration:	May 17, 2017 (36 months)
	Plan Acreage:	7.80 acres or 339,667 sq. ft.
Location: 430 and 450 South Pickett Street	Zone:	CSL existing, CDD proposed
	Proposed Use:	Mixed-Use
	Dwelling Units:	Approximately 457
	Gross Floor Area:	722,223 sq. ft.
Applicant: JBG Cameron Park, LLC and Pulte Homes represented by Ken Wire	Corridor Plan:	Landmark/Van Dorn
	Historic District:	Not applicable
	Green Building:	LEED Silver for Nonresidential, LEED Certified for Residential

Purpose of Application

The applicant requests approval of a Master Plan Amendment, Rezoning/Map Amendment, and Development Special Use Permit with Site Plan with modifications to construct an approximately 722,223 gross square feet of development to include two mixed-use multi-family buildings with structured parking, and 66 townhomes.

Special Use Permits and Modifications Requested:

1. An amendment to the Landmark Van Dorn Corridor Plan chapter of the Master Plan for a height increase.
2. Rezoning from Commercial Service Low (CSL) to Coordinated Development District (CDD)
3. Text Amendment to add the CDD to the zoning ordinance
4. Development Special Use Permit with Site Plan to construct approximately 722,223 gross square feet of mixed use development
5. Special Use Permit to allow outlots within the townhome portion of the project.
6. Special Use Permit for a Transportation Management Plan
7. Modification to vision clearance requirements.

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
Ryan Price, Urban Planner; ryan.price@alexandriava.gov

PLANNING COMMISSION ACTION, MAY 6, 2014:
On a motion by Commissioner Wasowski, seconded by Commissioner Lyman, the Planning Commission voted to **adopt the resolution and recommend approval** of MPA #2013-0008. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Wasowski, seconded by Vice Chairman Dunn, the Planning Commission voted to initiate Text Amendment #2014-0003. The motion carried on a vote of 7 to 0. On a motion by Commissioner Wasowski, seconded by Vice Chairman Dunn, the Planning Commission voted to **recommend approval** of Text Amendment #2014-0003. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Wasowski, seconded by Vice Chairman Dunn, the Planning Commission voted to **recommend approval** of Rezoning #2013-0005. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Wasowski, seconded by Vice Chairman Dunn, the Planning Commission voted to **recommend approval** of CDD Concept Plan #2013-0002, Transportation Management Plan SUP #2013-0088 and Development Special Use Permit #2013-0003 of the request, subject to compliance with all applicable codes, ordinances and staff recommendations and changes to conditions #14, 15, 17 and 60 as presented in staff's memo dated May 6, 2014. The motion carried on a vote of 7 to 0.

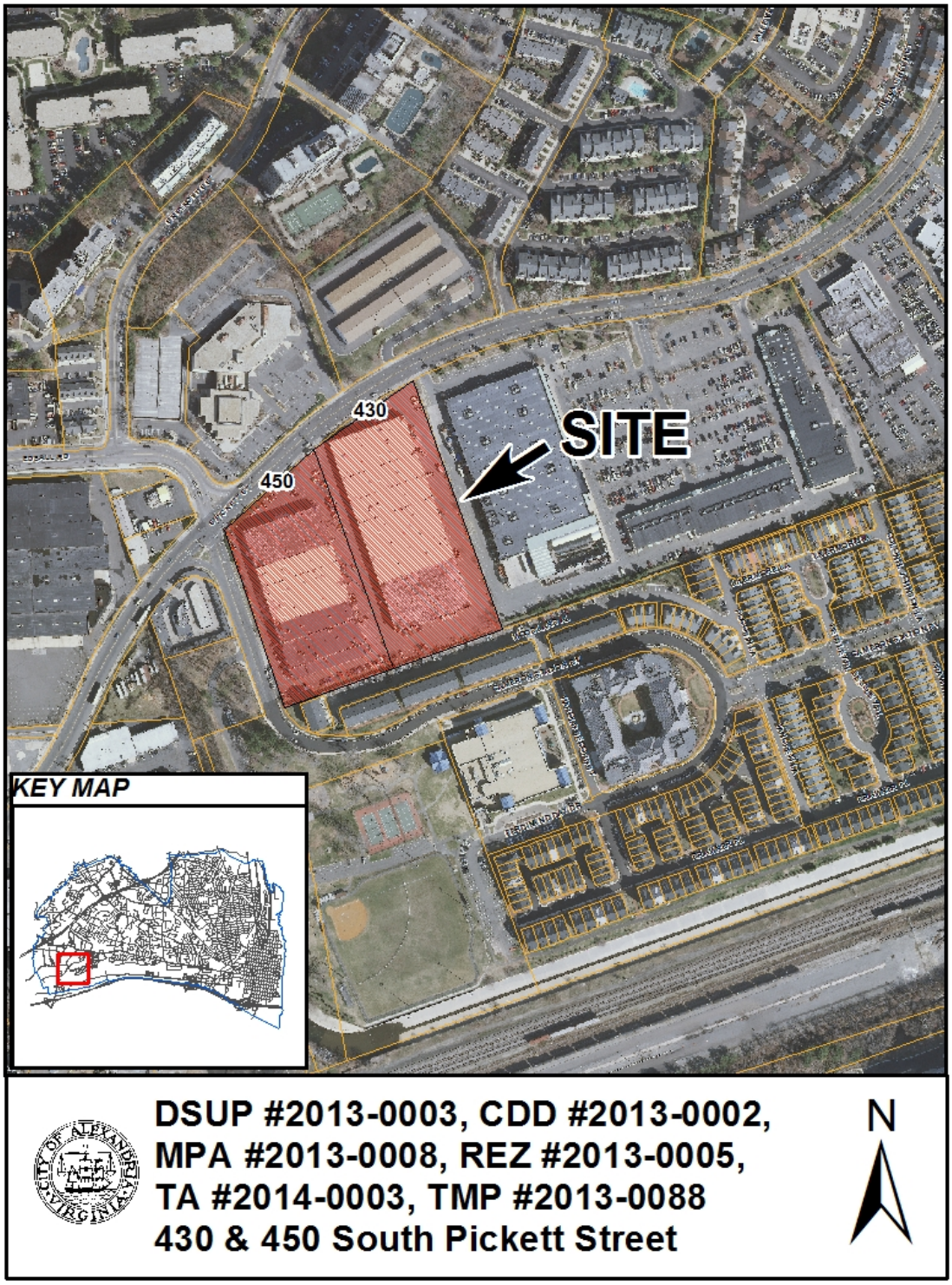
Reason: The Planning Commission agreed with the staff analysis.

Speakers:
Kenneth Wire, attorney for the applicant.

Mike Johnson, 5180 Brawner Place, President of Cameron Station Community Association. Spoke in support of the proposal saying the applicant worked with the association and the proposal will have a positive effect on the neighborhood.

Scott Anderson, 4523 Raleigh Ave., #401, spoke in favor of the project and thought with more residents in the area, the City should provide better transit service.

Don Bush, President of Cameron Station Civic Association, spoke in support of the project but indicated that money allocated to affordable housing should go towards improvements to existing affordable housing developments and towards improvements to the neighborhood as there needs to be more "place making" amenities in the west end.


430
450
SITE
KEY MAP
DSUP #2013-0003, CDD #2013-0002,
MPA #2013-0008, REZ #2013-0005,
TA #2014-0003, TMP #2013-0088
430 & 450 South Pickett Street
N

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the development application and all other applications and requests for the Cameron Park site, subject to compliance with staff recommendations. Staff believes the project conforms to the City's adopted plans and policies. The proposal provides a number of benefits for the City and surrounding community. Some of the highlights include:

- Over 36,000 square feet of new ground floor retail space
- A 9,884 square foot public park
- A $2.2M contribution to the City's affordable housing program
- A $100,000 contribution to off-site open space improvements
- A 71,833 square foot right-of-way dedication for a multi-modal bridge connection along Cameron Station Blvd, and streetscape improvements along South Pickett Street.
- High quality architecture that provides design transitions (building height and land use) to the adjacent Cameron Station neighborhood
- Enhanced pedestrian and streetscape design that include wide sidewalks, street trees, and on-street parking

B. Summary of Issues

The applicants, JBG Cameron Park LLC and Tall Cedars Development, are proposing to demolish two existing flex industrial buildings with surface parking to construct a mixed-use community that will include two multi-family residential buildings with ground floor retail, structured parking, townhomes, and a series of connected open spaces. To proceed with this proposal, the applicant is requesting approval of the following:

- Master Plan Amendment to increase building height on a portion of the site
- Rezoning of the property from CSL (commercial service low) to CDD (coordinated development district)
- Transportation Management Plan
- Modification of vision clearance requirements
- Text Amendment to add the CDD requirements to the zoning ordinance
- Special Use Permit to allow outlots in the townhome portion of the project

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

- Details of the proposed Master Plan Amendment
- Specifics on the proposed rezoning
- Conformance with the Landmark/Van Dorn Corridor Plan
- Affordable housing
- Building design and architectural features
- Green building and sustainable design

- Open space design
- Pedestrian and streetscape improvements
- Public art
- Impact on the City's school system
- Transportation Management Plan
- Parking
- Traffic
- Transit Improvement
- Community Outreach

C. General Project Description

The subject property consists of two lots of record located at 430 and 450 South Pickett Street. The total land area of the site is approximately 7.8 acres or 339,667 square feet. The site is located within the boundaries of the Landmark Van Dorn Corridor Plan, and is currently zoned CSL, commercial service low. The applicant is requesting a re-zoning for the project to CDD, coordinated development district. The City is requiring a right-of-way dedication of approximately 1.65 acres (71,833 square feet) for this project. Most of the dedication is along the western side of the property bordering Cameron Station Blvd. The land may potentially be used for a future multi-modal bridge that will connect the surrounding area to the Van Dorn Metro Station as prescribed in the Landmark Van Dorn Corridor Plan. The final location of the bridge is still being studied, and will be determined at a later date. The other area of right-of-way dedication is along the South Pickett Street side of the property and will be used for on street parking and streetscape improvements.

The applicants, JBG Cameron Park LLC and Tall Cedars Development, are proposing a multi-phased mixed-use project that will include 391 multifamily units in two buildings, 66 townhomes, and approximately 36,900 square feet of ground floor retail. Structured parking will be provided for the multifamily and retail uses, and rear-loaded garage parking will be provided for each townhome, with street parking allocated for visitors. The mixed-use buildings will front South Pickett Street, and vehicle access to the site will be provided from both South Pickett Street and Cameron Station Blvd. Two internal private streets and one internal public street will be constructed within the site as part of this project. Building heights will taper downward from South Pickett Street in the direction of Cameron Station. The multi-family buildings will reach a height of approximately 80 feet, and the townhomes will be approximately 50 feet tall.

II. BACKGROUND

A. Procedural Background

It's anticipated that the area surrounding the project site will see transition in the coming years. The Landmark Van Dorn Corridor Plan envisions this area, "Pickett Place," to emerge as a

distinct urban village with a mix of uses at a walkable scale. The residential developments of Cameron Station to the south, Wapleton Condos and Brigadoon to the north, have positioned the neighborhood to be primarily a residential enclave within the context of the larger Landmark Van Dorn area. The plan calls for approximately 70 percent of the development in Pickett Place to be residential, and about 30 percent to be office and retail. The corridor plan identifies the project site ("block M") for CDD zoning. The review process established for CDD zones will ensure the block is developed with adequate density, and aligns with the goals set forth in the corridor plan such as high quality urban design, and connectivity of public open space.

B. Site Context

The project site is bound by South Pickett Street to the north, Cameron Station Blvd to the west, Home Depot to the east, and the Cameron Station neighborhood to the south. The property lies within the Landmark Van Dorn Corridor Plan boundary and is currently zoned CSL, commercial service low.

A variety of uses surround the area including light industrial, retail, medium to high density residential, and public open space. There are currently two one-story flex industrial buildings on the property totaling approximately 181,000 square feet. Both of the buildings are in good condition and have a variety of tenants and uses ranging from auto service to home furnishings. The property borders Armistead Boothe Park to the west, and sits just north of Backlick Run. The proximity of the site to these natural areas makes open space connectivity a critical piece of this project because we anticipate that Cameron Park residents and retail patrons will access these areas without the use of a car.

A mix of building typologies exist in the surrounding area ranging from warehouses and strip retail, to townhomes and mid-rise multifamily buildings. Building heights within a quarter-mile of the property range from 20 to 40 feet for commercial/retail and 30 to 140 feet for residential.

C. Detailed Project Description

The applicants, JBG Cameron Park LLC and Tall Cedars Development, are proposing to construct approximately 722,000 gross square feet of development on the property. There will be two mixed-use buildings on the north side of the site, and 66 townhomes on the southern portion of the property adjacent to Cameron Station. This arrangement will provide a building height transition from approximately 80 feet along South Pickett Street, to approximately 50 feet within the townhome portion of the site bordering the Cameron Station townhome community. Three new streets will also be constructed on the site. Street A and Street C will be privately maintained, and Street B will serve as a public street (the street names are still being finalized). All streets will incorporate pedestrian-friendly design to include wide sidewalks, planting strips, and on-street parking.

Building A
Of the mixed-use buildings, the 5-story "Building A" will be the largest, with a gross floor area of approximately 404,000 square feet. The ground floor of Building A will have approximately

26,000 gross square feet for retail use, approximately 10,000 gross square feet for a residential lobby, and 135 at grade structured parking spaces. The remaining four levels will be residential space totaling a gross floor area of approximately 309,000 square feet. In total, Building A will have 302 residential units; 241 one-bedroom units, and 61 two-bedroom units. Building A will have two internal courtyards with resident access from the second floor of the building.

Building B
The smaller mixed-use building, "Building B" will be 6-stories tall and have a gross floor area of approximately 119,000 square feet. There will be roughly 11,000 gross square feet for retail use on the ground floor, along with approximately 9,000 gross square feet for a residential lobby/amenity space. The remaining five levels will be residential space with a gross floor area totaling approximately 94,000 square feet. Building B will have 89 residential units; 64 one-bedroom units, and 25 two-bedroom units. Building B will have a raised terrace with resident access from the second floor, a street level plaza in front of the retail stores along South Pickett St, and a small pocket park along Cameron Station Blvd. that will feature a living wall on the building's west façade.

Townhomes
There will be 66 townhome units on the site, totaling approximately 199,000 square feet of gross floor area. Each townhome unit will be four-stories high with a rear loaded two-car garage. Open space in the townhome portion of the project will consist of an internal mews, and a 9,884 square foot park that is located at the end of Street A. The park is designed to provide visual interest within the site, and create a strong linkage between the mixed-use buildings and the townhomes.

III. ZONING

Table 1. Zoning Tabulations

Property Address:	430 and 450 South Pickett Street		
Total Site Area:	7.80 acres or 339,667 sq. ft.		
Zone:	CSL existing, CDD proposed		
Current Use:	Commercial Warehouse		
Proposed Use:	Mixed-Use		
	Permitted under CDD zoning	Permitted under CSL zoning	Proposed
FAR	2.0	Residential: 0.75 Nonresidential: 0.5	2.0
Building Height	85' 65' (120' from S. Pickett St.)	50'	Building A: 71' Building B: 80' Townhomes: 50'
Buffer	Not applicable	Residential: - Front yard 20'	Not applicable

Setbacks Front Side Rear		- Townhome side yards 1:3 w/ 8' min - Multifamily side yards 1:2 w/ 16' min - Rear yard 1:1 w/ 8' min Nonresidential: Not applicable	
Parking Requirements	Townhomes: - 1.75 spaces per unit (max) Multifamily: - 1.75 spaces per unit (max) Retail: - 3 spaces per 1000 sf	Townhomes: - 2.0 spaces per unit Multifamily: - 1.3 spaces per 1 bedroom unit - 1.75 spaces per 2 bedroom unit Retail: - 4.35 spaces per 1000 sf	Townhomes: - 2.0 spaces per unit Multifamily: - 1.1 spaces per 1 bedroom unit - 1.1 spaces per 2 bedroom unit Retail: - 3 spaces per 1000 sf
Retail Use:	111 spaces (max)	161 spaces	135 spaces
Residential Use:	807 spaces (max)	687 spaces	604 spaces
Visitor	138 spaces (max)	128 spaces	67 spaces (on street)
Total:	1,056 spaces (max)	976 spaces	806 spaces
Loading spaces:	2 loading spaces	2 loading spaces	6 loading spaces

The rezoning and creation of the new CDD will add language to the Zoning Ordinance, which requires the review and approval of a text amendment. This amendment will be processed by the City as TA# 2014-0003. The text amendment will amend the CDD section of the Zoning Ordinance to add the following table.

Table #2. Proposed Zoning Code Description of Cameron Park CDD

CDD #	**CDD Name**	**Without a CDD Special Use Permit**	**With a CDD Special Use Permit**		
			Maximum FAR and/or Development Levels	*Maximum Height*	*Uses*
17a	Cameron	CSL/Commercial	The development controls, including FAR	The	Mix of

	Park	Service Low Zone regulations shall apply	and number of units for land within this CDD, as shown in the approved CDD-17a Concept Plan, in addition to the provisions in the Landmark Van Dorn Corridor Plan.	maximum heights shall conform to the CDD-17a Concept Plan	residential (multifamily and/or townhouse) and retail uses

IV. STAFF ANALYSIS

A. Master Plan Amendment for Increase in Height

The proposal includes requests to amend the Landmark Van Dorn Corridor Plan for an increase in building height and to the maps in the corridor plan to reflect these changes. The Landmark Van Dorn Corridor Plan permits a building height of 85 feet along South Pickett Street up to a depth of 120 feet into the project site. The remainder of the site is permitted to have a building height of 65 feet. The amendment is to extend the 85 foot building height limit farther into the site than the permitted 120 feet. The proposed height increase affects the two mixed-use buildings. Their proposed height is approximately 80 feet; a 15 foot increase. The townhouse portion of the site remains outside the area with the proposed height increase. Their building height will be approximately 50 feet, well within the 65 foot height limit.

The increased building height resulted from the right-of-way dedication requested by staff and the amount of density allowed by the corridor plan. Staff requested the right-of-way dedication as a step toward implementing the multi-modal bridge envisioned in the Landmark Corridor Plan. The bridge is currently in a pre-concept phase, and will eventually connect the South Pickett Street area to the Van Dorn Street Metro Station. The bridge landing and related roadway improvements are anticipated to impact the Cameron Station Blvd. frontage of the property. However, the dedication of this land reduced the lot size, potentially impacting the density potential of the site because of the corridor plan's height limitation along South Pickett Street and placing additional constraints on the building footprints. The density potential of the site is delineated as a 2.0 FAR in the Corridor Plan. In order to achieve both goals, staff recommends that the building height be increased to off-set the land acquisition.

Staff supports the increase in height because it creates a strong street wall along both South Pickett Street and Cameron Station Blvd. Also, the additional height is appropriate for the location, type of use, and should not negatively impact the neighborhood. The adjacent properties are primarily commercial. In general, the proposed building heights will provide a gradual transition from the existing townhomes in Cameron Station (approximately 40 to 45 feet) to a slightly taller townhouse product in the proposed redevelopment (approximately 50 feet), to the taller mixed-use buildings along South Pickett Street (approximately 80 feet). This transition occurs over a span of approximately 600 feet across the 7.8 acre site. This type of transition is a good urban design principle for infill development when integrating an existing, stable, residential neighborhood and a new, mixed-use, redevelopment along a major thoroughfare. The

taller mixed-use buildings engage the street and provide an urban edge to the street while buffering the townhomes.

Figure 1: Proposed Cameron Park Site Plan

B. Rezoning

Concurrent with the Master Plan amendments is the actual rezoning of the property. The applicant is requesting their property be rezoned from the existing CSL/commercial service low zone district to CDD, coordinated development district. Staff supports the rezoning request as it is a direct implementation of the Landmark Van Dorn Corridor Plan recommendations. The corridor plan recommends any redevelopment be rezoned to a CDD in order to achieve assemblage of parcels, coordinate infrastructure and amenities, and encourage the highest quality design. Additionally, as previously mentioned, the proposal is a context-sensitive solution that is compatible with the surrounding area.

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 Corridor 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. While this proposed rezoning is specifically called for in the Landmark Van Dorn Corridor Plan, the rezoning also meets the five criteria which include:

1. ***Consistency with Corridor Plan*:** The proposed development aligns with the intent and goals of the Landmark Van Dorn Corridor Plan. The applicant is proposing a high-quality mixed-use development with a variety of housing options. There will be ample on-site open space that connects with the surrounding community, and the exceptional urban design elements of the project will enhance the public realm in this area. A detailed analysis of this project's consistency with the corridor plan is provided in the next section.

2. ***Consistency with Type of Area:*** Of the proposed 722,000 square feet of gross floor area in this mixed-use development, approximately 95 percent will be residential. This is consistent with the residential context of the area, with established neighborhoods like Cameron Station and Brigadoon located proximate to the site. The proposed mid-rise buildings are similar in mass and scale to other apartments in the immediate area, and the proposed townhomes are comparable in size to those in Cameron Station.

3. ***Isolated Parcel:*** The parcel is an isolated redevelopment opportunity with common ownership and is surrounded by stable commercial and residential uses. The City has reviewed some development proposals within the Landmark/Van Dorn Corridor plan area, such as the Landmark Gateway, and Landmark Mall projects. However, other parcels along South Pickett Street are outside the Corridor Plan and are long established commercial lots, such as the Trade Center (Home Depot) and the two auto dealerships and are not envisioned to redevelop any time in the near future. Furthermore, any other potential remaining parcels along Pickett Street are fairly small and have limited redevelopment potential.

Figure 2: Surrounding Context of Neighborhood (project site shown in yellow)

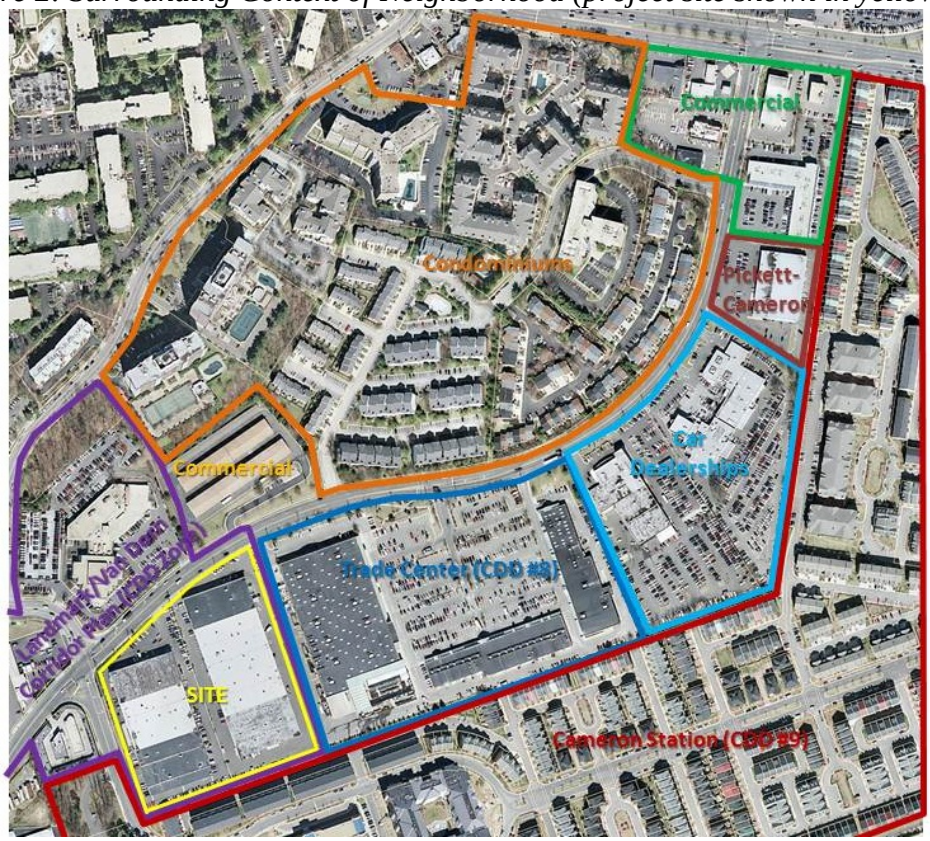


Figure 3: Proposed Cameron Park Site Plan and Surrounding Context

4. ***Status of Planning for Area:*** The Landmark Van Dorn Corridor Plan was adopted in June 2009 and there are no additional planning studies for this area slated to begin within the next fiscal year or the foreseeable future.

5. ***Application's Consistency with City Goals:*** The proposed development meets other City goals in addition to being consistent with the vision of the Landmark Van Dorn Corridor Plan, such as the Affordable Housing Policy, the Green Building Policy, the Public Art Policy, and Economic Sustainability.

C. Consistency with Landmark Van Dorn Corridor Plan

The Landmark Van Dorn Corridor Plan was adopted in June 2009. The corridor plan has many goals and objectives for this part of the City that are transformative in nature, but also ensure compatibility with existing neighborhoods. Staff believes that the proposed Cameron Park development aligns with the overall vision for this area. It's also important to note that this project is considered to be in the "Catalyst Phase" of the corridor plan implementation. The City recognizes that a critical mass of development is needed to effectively implement the plan. As such, projects that proceed during the catalyst phase have more flexibility with regard to developer contributions and the overall public benefits package. Catalyst projects are still required to meet the City's standards of high quality construction and urban design set forth in the corridor plan. A detailed break-down of how the Cameron Park proposal aligns with the Landmark Van Dorn Corridor Plan is provided below:

Pedestrian-Friendly Activity Centers
The proposed development will essentially transform the existing 7.8 acre site from an auto-oriented light-industrial tract into a pedestrian-friendly urban environment. The project will connect to the surrounding neighborhood through new walkable streets, and will provide neighborhood serving retail services to residents and the surrounding community that will help activate the space. The project meets several specific goals of the corridor plan relating to the creation of pedestrian-friendly activity centers:

- ***Create both the West End Town Center and Pickett Place with a hierarchy of attractive, walkable streets that provide convenient access and connections to surrounding neighborhoods:*** Cameron Park lies within the Pickett Place district and will provide three new internal streets with pedestrian-friendly design. Additionally, the existing streetscape on the property along South Pickett Street and Cameron Station Boulevard will be upgraded, allowing for convenient pedestrian connections to adjacent neighborhoods such as Cameron Station.

- ***Provide a quality public realm with pedestrian amenities:*** The public realm within Cameron Park will consist of high-quality materials and is designed to integrate the residential and retail uses within the site. The project will include generous sidewalk widths of 13 to 20 feet, pedestrian scale lighting, benches, an approximately 8,800 square

foot plaza with water feature along South Pickett Street, a 2,700± square foot pocket park along Cameron Station Boulevard, and a 9,884 square foot neighborhood park at the end of Street A. All of these amenities are intended to enhance the pedestrian experience on the site, and will contribute to the larger public realm goals of the Landmark Van/Dorn planning area.

- ***Bring buildings to the sidewalk and street and animate their facades:*** The proposed site plan will create a strong urban street wall along South Picket Street and Cameron Station Boulevard which does not exist today. All structures with street frontage will be placed at or near the sidewalk. The proposed façade treatments provide a variety of depth, color, and texture which will be engaging to both pedestrian and vehicular traffic.

- ***Provide active uses on the ground floors of buildings; such as stores, restaurants, cafes, etc.:*** The new development will include 36,900± square feet of ground floor retail. It is difficult to foresee specific tenants, but the space has been designed to accommodate a wide range of retail uses. Ample loading dock space and flexibility with unit configuration have been incorporated into the plans to make the space attractive to prospective retailers. Additionally, the plaza area along South Pickett Street will be conducive to outdoor dining opportunities.

- ***Provide public gathering places to promote informal social contact and accommodate performances, cultural celebrations, and other public events:*** The proposed plaza along South Pickett Street and the Neighborhood Park at the foot of Street A will provide space for public gathering on the site. Additionally, these spaces are large enough to accommodate a wide range of small-scale event programing such as farmer's markets, movie screenings, or cultural performances.

Multi-modal Transportation System

The Corridor Plan places a strong emphasis on developing a multi-modal transportation system for the Landmark/Van Dorn area. With the creation of the three new streets for this development, vehicular circulation is enhanced, and the site is broken up into pedestrian-scale blocks. Additionally, a Transportation Management Plan (TMP) is proposed for this site that will encourage residents to take advantage of alternate transportation options, including the nearby metro system. The applicant is also helping the City with signalization improvements that are planned for the intersection of Edsall Road, Cameron Station Blvd. and South Pickett St. The proposed development meets several specific goals of the corridor plan relating to the advancement of a multi-modal transit network:

- ***Address vehicular mobility through targeted capacity improvements and by developing a more interconnected street system:*** The three new streets proposed in this development will introduce a street grid within the Picket Place district that will ultimately link to the new Pickett Place Main Street set forth by the plan. The streets breakup the site into pedestrian-scale blocks, and improves vehicular circulation. Additionally, Street B will provide a connection to properties east of Cameron Park as South Pickett Street continues to evolve and develop.

- ***Develop a safe, pedestrian-friendly environment with walking connections from neighborhoods to activity centers:*** The proposed development will transform the pedestrian environment on the site. Currently there is only one sidewalk on the property which lies along the South Pickett Street frontage. The site plan calls for wide sidewalks and on-street parking throughout the development. This will not only create a safe pedestrian-friendly environment for Cameron Park residents but it will also allow residents of surrounding neighborhoods to safely access the retail amenities and open space planned for the property.

- ***Provide more frequent, reliable regional and local transit service, with connections to and between activity centers and the Van Dorn Street Metro:*** This project is providing the city a 1.65 acre right-of-way, most of which is on the western edge of the property to make room for the possible location of the multi-modal bridge prescribed in the corridor plan. The bridge will provide a direct connection to the Van Dorn Street Metro for the area by connecting South Pickett Street to Eisenhower Avenue.

An Interconnected Open Space System

The corridor plan calls for a variety of open space, ranging from larger public parks to smaller areas of open space. A central theme in the design of Cameron Park is the connection of open space internally, and to neighboring parks. The project meets several objectives of the small are plan regarding open space:

- ***Develop a network of public parks and open spaces of varying sizes and functions:*** The on-site open space in Cameron Park lays the foundation for future connections to parks east of the site along South Pickett Street, and west of the site along the proposed Pickett Place Main Street. The proposed open space also provides a pedestrian connection from the site to the adjacent Armistead Boothe Park along Cameron Station Blvd.

- ***Provide residential open space (neighborhood spaces within activity centers:*** Approximately 27.5 percent of the project site is designed to be open space. There will be a wide range of open space offerings from elevated terraces to neighborhood pocket parks. Specifics on the proposed open space are provided in the Open Space section of this report.

- ***Include places of gathering (public spaces within activity centers):*** As noted earlier, the proposed plaza along South Pickett Street and the Neighborhood Park at the southern terminus of Street A will provide space for public gathering in Cameron Park. These amenities offer passive recreation options for residents and shoppers, and will enhance the public realm within the site.

Quality Neighborhoods

This development serves as a catalyst to a larger neighborhood transition along South Pickett Street. The design elements of this project will set the tone for a high-quality pedestrian-friendly urban neighborhood as recommended by the corridor plan. In addition, this proposal provides

much needed rental housing in a redeveloping area near major transportation and transit corridors. The units will range from small one bedroom units to larger two bedroom units in order to provide a variety of options. Contemporary for-sale townhomes will also be provided. The project meets the following guidelines of the corridor plan pertaining to quality neighborhoods:

- ***Promote a variety of neighborhood-oriented retail, service, and entertainment uses within walking distance of neighborhoods:*** The ground-floor retail space will provide opportunities for an array of services such as restaurants and a grocer for both residents and the surrounding community. The mixed-use character of the site encourages walkability within the development, and the enhanced streetscape promotes pedestrian activity from neighboring communities to the on-site retail.

- ***Provide usable public open space within neighborhoods and connect neighborhoods to a larger, interconnected park and open space system:*** Open space on the site is designed to be accessible not only to the residents of Cameron Park, but also to the wider community. Alignment of the neighborhood park at the end of Street A provides a direct connection to the site's retail amenities along South Pickett Street. Additionally, the City anticipates that the 30 foot open mews within the townhome phase could eventually connect with developing properties to the east of the site.

- ***Provide heights, scale, and transition in new development that is compatible with established residential development and nearby neighborhoods:*** As noted earlier, the project provides an appropriate height transition from the proposed mixed-use buildings along South Pickett Street, to the existing Cameron Station neighborhood south of the site. In addition to tapering height, placing townhomes in between the larger mixed use buildings and Cameron Station creates a scale and use transition that will ensure compatibility with the established residential neighborhood.

Environmentally and Economic Sustainable Development

As with any new development, the project will include stormwater management improvements to address the runoff created by the development. This will greatly improve the environment in this area given that the site presently has little to no stormwater management facilities and is mostly impervious. In addition, the development will include new open space and new sanitary sewer facilities. In terms of economic sustainability, the proposal creates a mixed-use development in close proximity to the metro and other transit options which is consistent with the recommendations of the Economic Sustainability Work Group.

D. Affordable Housing

The Landmark/Van Dorn Corridor Plan recommended a phased approach to contributions from developers for affordable and workforce housing. During the catalyst phase, the plan recommends the current voluntary affordable housing formula be used to calculate potential contributions. This project remains within the catalyst phase and the applicant has offered to make a contribution to the City's Housing Trust Fund in the amount of $2,259,380. The first

concept plan for this project was submitted prior to the approval of the updated housing trust formula and is consistent with the City's voluntary formula that was accepted by City Council in June 2005 and current at the time of first concept submittal.

E. Building Design and Architecture

The architecture of Building A is divided into two expressions: along Pickett, and wrapping to the south on both the east and west, the design is strongly horizontal and contemporary, relating to the retail function on the ground level, and the large scale of South Pickett Street. There is a three-story upper section, which creates a screen above two stories of space expressed as primarily glass, ending in a strong four-story accent at the corner of South Pickett and A Streets. Between these two sections, the retail level peels away, framed by an angled structural element, to create a strong, visible connection between the pedestrian realm along Pickett and the fully-screened, but on-grade retail parking.

The materials for this building element are primarily metal and cement panels, with metal railings, recessed balconies, and a substantial amount of glass. After turning the corner from South Pickett Street, the architecture changes to a simpler, all-brick building that recalls older industrial mill or warehouse buildings, although in an abstract way. The design employs multiple rhythms of punched masonry openings, a strong building base, and subtly angled pediment forms to establish a street presence, but clearly serve as a backdrop to the more important frontage on South Pickett Street. The portions of the garage which are above grade (only on the B and C Streets) are glazed with frosted glass, and will be internally illuminated to project the feeling of occupied space after dark. These openings are expressed as part of a substantial building base, employing a darker brick than the body of the building, and modulated in height to maintain pedestrian scale as the surrounding grade rises and falls relative to the building.

Building B occupies the strategic corner site at South Pickett Street and Cameron Station Boulevard, but also faces the internal retail A Street, and the townhouses to the south, and as such poses the not uncommon problem for Alexandria of a building with four fronts and no back. The design solution the applicant proposed in this case involved selecting the least visible portion of frontage (on B Street, just off Cameron Station Blvd.) to locate a grouping of three smaller overhead doors (for parking, retail and residential loading) grouped within a lower-scale brick screening element, which is in turn screened from the corner by a section of planted façade, or "green wall."

With the exception of a residential lobby on the east side of the building, the ground level is wrapped with retail glazing, interrupted minimally by piers of dark brick – just sufficient masonry to give the façade structural expression, but leaving as much visibility as possible for retail space beyond. The building takes advantage of street geometry, peeling away from South Pickett Street as it turns northeast, to create an active pedestrian open space. This move also opens up views into A Street, giving excellent visibility to an active area which is envisioned as a combination of residential lobbies, on-street parking, and cross-shopping activity. The remaining

building façade is consistent around all four sides, comprising a four-story body of alternating brick frame elements with flush glazing, and recessed vertical accents which contain balconies. The prominent corner flanking the entrance to the retail street from South Pickett Street is accented through the use of increased glazing and a slightly canted roof form, to create an inviting minor gateway. Together with the northern portion of Building A, this will create a strong and inviting retail edge along this portion of Pickett Street, continuing the momentum started by the Landmark Gateway project just to the west.

The townhouse portion of the site, to the south of B Street, serves as a buffer between the higher mixed-use portion of the project and the north edge of Cameron Station. Organized along a series of interconnected and highly visible green mews spaces, the layout has been carefully designed to balance development opportunity with the creation of a 9,884 square foot public park that resolves the southern axis of the A Street retail space, and links the two halves of the development.

The townhouse architecture is contemporary, not replicative, and employs a number of design motifs that make visual connections between the townhouses and the larger-scale mixed-use portions of the project across B Street. First, the townhouses are all flat-roofed; like the larger buildings, they also employ a combination of brick, flush metal and cement panels, and color to modulate and animate the building massing. An additional design element used on the fronts and ends of the townhouses is a two-story projecting bay, which alternates between 1st-2nd floor and 2nd-3rd floor locations to add a secondary rhythm to the facades. These bays, which project a full two feet in front of the building face, will create strong shadow lines, giving further variety to the houses. There is also a more playful use of color that "reads" consistently front-to-back, creating a better sense of unit recognition from the alley side. Staff encourages the applicant to continue to explore the use of colors, and possibly alternate materials, for the accent portions of these townhouses, to create a stronger, more contemporary expression, and also to further study opportunities for the brick and panel portions of the townhouses to express a stronger "interlock:" for example, to vary the heights to which the brick rises, and to study eliminating the horizontal line that divides the partial fourth floor from the building below, to allow the two materials to create a richer interplay.

In summary, this is a project which successfully addresses a variety of very different site conditions, creating an active local retail node, establishing a properly scaled street presence on Pickett Street, linked to a neighborhood park, with townhouses and mixed-use multifamily sharing a sufficient number of design elements to establish a dialogue with each other across B Street, and yet still step down in scale as the project approaches existing Cameron Station townhouses. Staff will continue to work with the applicant through the rest of the DSUP process to refine the design, materials and details of all three project components.

F. Green Building and Sustainable Design

The proposed development will be consistent with the City's Green Building Policy as indicated in the conditions for approval. The residential portions of the project will be constructed to

obtain a minimum rating of LEED Certified (or equivalent using a different rating system). The non-residential areas of the project will obtain a minimum rating of LEED Silver (or equivalent using a different rating system).

The development will incorporate sustainable design elements that promote environmental responsibility in all phases of the project. The existing site is almost entirely impervious, and has minimal crown coverage. The new development will include approximately 73,500 square feet of crown coverage, which is roughly 27 percent of the site. The proposal also calls for a new large-pad bus stop adjacent to the site on South Pickett Street. Tying the community into the region's mass transit system will reduce the number of vehicle trips for needed for residents. The onsite retail offerings will also reduce the need for vehicle trips for residents of Cameron Park as well as neighboring communities.

G. Open Space

Open space on the site has been designed to meet the needs of the residents of the new buildings, as well as the surrounding community. There are several types of open space planned for Cameron Park ranging from above grade courtyards and street level pocket parks, to a retail plaza for outdoor dining. The street level open space has been arranged to provide interconnectivity within the site, and linkages to adjacent parks as prescribed by the Landmark/Van Dorn Corridor Plan. Overall, the project will provide approximately 73,000 square feet of open space, which equates to roughly 27.5 percent of the site. Of that total, roughly 50,000 square feet will be at grade (18.9 percent), and approximately 23,000 square feet (8.6 percent) will be above grade. The Landmark/Van Dorn Corridor Plan calls for 25 percent open space at grade. In lieu of additional grade-level open space to meet this requirement, the applicant will provide a monetary contribution of $100,000 to fund the installation of additional amenities in Armistead Boothe Park.

Programing of the on-site open space will be generally passive in use. The proposed open space in Building A consists of two above-grade internal courtyards, both of which are accessible from the second level. One of the courtyards will include a swimming pool for resident use.

Open space in Building B consists of an above-grade terrace, a street level plaza, and a street-level pocket park. The terrace will be accessible from the second floor and will include a swimming pool for resident use. The street level plaza will front South Pickett Street, and will provide a public gathering space around the retail uses. It will also provide an opportunity for outdoor dining. The street level pocket park will front Cameron Station Blvd. and will back into the proposed living wall on the west façade of Building B.

The townhome phase of the project will feature a series of connected open spaces that link to a centralized park. These open spaces are designed to eventually connect to a larger open space network as called for by the Corridor Plan. This proposal's integrated green design features are considered a stepping stone for the eventual redevelopment of the Pickett Street corridor, which

envisions the extension of a parallel road to S. Pickett Street with a more pedestrian atmosphere with wide sidewalks, street trees and a series of pocket parks.

*Figure 4. Conceptual Open Space Connections along South Pickett Street Corridor**

* For illustrative purposes only

There will be an internal pedestrian mews running the length of the site parallel to Street B. The mews will span approximately 30 feet in width, and will be bordered by townhome frontages on both sides. The pedestrian mews will connect directly with a 9,884 square foot park located at the foot of Street A. The location of the park at the southern terminus of Street A is designed to allow for maximum visibility from the retail uses on the other end of the site, and is intended to provide passive recreation space for retail patrons, Cameron Park residents, and the surrounding community.

H. Pedestrian and Streetscape Improvements

As proposed, the Cameron Park application will add significant pedestrian and streetscape improvements to the existing property. The existing site is arranged primarily for auto-oriented use. There is a narrow sidewalk along South Pickett Street with some landscaping, but there are no sidewalks on the Cameron Station Blvd side of the property. The applicant is proposing to provide a 14 foot wide sidewalk with street trees along the length of the site frontage on Cameron Station Blvd. Along South Pickett Street, the existing 4 foot sidewalk is immediately adjacent to the South Pickett Street travel lanes. The applicant is proposing to dedicate 20 feet of right-of-way to provide additional room for streetscape improvements, and is proposing to provide a 20 foot wide sidewalk with street trees within this right-of-way dedication area. In addition, the applicant is widening both South Pickett Street and Cameron Station Blvd along the site frontage to add on-street parking. The combination of the new street trees and new on-street

parking will provide a buffer between the travel lanes and the sidewalk, which will enhance the walkability of the site.

In addition to the improvements proposed by the applicant, the City currently has a VDOT funded project to improve the intersection of South Pickett Street and Edsall Road/Cameron Station Boulevard. The City project will add pedestrian countdown signals, pedestrian push buttons, and upgraded ADA ramps on all four intersection approach legs. This project is currently undergoing final design, and construction of these pedestrian improvements is expected to be complete by fall 2015.

I. Public Art, compliance with the City's policy

As prescribed by the City's Public Art Policy, the applicant will work with staff to determine ways to incorporate public art elements on the site. The applicant has indicated that the art feature will most likely be located in the urban plaza in front of Building B; however there are multiple opportunities around the multi-family buildings for artistic installations. The exact location, type, and overall theme of the artwork will be determined during the Final Site Plan phase. A specific artist will also be identified during this phase. The applicant has communicated that construction of the townhomes will likely proceed first, so the public art component of this project will probably occur during a later phase when the multi-family buildings are constructed. As is typical with this type of process, a public art commission representative will be involved in the review of the location, type and theme of the installation.

J. School Generation Rates

The applicant proposes to construct 391 mid-rise apartments and 66 townhomes. The student generation rate for new mid-rise apartments is 0.02 students per unit, or 7.8 students for the two proposed mixed-use buildings. The student generation rate for new townhomes is 0.09 students per unit, which calculates to 5.9 students for the townhome phase of the project. Cameron Park is located in the Samuel W Tucker Elementary School attendance area. The proposed development project has been accounted for in school enrollment forecasts.

K. Transportation Management Plan Special Use Permit Request

The applicant is required to participate in a Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). The SOV trip reduction goal for the site is 35 percent. To support such a goal, the applicants have agreed to initial yearly rates of $81.12 per residential unit and $0.203 per square foot of retail space. These are the standard rates per the TMP Ordinance update on March 15, 2014.

The TMP will require a coordinator to implement and oversee the TMP program for both residential and retail. The TMP requires annual reporting and surveys. Specific elements of plan

implementation are included in the conditions and allow for flexibility based on the needs and interests of the residents. The applicant has been encouraged to coordinate with neighboring TMPs and other organizations to share existing shuttles to the Van Dorn Metro Station. Specifics of the TMP for this project are outlined in attachment 1.

On March 15, 2014 the City incorporated an update the TMP program via the TMP Ordinance. The program encourages greater cooperation with adjacent TMPs, makes thresholds and fees more equitable, and standardizes annual fund rates and administrative fines for non-compliance.

L. Parking

The Landmark Van/Dorn Corridor Plan institutes parking maximums instead of parking minimums for developments as an incentive to right-size the parking provided for proposed developments.

The parking maximums contained in the corridor plan are 1.75 spaces per unit for multi-family housing and 3 spaces per 1,000 sq. ft. of retail.

The applicant is proposing to provide two parking spaces per unit for each townhome. For the remaining multifamily and retail portions of the development, a total of 613 parking spaces are proposed within the parking garage and on Private Street A within the development. The applicant is proposing to park the retail portion of the development at the maximum ratio of 3 spaces per 1,000 sq. ft of development, for a total of 111 retail parking spaces. The remaining 502 spaces will be used as parking for residents and residential guests. With 391 units proposed, this equates to an overall parking ratio of 1.28 spaces per unit. While this proposed ratio is significantly below the parking maximum of 1.75 spaces per unit, the unit mix for the proposed development is heavily skewed to one-bedroom units. Over 75% of the units are one bedroom units, which have a lower parking demand when compared to two and three bedroom units. The remaining units are two bedroom units, with no three bedroom units proposed with this project. The proposed parking ratio is sufficient to provide 1 space per unit for each one bedroom, 2 spaces per unit for ½ of the two bedroom units (with the remaining two bedroom units utilizing one space per unit) and 15% visitor parking.

In addition to the garage and private street parking, the applicant is also creating 52 new on-street parking spaces within the public right-of-way. These spaces will be used by both retail patrons as well as residential visitors to the site and provide additional parking flexibility for the site. Overall, staff believes the combination of on-site parking as well as the proposed new on-street parking spaces will be adequate to serve the proposed development.

M. Traffic

The applicant submitted a detailed transportation study that explored the projected impacts of development on the surrounding transportation network. The site is projected to generate 249

AM peak hour trips and 387 PM peak hour trips. The projected increase in trips during the PM peak hour when compared to the AM peak hour is primarily due to the retail component of the project, which has higher trip generation in the afternoon time period.

The following table illustrates the changes in level of service and delays at key intersections surrounding the site:

Table XX: Level of Service and Delay (in seconds/vehicle)

Intersection	Existing Conditions		2018 Future with Development	
	AM	PM	AM	PM
Van Dorn Street & S. Pickett Street	C 22.0	D 36.6	C 28.7	D 41.6
Van Dorn Street & Edsall Road	F 85.8	E 59.0	E 78.7*	E 60.4*
S. Pickett Street & Edsall Road/Cameron Station Blvd	B 15.0	B 15.6	B 19.7	B 25.2
Duke Street & S. Pickett Street	B 13.9	B 16.7	B 15.5	B 19.0

*-Includes restriping an existing westbound Edsall Road travel lane from a right turn only lane to the through/right lane to improve overall intersection operations

The applicant is taking several steps to help mitigate the traffic impacts of the proposed development. Per the City's request, the applicant is providing 14 feet of right-of-way along the Cameron Station Blvd site frontage to help facilitate the future multimodal bridge over the CSX railroad tracks envisioned in the Landmark/Van Dorn Corridor Plan. This multimodal bridge will connect Eisenhower Avenue and South Pickett Street. The multimodal bridge is in a pre-concept stage, with no firm bridge alignment over the railroad tracks established. However, the dedication of right-of-way along the site frontage is generally consistent with the eastern conceptual roadway alignment that was shown in the corridor plan. Additional work will need to be conducted in the future to determine an acceptable final alignment that minimizes impacts to Armistead Boothe Park, Backlick Run, and the CSX right-of-way.

The applicant is also providing and installing upgraded traffic detection equipment at the signalized intersection of South Pickett Street and Edsall Road/Cameron Station Blvd. This additional equipment will ensure the traffic signal timings and vehicle flow are optimized at this intersection, which will be particularly beneficial during the AM and PM peak hours when traffic demand is most acute.

The applicant will be participating in the City's Transportation Management Plan (TMP) program for both the retail and residential portions of the site. The TMP focuses on encouraging alternate means of transportation other than single occupancy vehicle use, with particular focus on encouraging walking, bicycling, and mass transit use during the AM and PM weekday peak hours.

N. Transit Improvements

The proposed development is served by the DASH AT7 route along South Pickett Street, which provides access to Landmark Mall as well as the Van Dorn Street, Eisenhower Avenue, and King Street metro stations. There are also several additional bus routes, including WMATA's 21A,D , 25B, 29K,N, and 8Z routes and the DASH AT8 route, which are approximately 1,000 feet away from the proposed development. The WMATA 21A,D and 8Z routes use I-395 to access the Pentagon during the AM and PM peak periods, which provides a regional bus connection to the north which residents of the proposed development will likely utilize. These routes are an 8-10 minute walk from the proposed site and are not as desirable as the AT7 route, which has a stop adjacent to and across from the site. The applicant is proposing to make improvements to the bus stop adjacent to the site including making the stop fully ADA compliant and installing a bus shelter.

The Van Dorn Street metrorail station is approximately 1 mile, or a 25 minute walk from the site. This distance is outside of the 0.5 mile walkshed that is the comfortable distance for walking to metro stations, so it is likely that the majority of residents needing access to metrorail would take either the DASH AT7 or WMATA 25B bus to the station. Long term, the future multi-modal bridge connection that is under study would provide a more direct route for buses and pedestrians wishing to access the Van Dorn Street metro station from South Pickett Street as well as the proposed development site.

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 include the following organizations:

- Cameron Station
- Summers Grove Homeowners Association
- Wapleton Condominiums
- The BMW dealership

Topics of concern raised by the community during the meetings included traffic impacts, which retailers would fill the new space, increased usage of adjacent parks, and the viability of the on-site open space to non-residents. There were also some general concerns on the composition of the overall public benefits package including the total contribution that is being dedicated to affordable housing initiatives. The community expressed the need for more quality of life benefits within the neighborhood.

The applicant provided a detailed traffic impact study, is contributing to traffic signal improvements at the intersection of Edsall Road and Pickett Street, and will be participating in a

transportation management plan which will encourage the residents to use alternative modes of transportation. The applicant is actively seeking potential retail tenants, such as a small grocer, full service restaurants and has designed the space to be attractive and viable from a retail perspective. In terms of the adjacent park usage, the applicant is providing an additional $100,000 to supplement the on-site open space for upgrades to the adjacent Armistead Boothe Park. This contribution not only addresses the park usage concerns, but also distributes more of the overall contribution package to other quality of life benefits for the surrounding community. Lastly, the on-site open space has been carefully designed to be accessible and engaging to retail patrons and other visitors of the site. Specifically, the location and size of the neighborhood park at the end of Street A will ensure the open space is a visible and attractive amenity for wider community use. It's also important to note that several of the community groups expressed positive feedback on the project's use of contemporary architecture, and are eagerly anticipating the new retail amenities.

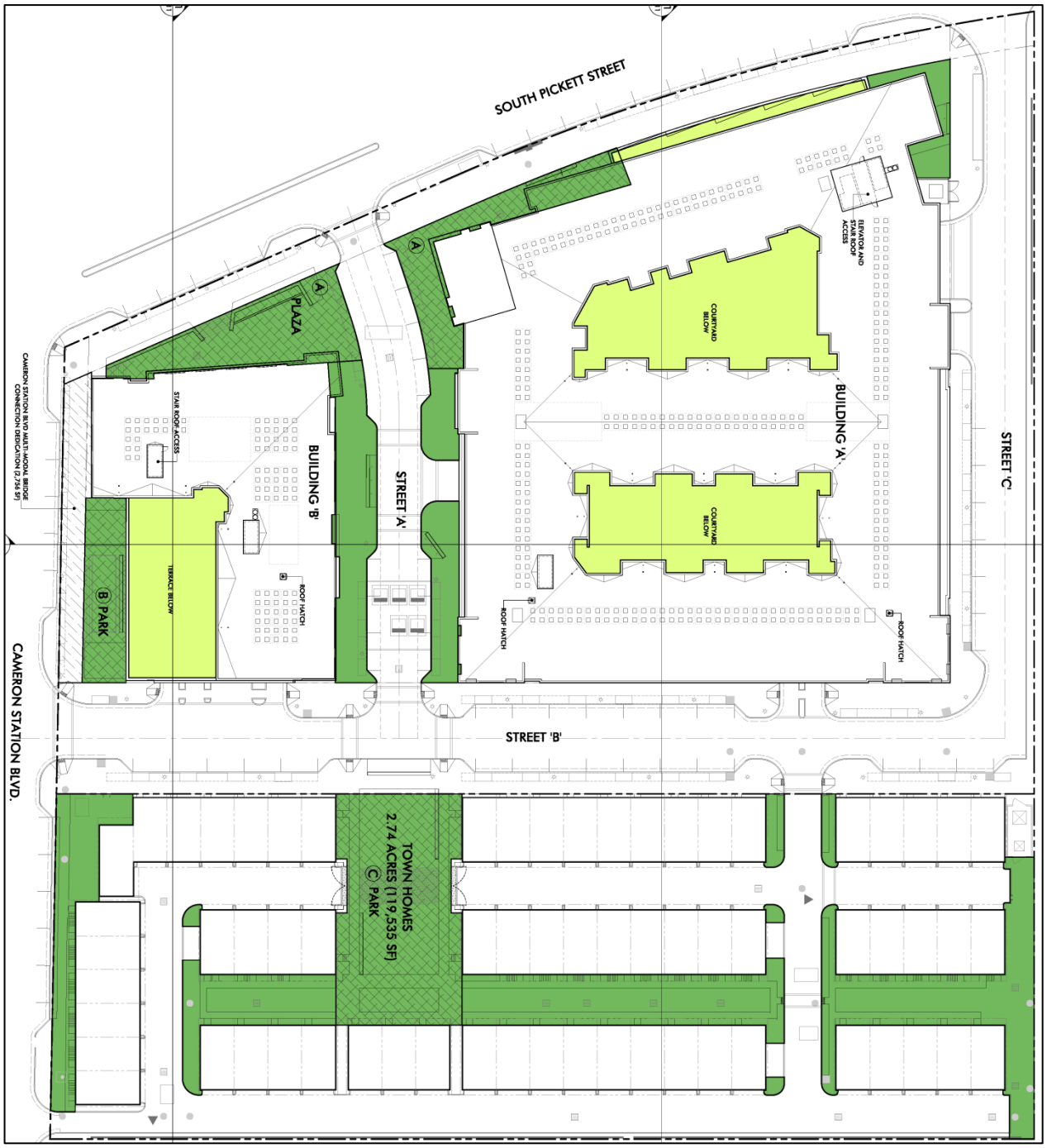
VI. CONCLUSION

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

Staff: Karl Moritz, Deputy Director, Planning and Zoning
Robert Kerns, AICP, Chief, Development Division
Patricia Escher, AICP, Principal Planner
Colleen Willger, AICP, LEED AP BD+C, Urban Planner
Ryan Price, Urban Planner

VII. GRAPHICS

Open Space Plan

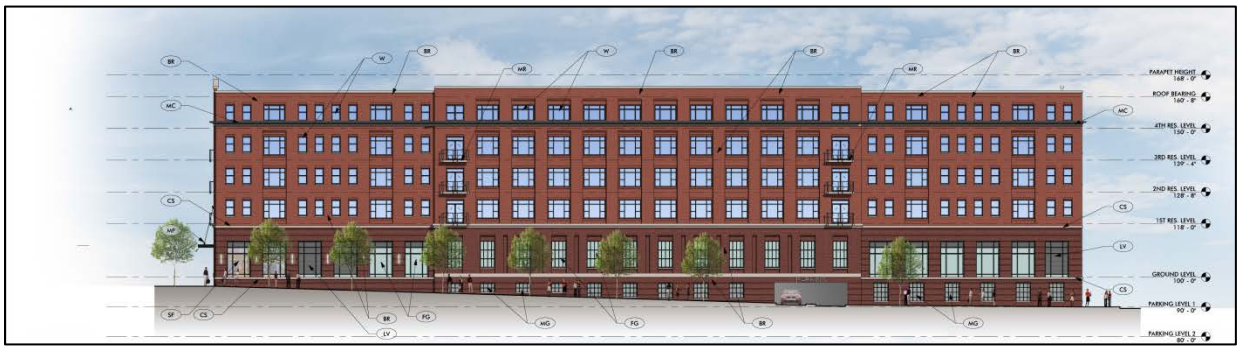


Building A Elevations

North Facade

West Facade

South Facade



East Façade

Building B Elevations

East Façade

North Façade

West Façade

South Façade

Townhome Elevation

Sample Front Façade

VIII. STAFF RECOMMENDATIONS

COORDINATED DEVELOPMENT DISTRICT RECOMMENDATIONS

1. The applicant shall provide all improvements depicted on the CDD Concept Plan dated March 11, 2014 and comply with the following conditions of approval. Additionally, the applicant shall comply with the Landmark/Van Dorn Corridor Plan. (P&Z)

2. The CDD shall remain valid for 25 years after the date of City Council's initial approval.

DEVELOPMENT SPECIAL USE PERMIT WITH SITE PLAN RECOMMENDATIONS

3. The Final Site shall be in substantial conformance with the preliminary plan dated March 11, 2014 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

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

    a. Provide a phasing plan with the first final site plan to demonstrate required improvements noted herein for each phase, and interim conditions as appropriate. Interim conditions shall require installation of the final streetscape immediately adjacent to buildings prior to the issuance of the final Certificate of Occupancy for that building, but will permit the installation of temporary asphalt sidewalks and lighting on the opposite side of any given street.
    b. Complete all pedestrian improvements required with the initial/infrastructure phase prior to the initial request for bond release. Complete all pedestrian improvements required for each subsequent phase prior to the issuance of a certificate of occupancy permit for each phase.
    c. Install ADA accessible pedestrian crossings serving the site.
    d. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet
    e. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
    f. Sidewalks shall be flush across all driveway crossings.
    g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
    h. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.

i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.

j. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.

k. 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:

5. 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.

The location, type, and overall theme of the artwork shall be provided as part of the multifamily submission. The artist and artwork shall be identified and 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:

6. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:

a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.

b. Ensure positive drainage in all planted areas.

c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement

construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.

d. Provide detail sections showing above and below grade conditions for plantings above a structure.

e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.

f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.

g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.

h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.

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

7. Provide the following modifications to the landscape plan and supporting drawings:

a. Revise proposed living wall or vertical landscaped wall to include irrigation and plant species accustomed to shallow soil depths. (P&Z)(RP&CA)

8. 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)

9. 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)

10. 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)

11. Applicant shall be responsible for maintenance of all street trees, tree wells and ROW plantings installed as a part of project development including interior streets and on Cameron Station Boulevard and South Picket Street. (RPCA)

12. The applicant/successor Owner's Association or management company shall be responsible for maintenance of all open space that is a part of the development. (RPCA)

13. No residential or retail parking associated with the development is allowed in Booth Park. (RPCA)

14. **CONDITION AMENDED BY PLANNING COMMISSION**: The applicant shall provide a voluntary contribution of $100,000 to be allocated towards public neighborhood enhancements in the area south of Duke Street, east of Van Dorn Street, west of Holmes Run, and north of the rail tracks with priority given to proximity to the project area. The specific project or projects to be funded will be determined through a meeting of neighborhood residents convened by Planning and Zoning staff within 90 days of the receipt of the contribution and the selected projects will be reported to the Planning Commission and City Council. The contribution shall be provided to the City and deposited into a designated account prior to release of the multifamily final site plan. *(P&Z)

CONDITION DELETED BY PLANNING COMMISSION: ~~The applicant shall provide a voluntary contribution of $100,000 to be allocated towards priority public parks, trails and/or recreation projects in the neighborhood area south of Duke Street, east of Van Dorn Street, west of Somervelle Street, and north of the rail tracks with priority given to proximity to the project area. The specific projects to be funded will be determined during the Fiscal Year 2015 to Fiscal Year 2018 Capital Improvement Program decision making process and should reflect the 2013 Parks and Recreation Needs Assessment. The contribution shall be provided to the City prior to release of the multifamily final site plan. *(P&Z) (RP&CA)~~

D. BUILDING:

15. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide the following building refinements to the drawings submitted via email on April 11, 2014, to the satisfaction of the Director of P&Z:

a. Continue to work with staff on design of building elevations, exterior detailing, materials, and landscape design.

b. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. There shall be a minimum setback of glass from the face of sash of 3/8". If shown with ~~a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied~~ exterior muntins they shall also:

   i. Have a minimum depth/projection of 3/8" and a maximum width of 1".
   ii. have a detailed profile that will create a strong shadow pattern;
   iii. have an integral spacer bar between the panes of glass that matches the muntis in width;
   iv. corresponding interior muntins are encouraged, but not required;

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".

d. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director Planning and Zoning.(P&Z)

e. Doors for retail loading bays shall be provided and shut completely. These doors shall be compatible with the materials and overall architectural style of the building. (P&Z)

16. Provide detailed drawings (enlarged plan, section and elevation studies) in color to 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 ¼" = 1'. (P&Z)

17. **CONDITION AMENDED BY PLANNING COMMISSION:** Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:

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

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

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

d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. ~~release of building permit.~~ **

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)

18. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver/Equivalent for the non-residential portion of the project and LEED Certified / Equivalent for the residential portion of the project to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
    a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
    b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
    c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
    d. Provide documentation of LEED Silver Certification and LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
    e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the nonresidential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)

19. 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)

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

21. 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. (T&ES)

22. The stairwells within structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)

23. 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. RETAIL USES:

24. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
    a. one leasing office for the building is allowed;
    b. retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
    c. personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
    d. day care centers are subject to the applicable conditions below;
    e. restaurants are subject to the applicable conditions below; and
    f. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed.
    g. The term "retail" within this DSUP shall include all of the uses listed herein, even if those uses are referred to as "restaurant" or "personal service" in the Zoning Ordinance. (P&Z)

25. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
    a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
    b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)

26. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
    a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
    b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.

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

27. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
    a. Provide a minimum 15 feet floor to floor height.
    b. All retail entrances along South Pickett Street and "Street A" shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
    c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

28. The Director of Planning and Zoning shall review the administrative Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)

F. SIGNAGE:

34. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building and to the retail bay on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:
    a. Each retail tenant shall install a minimum of one sign for each storefront facade appropriate to the scale of each facade. In addition, each retail tenant shall provide a second pedestrian-oriented sign such as a projecting sign, blade sign or window sign.
    b. Retail tenants shall be allowed a maximum of 1.5 sf of sign area per linear foot of tenant storefront or 50 sf of signage, whichever is more.
    c. Retail signs shall be limited to a maximum height of 18 feet above the grade of the adjoining sidewalk. The Director of P&Z may permit signage above 18 feet above the grade of the adjoining sidewalk and the signage may be illuminated

provided that the illumination does not have an adverse impact on adjoining residential uses or roadways.

d. Awnings shall be permitted to project up to four feet from the building; greater projections require approval of the Director of P&Z. Greater projections which encroach into the public street may require City Council approval of an encroachment. Awnings when projecting from the face of the building shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.
e. Signs projecting over the sidewalk shall be a minimum of eight feet (8') above the sidewalk.
f. Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.

Materials – Construction

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

Illumination- Lighting

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

Parking Signage

p. All parking signage shall be a blue background with white letters. The channel letter parking signs shall be blue with a white border. The signs shall be circular and shall not include the project logo but rather limited to a "P" for public parking or public parking or a combination thereof.

Prohibited Signs

q. Box signs and signs employing flickering rotating or moving lights and/or signs painted directly on the storefront other than window graphics.
r. Flat panel signs and external raceways.
s. Freestanding signs other than traffic/directional and wayfinding signs shall be prohibited.
t. All banners relating to commercial promotions, leasing, hiring or advertising are prohibited, except for contractor signage as allowed by the Zoning Ordinance.

35. All retail storefronts shall have their own storefronts as a way to express their individual identity provided that they comply with the following to the satisfaction of the Director of P&Z.
    a. Storefronts shall provide an "individual" expression.
    b. Tenants shall avoid formulaic representations of their identity and create an expression that is complimentary to the architectural vocabulary of the project.
    c. Door placement shall provide a direct connection to the adjoining sidewalks and streets.
    d. Restaurants are encouraged to have operable (vertically or horizontally) movable store systems such as an accordion system.
    e. Storefronts shall be predominantly glass, but glass does not have to be the exclusive material.
    f. Opaque, reflective glass or comparable is prohibited. (P&Z) (DSUP 2006-0021)

36. A freestanding subdivision or development sign shall be prohibited. (P&Z)

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

G. HOUSING:

38. The applicant has agreed to make a voluntary contribution of $2,259,379 to the City Housing Trust Fund consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council on June 14, 2005. This contribution shall be paid as each building obtains its Certificate of Occupancy with $480,000 of the contribution attributed to the sixty six (66) townhomes and the remainder of the contribution ($1,779,379) attributed to the two (2) multi-family buildings paid proportionately to building square feet. (Housing)

H. PARKING:

40. The final design shall accommodate access panels for future connection between the two underground garages in Buildings A and B. (P&Z)

41. The design and allocation of parking for the townhouses shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
    a. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition.
    b. Each of the townhouse units shall provide a sufficient area within each unit, garage, or in an enclosed area for a city standard super can and recycling container exclusive of the area required for parking.
    c. Individual townhouse garages shall be utilized only for parking and cannot be converted to living space; storage which interferes with the use of the garages for vehicle storage is prohibited. (P&Z)(T&ES)(Code Administration)

42. Locate a minimum of 1.1 spaces per unit parking spaces in the underground garage for residents of the multifamily building. Residential parking spaces shall be separated from office / retail spaces. All remaining unassigned spaces in the garage shall be made generally available to residents or residential guests. (P&Z)(T&ES)

43. Provide 135 bicycle parking spaces for the multifamily and retail uses 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)

44. Provide a Parking Management Plan with the final site plan submission for the multifamily buildings. 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 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 vehicles, indicating any reversible lanes.
    c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
    d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
    e. How rates will be determined for the retail parking, if applicable and details of validation program if proposed.

f. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

45. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [#] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

46. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)

47. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

48. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)

49. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be $81.120 per residential unit, and $0.203 per square foot of retail space. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.

50. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring

subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. *** (T&ES)

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

52. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)

53. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

J. BUS STOPS AND BUS SHELTERS:

54. Install a City standard bus shelter for the bus stop adjacent to the site. Applicant will be responsible for maintenance of bus shelter. The bus shelter and access to the passenger loading pad shall be ADA compliant. All bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. City standard bus shelter with a bench details can be obtained from the City's Office of Transit Services and shall be shown on the Final Site Plan. (T&ES)

55. Install an unobstructed forty (40) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb bus stop passenger loading pad at on a bulb out for the proposed bus stop adjacent to the site. The loading pad shall be ADA compliant. ADA compliance includes:
    a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2%. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.

56. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:

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

K. SITE PLAN:

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

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

59. A copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)

60. **CONDITION AMENDED BY PLANNING COMMISSION:** 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)

e. The driveways servicing the townhouses shall incorporate decorative concrete, paving materials and landscaping. All service pedestals and transformers for the dry utilities shall be screened or incorporated into the building design to the satisfaction of the directors of T&ES and P&Z. (PZ) (T&ES)

61. 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 reasonable 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 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/structured 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. 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)

62. 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)

63. 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)

L. CONSTRUCTION MANAGEMENT:

64. Submit an overall construction phasing plan to the satisfaction of the Director of T&ES with the first final site plan (infrastructure plan). Submit construction phasing plans for each phase for review, approval, and partial release of Erosion and Sediment Control for the final site plans. 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)

65. 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 for each phase. 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)

66. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
    a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers

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

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

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

67. 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)

68. No major construction staging shall be allowed within the public right-of-way on South Pickett Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

69. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop at adjacent to the site , 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)

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

71. 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)

72. 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)

73. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

74. 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)

75. 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)

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

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

78. 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)

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

80. 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)

81. Prior to each construction phase, the applicant shall coordinate with the Alexandria City Public School (ACPS) to discuss the construction schedule, construction activities that may impact the Samuel Tucker School parking lot and/or other access to the school, and a point of contact for the site. General construction noise shall be minimized and no pile driving shall occur during the annual testing periods at the school. Construction traffic shall be managed to minimize conflicts with morning and afternoon drop-off/pick-up and bus traffic at the school. (ACPS)

M. STORMWATER

82. Per Memo to Industry 01-2012, runoff from all new public roadways created as part of a development shall be treated by the developer. Requirements for design are found in and shall comply with the City's "Green Sidewalks" BMP Guidelines. http://alexandriava.gov/uploadedFiles/tes/info/memotoindustryno01-2012.pdf

83. Staff strongly encourages the applicant to consider installation of tree well BMPs along the South Pickett Street and Cameron Station Boulevard frontages.

N. WASTEWATER / SANITARY SEWERS:

84. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)

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

86. In addition to the sanitary sewer improvements provided in the Preliminary Site Plan, there are two sanitary sewer segments (002758SEWP and 002759SEWP) that are inadequate to serve the proposed development as determined by the applicant's sanitary sewer adequate outfall analysis completed per the City's Memo to Industry 02-07. Therefore, the applicant must, as part of the first Final Site Plan, identify and propose construction of infrastructure improvements to accommodate the proposed development. All proposed infrastructure must be designed and constructed to support future growth/ build out conditions. Incremental costs attributed towards upsizing to accommodate build out conditions shall be credited against the sanitary sewer tap fee. The total credit will be determined by the Director of T&ES. (T&ES)

O. SOLID WASTE:

87. In order for the City to provide solid waste collection service to the townhouse units, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. Payment shall be made to the City or proof of payment for approved containers provided, prior to issuance of the Certificate of Occupancy for each unit. If a registered Homeowners' Association (HOA) is formed then that HOA may request approval from the Director of T&ES to opt out of City provided trash & recycling collection to allow for privately contracted collection. (T&ES)

88. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. The official setout location of the containers shall be approved by the Director of T&ES. If a registered Homeowners' Association (HOA) is formed then that HOA may request approval from the Director of T&ES to opt out of City provided trash & recycling collection to allow for privately contracted collection. If approved. The point of collection shall be as agreed upon between the owner and a private collector duly licensed; provided that such point shall not be on a public right-of-way and shall not hinder or interfere with parking, traffic or pedestrians. (T&ES)

89. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of three (3) 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 to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

90. Provide $1,240 per receptacle to the Director of T&ES for the purchase and installation of three (3) Victor Stanley Ironsites Series Model SD-42 blue receptacles with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

P. STREETS / TRAFFIC:

91. The setback between the buildings and the drive aisles shall be a minimum of 2' to provide adequate turning movements. The setback shall have a maximum length of 4' or a minimum of 18', if a driveway is provided. (T&ES)

92. 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)

93. 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)

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

95. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

96. 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)

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

98. Provide and install updated vehicle detection equipment at the intersection of South Pickett Street & Cameron Station Blvd/Edsall Road on all approaches. The updated vehicle detection shall either be thermal video detection or wireless vehicle detection technology to the satisfaction of the Director of T&ES. Include the design with the first residential final site plan. In lieu of providing and installing updated vehicle detection equipment, the applicant may provide a $20,000 contribution to the City of Alexandria for the City to complete the upgrades. If the contribution in lieu option is chosen by the applicant, the $20,000 contribution shall be made prior to release of the first residential final site plan. (T&ES) ***

99. 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)

100. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300'underneath the sidewalk on South Pickett Street along the site frontage around the perimeter of the site. These conduits shall terminate in an underground junction box at each end of the South Pickett Street site frontage. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

Q. UTILITIES:

101. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. No transformers or switch gear shall be installed in the right-of-way. (T&ES)

102. The applicant shall underground all overhead utilities along S. Pickett Street and Cameron Station Blvd upon delivery of the multifamily buildings. (T&ES)

R. SOILS:

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

S. WATERSHED, WETLANDS, & RPAs:

104. The storm water collection system is located within the Backlick 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)

105. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)

T. BMP FACILITIES:

106. 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)

107. 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)

108. 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)

109. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities 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)

110. 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)

111. 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:

112. 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)

113. 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)

114. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

U. CONTAMINATED LAND:

115. 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)

116. 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)

117. 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)

118. 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)

V. NOISE:

119. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

120. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)

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

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

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

W. AIR POLLUTION:

124. 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)

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

126. No material may be disposed of by venting into the atmosphere. (T&ES)

X. ARCHAEOLOGY:

127. 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)

128. 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)

129. 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)

130. 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)

131. 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)

132. 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)

Y. DISCLOSURE REQUIREMENTS:

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

134. 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. Residents may not apply for on-street residential parking permits.
    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)

135. Notify prospective buyers, in marketing materials and homeowner documents that Street A is a private street and that storm sewers located within the site are privately owned and maintained. (T&ES)

136. Notify prospective buyers, in its marketing materials and homeowner documents, that the street is a private street with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately. (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Transportation and Environmental Services

F - 1. The proposed 4 foot concrete median on S. Pickett Street may be required to be shifted or not installed based on an analysis and possible addition of bike facilities on S. Pickett Street. The overall length of the proposed median will not be affected by any proposed shift in alignment of the median. A determination shall be made by City staff at the first final site plan ESI review meeting on the installation and ultimate location of the concrete median. (T&ES- Transportation)

F - 2. Sheet C9.1 – For the residential loading truck exiting turning movement, it appears two movements are overlaid on top of each other. Remove the extra turning movement from the plan sheet. (T&ES- Transportation)

F - 3. Relocation of the bus stop shall be coordinated with DASH and the City's Office of Transit Services. (T&ES- Transit)

F - 4. Turning Movement plans on Sheets C9-1 and C9-2

a. The plans show turning movements for a "Front Load Garbage Truck", but the picture and dimensions of the truck are for a Single Axle, Rear Load Garbage Truck, while the container indicated for service at the loading dock is for a compacting unit that requires service by a Roll Off Truck.

b. The plans need to be revised to show the required truck for the required type of collection service. If compactor service is desired, the turning movements need to be revised for a roll off collection truck. If Front Load service is desired, then the indicated truck should be a tandem axle front load collection vehicle and the type of container needs to be revised on the plans. (T&ES- Solid Waste)

F - 5. Solid Waste and Recycling Collection Truck Routing

a. The City will be able to provide trash and recycling service to the townhouse units only using the emergency vehicle routing plan, provided:

i. that the "grasscrete" surface transecting the alleyway across the public area is sufficient to withstand the vehicle weight of the collection vehicles on a weekly basis and;

ii. that the proposed gating to the alleyway will be open to allow the trucks through passage of the alleyway, and;

iii. that the City is provided permission to use the alleyway for collection service if the alley is a private road and not a City maintained street. (T&ES- Solid Waste)

F - 6. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 7. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address: (T&ES)

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

F - 8. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 9. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 10. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 11. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and extending to the centerline of the street, will require full curb to curb restoration (T&ES)

F - 12. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 13. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 14. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F - 15. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation

between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

F - 16. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 17. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 18. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 19. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 20. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 21. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 22. 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 form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 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%20Connection%20and%20Adequate%20Outfall%20Analysis%20 (02-07).pdf

C - 10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 11 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 required storage space shall be shown on the Final Site Plan. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines 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 - 12 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 - 13 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 - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 15 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C - 16 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 17 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 18 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 - 19 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 20 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 - 21 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 - 22 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 - 23 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 - 24 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 25 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 26 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 - 27 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 - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 29 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)

VAWC Comments:

1. Developer shall submit a Needed Fire Flow (NFF) calculation to the Fire Department on final review. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.

2. The existing water mains on Pickett ST is at different pressure zone from Cameron Blvd. So, the proposed water main on Street B shall be looped back to Pickett ST via Street A, rather than connected to Cameron Blvd.

3. Please provide a water line easement (minimum 10' wide for a 8" main, and 15' for a 12" main), when a water line runs on a private street.

4. Please provide 5' horizontal clearance between water line and C&G.

Alexandria Renew Enterprises (AlexRenew) Comments:

1. No comments received from AlexRenew.

Code Administration (Building Code):

F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

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

C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.

C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.

C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.

C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

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

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

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

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

Landscape Recommendations

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

Parks

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

Miscellaneous

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

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

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

Archaeology

F - 2. The warehouses on the property appear to have been built in the early 1960s. Prior to that time, historic maps suggest that the parcel was vacant throughout the last half of the nineteenth century and the first half of the twentieth century. The parcel was part of an enormous 4,639 acre land grant belonging to William West, Thomas Pearson, and William and Thomas Harrison in the early eighteenth century. Over the years this land grant was carved up among the owners, but the owner and use of the land encompassing the subject property is unknown. In terms of prehistory, the parcel is located within the Backlick Run drainage basin, and therefore there is a modest chance that Native Americans established temporary camps in the vicinity of the 7.8 acre lot.

Acknowledged by applicant

F - 3. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

Acknowledged by applicant

R – 1. The statements in archaeology conditions above marked with an asterisk "*" shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements

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/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.

C - 10 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Fire

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

Previously acknowledged by applicant.

F-2 Plans should show location of all fire hydrants in and around site so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.

Applicant has provided proposed locations of fire hydrants.

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

Acknowledged by applicant.

C-1 The applicant shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the buildings at twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for the building fire service connection and fire hydrants

a) Applicant has provided requested information.
b) Applicant has provided two FDCs for each commercial building.
c) Hydrants are appropriately spaced and located.
Applicant has not addressed this comment.
d) Hydrants have been added as requested.
e) Emergency vehicle easement shall include all townhouse roadways.
It appears the EVE has been established but some roadways are not marked as such. Please confirm that all roadways are EVE's.
f) Fire line and hydrant lines are shown but not sized.

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

floor; e) fire protection plan. This information will determine if item C-3 requirements apply.

Applicant has provided requested information.

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

Applicant has provided sufficient fire department access to the commercial buildings.

C-4 The applicant shall provide three wet stamped copies of the fire flow analysis performed by a **certified licensed fire protection engineer** to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.

Previously acknowledged by applicant. Please provide once footprint for each building has been finalized. The fire flow analysis is required for both commercial buildings and the largest townhouse model.

C-5 A fire prevention code permit may be required for some of the proposed use and occupancy conditions.

Previously acknowledged by applicant.

C -6 A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

Previously acknowledged by applicant. Locations and numbers of Knox boxes will be determined by the Fire Prevention and Life Safety Section of the Fire Department during construction.

C -7 The applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of

Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

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

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

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

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

Applicant has acknowledged this requirement. This requirement applies to the commercial buildings only.

C-8 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

Emergency Vehicle Easements

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

Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a ⅜-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

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

Fire Lane Sign Left Arrow **Fire Lane Sign Right Arrow**

Applicant has complied with this requirement to establish EVE's but sign locations are not shown on plans.

C-9 Show fire apparatus vehicle turning radius based on the following specifications:

Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D # - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 5") from front steer axle to drive axle.
Trailer 306" (25' 5") from drive axle to rear steer axle.
GVW: 64,500#
Angle of Approach[1]: Tractor 11 degrees and Trailer - 11 degrees
Angle of Departure[2]: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover[3]: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius[4]: Within 45' wall to wall.

2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# Truck 204
Overall Length - 496" (41' 4")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 69,500#
Angle of Approach[1]. 11 degrees
Angle of Departure[2] 10 degrees
Ramp Breakover[3]: 6 degrees
Turning radius[4]: Within 43' wall to wall.

3 **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 206
Overall Length - 390" (32' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach[1]. 11 degrees
Ramp Breakover[3]. 8 degrees
Turning Radius[4]: Within 42' wall to wall

4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

Tower 203 Turning Specifications

- Turning Radius – Wall to Wall = 54.98 feet + / – 2 feet
  Curb to Curb = 51.33 feet + / - 2 feet
  Inside turning radius = 37.73 feet + / - 2 feet
- Overall Length – 47’ – 4 ½”
- Overall Width – 98”
- Wheel Bases from front axle to both rear axles – 240”
- Tandem axle spacing – 56” CL of axle to CL of axle

- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

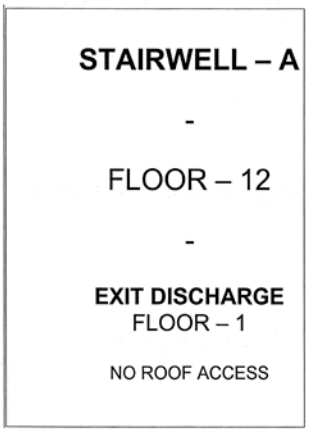
Applicant has provided requested information. However, the turning radius demonstrated on the plans is too tight and will cause access problems for the fire department.

C -10 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

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

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

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



Example Stairway Identification Sign

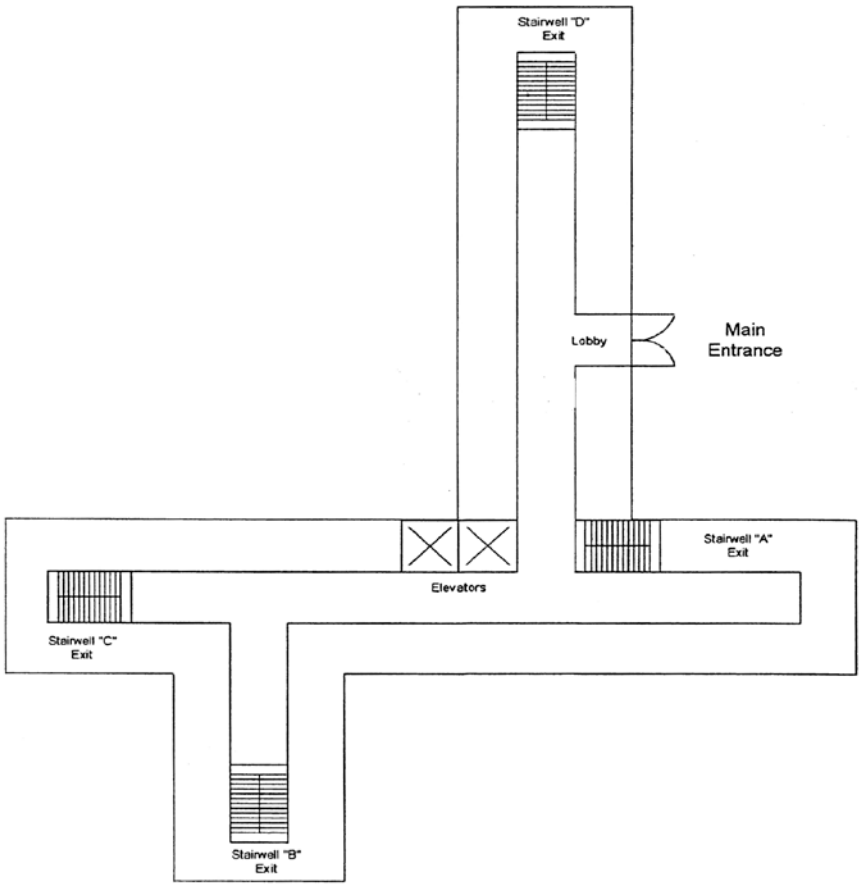


Figure 1020.1.6.2 Example Building Footprint Sign

Previously acknowledged by applicant.

C-11 A separate fire line is required for the building fire service connection. Show location and line size on plans.

Applicant indicates fire lines sizes will be shown on final submission.

R-1 To facilitate fire department access to the roof, provide roof access from all stairways.

Applicant has provided roof access to both Buildings A and B.

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

Attachment #1 — Transportation Management Plan
Cameron Park TMP SUP#2013-00088

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

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

Summary:

	Residential	Retail	Total
Non-SOV goal	35%	35%	
Land Uses and size*	457 du	36,919 sf	
Population formula	1.25 pph	.33 per ksf	
Estimated on-site population	571	12	583
Number of surveys needed annually	200	4	204
Initial annual fund rate	$81.120 per du	$0.203 per ksf	

**As of April 4, 2014. Subject to change.*

The Transportation Management Program for Cameron Park consists of six parts:

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

1. Goal and Evaluation of the TMP

a. The Cameron Park site is located less than 1.5 miles northeast of the Van Dorn Metrorail Station. The DASH AT-7 runs along S. Pickett Street in front of the project, and the DASH AT-8 runs along Duke Street in the vicinity of the project. The Cameron Park development has a goal of 35% non-SOV trips during peak hour.

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

2. TMP Organization, Funding and Reporting

a. The developer shall designate an on-site Transportation Management Plan Coordinator (TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The name, address, email and telephone number of the Coordinator will be provided to the City as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. The Transportation Planning Division may assist the TMP Coordinator.

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

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

d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate goal is requested as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

a. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 35% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be $.203 per occupied square foot of retail space and $81.12 per occupied dwelling unit. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. The TMP fund shall be used exclusively for these approved activities:

i. Sell and distribute on-site discounted bus and transit fare media for on-site employees and tenants.
ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
iii. Marketing activities, including advertising, promotional events, etc.
iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and

extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features

v. Operating costs for adjacent bikeshare station.

vi. Membership and application fees for carshare vehicles.

vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.

viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

4. Evaluation of the Effectiveness of the TMP

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

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

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

5. District Transit Management Program

As it is established in the Sample Neighborhood Small Area Plan transportation elements, the Cameron Park project should integrate with the larger district level TMP program when it is organized. All TMP holders in the established area will be part of this District. No increase in TMP contributions will be required as a result of participation in the District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City

Council, unless revoked or amended, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.

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

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

d. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

e. This special use permit issued pursuant to the provisions of section 11-700 shall expire and become null and void concurrently with the expiration of the site plan approved in connection therewith as provided in section 11-400.

f. The enlargement, extension or increase of more than five percent in the Floor Area expressed in square feet of any use for which this special use permit has been issued under the provisions of these conditions shall require an application for and approval of a new or amended special use permit governing the entire use as enlarged, extended or increase.

g. Any modification of the mixture of uses which increases or decreases the amount of square feet utilized by the dominant use by more than 20 percent shall require an application for and approval of a new or amended special use permit governing the entire building or structure as modified.

h. Any other provision of law to the contrary notwithstanding, the owner, contract purchaser or lessee, or any authorized agent of such party in interest, of any individual building or structure or project, complex or development which is or becomes a lawful nonconforming or noncomplying use under the provisions of this TMP SUP, may file an application for the issuance of a special use permit under the provisions of section 11-700.

IX. ATTACHMENTS

Attachment #1 — Transportation Management Plan
Cameron Park TMP SUP#2013-00088

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

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

Summary:

	Residential	Retail	Total
Non-SOV goal	35%	35%	
Land Uses and size*	457 du	36,919 sf	
Population formula	1.25 pph	.33 per ksf	
Estimated on-site population	571	12	583
Number of surveys needed annually	200	4	204
Initial annual fund rate	$81.120 per du	$0.203 per ksf	

**As of April 4, 2014. Subject to change.*

The Transportation Management Program for Cameron Park consists of six parts:

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

1. Goal and Evaluation of the TMP

a. The Cameron Park site is located less than 1.5 miles northeast of the Van Dorn Metrorail Station. The DASH AT-7 runs along S. Pickett Street in front of the project, and the DASH AT-8 runs along Duke Street in the vicinity of the project. The Cameron Park development has a goal of 35% non-SOV trips during peak hour.

b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade employees and residents to switch to transit or carpool as opposed to driving

alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

b. The developer shall designate an on-site Transportation Management Plan Coordinator (TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The name, address, email and telephone number of the Coordinator will be provided to the City as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. The Transportation Planning Division may assist the TMP Coordinator.

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

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d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate goal is requested as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

a. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 35% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be $.203 per occupied square foot of retail space and $81.12 per occupied dwelling unit. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. The TMP fund shall be used exclusively for these approved activities:

ix. Sell and distribute on-site discounted bus and transit fare media for on-site employees and tenants.

x. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or

preferential parking charges and parking space location, and other analogous incentive programs.

xi. Marketing activities, including advertising, promotional events, etc.

xii. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features

xiii. Operating costs for adjacent bikeshare station.

xiv. Membership and application fees for carshare vehicles.

xv. Providing shuttle services or partnering with neighboring organizations for shuttle services.

xvi. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

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

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

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

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

5. District Transit Management Program

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6. Permanence of the TMP Ordinance

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

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

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

l. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

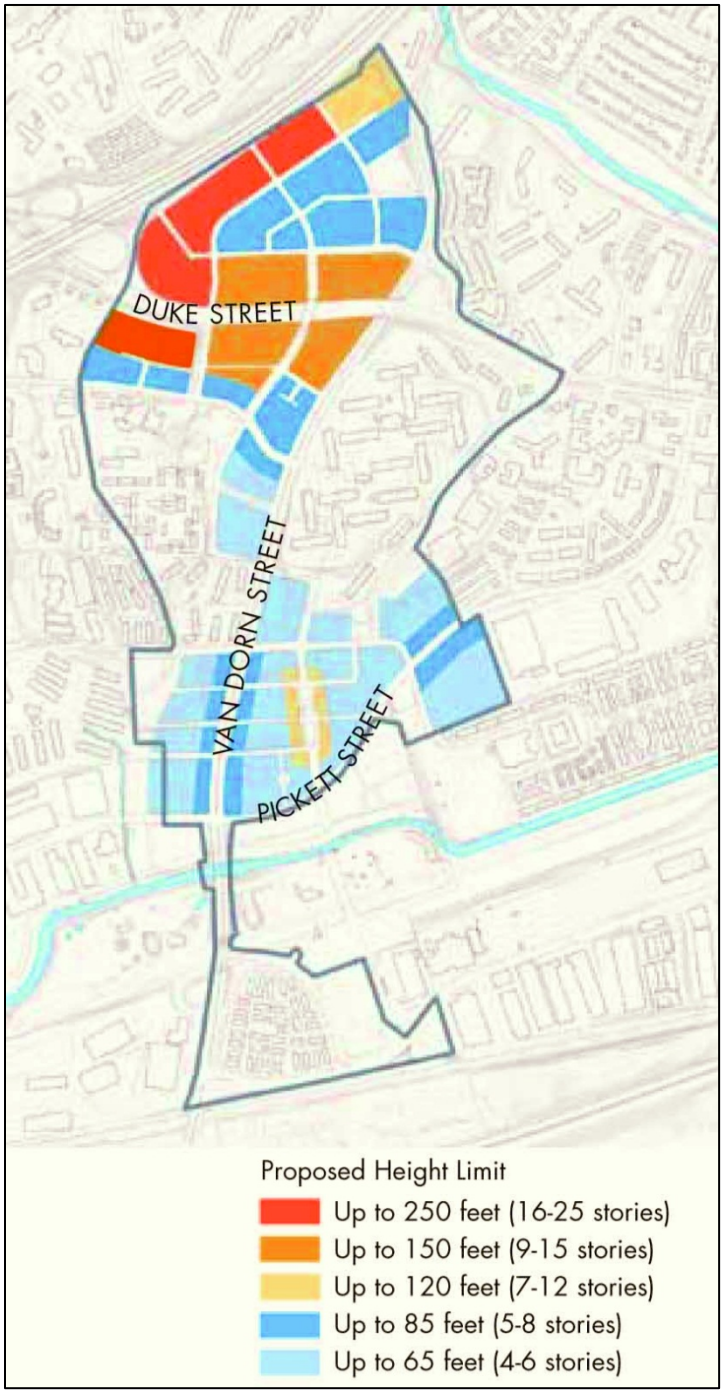
m. This special use permit issued pursuant to the provisions of section 11-700 shall expire and become null and void concurrently with the expiration of the site plan approved in connection therewith as provided in section 11-400.

n. The enlargement, extension or increase of more than five percent in the Floor Area expressed in square feet of any use for which this special use permit has been issued under the provisions of these conditions shall require an application for and approval of a new or amended special use permit governing the entire use as enlarged, extended or increase.

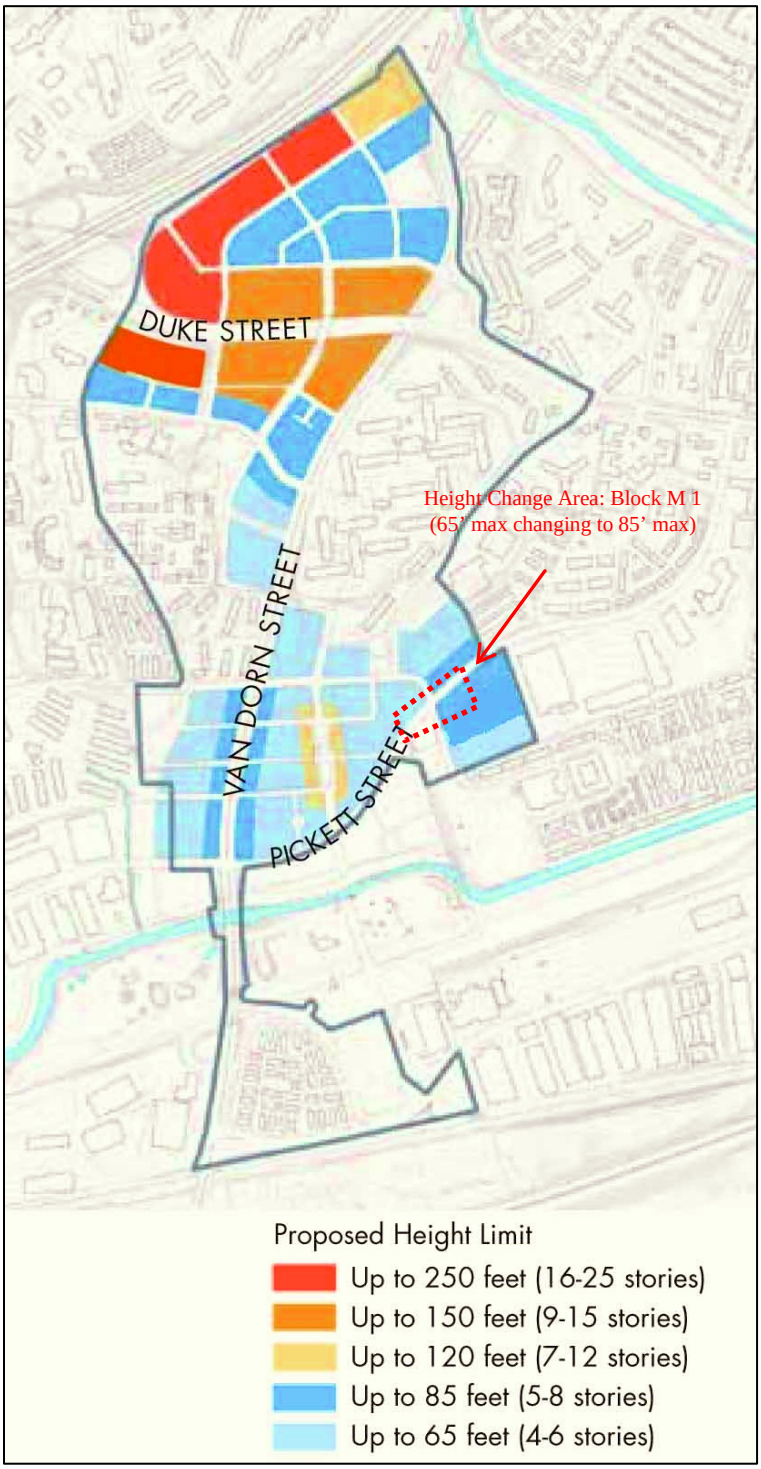
o. Any modification of the mixture of uses which increases or decreases the amount of square feet utilized by the dominant use by more than 20 percent shall require an application for and approval of a new or amended special use permit governing the entire building or structure as modified.

p. Any other provision of law to the contrary notwithstanding, the owner, contract purchaser or lessee, or any authorized agent of such party in interest, of any individual building or structure or project, complex or development which is or becomes a lawful nonconforming or noncomplying use under the provisions of this TMP SUP, may file an application for the issuance of a special use permit under the provisions of section 11-700.

Attachment #2
Existing Height Map
Landmark Van Dorn Corridor Plan



Attachment #3
Proposed Height Map
Landmark Van Dorn Corridor Plan



Attachment #4

RESOLUTION NO. **MPA 2013-00008**

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 Landmark Van Dorn Corridor Plan chapter of the 1992 Master Plan was filed with the Department of Planning and Zoning on March 12, 2014 for changes in the land use designations to the parcels at 430 South Pickett Street and 450 South Pickett Street; 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 May 6, 2014 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Landmark Van Dorn Corridor Plan section of the City; and

2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Landmark Van Dorn Corridor Plan chapter of the 1992 Master Plan; and

3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the Landmark Van Dorn Corridor Plan; and

4. 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 Landmark Van Dorn Corridor Plan chapter 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 Landmark Van Dorn Corridor Plan chapter 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:

The maximum building height for block "M 1" as defined by the Landmark Van Dorn Corridor Plan is 85 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 6th day of May, 2014.

Eric Wagner, Chairman
Alexandria Planning Commission

ATTEST:

Faroll Hamer, Secretary

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2013-0003 **Project Name:** Cameron Park

PROPERTY LOCATION: 430 & 450 South Pickett Street

TAX MAP REFERENCE: 058.03-03-01, 02 **ZONE:** CSL

APPLICANT:

Name: JBG Cameron Park LLC

Address: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

PROPERTY OWNER:

Name: JBG Cameron Park LLC

Address: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

SUMMARY OF PROPOSAL Applicant proposes to redevelop the site, which is currently used for warehouses, into two mixed-use multifamily buildings and townhouse units. Applicant proposes to rezone the property to CDD and requests a Master Plan Amendment in connection with this DSUP.

MODIFICATIONS REQUESTED Vision Clearance

SUPs REQUESTED TMP and Parking Reduction, Building on an Outlot

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

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

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

Kenneth W. Wire, Agent
Print Name of Applicant or Agent

Signature

McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800
Mailing/Street Address

703-712-5362 Telephone #
703-712-5222 Fax #

Tysons Corner, VA 22102
City and State Zip Code

kwire@mcguirewoods.com
Email address

11/14/13
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: _____

application DSUP and site plan.pdf
8/1/06 Pnz\Applications, Forms, Checklists\Planning Commission

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.

See attached.

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

[✓] ***Yes.*** Provide proof of current City business license.

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than 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. See attached		
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 4445 Willard Avenue, Suite 400, Chevy Chase, MD 2(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. See attached		
2.		
3.	4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815	

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 the12-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. None		
2.		
3.		

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

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

11/14/13	Kenneth W. Wire	
Date	Printed Name	Signature

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

Applicant proposes to redevelop two parcels, currently being used for warehouses, into a mixed use development with two multifamily buildings along South Pickett Street and townhomes to the rear of the site. Public and private street improvements are proposed to accommodate the redevelopment. The Site, which is currently zoned, Commercial Service Low, will be rezoned to CDD.

The Applicant seeks a Master Plan Amendment in connection with the DSUP in order to increase the maximum height at the interior of the Site to accommodate the two multifamily mixed use buildings. This Master Plan Amendment is generally consistent with the Master Plan as the applicant is only seeking an extension of the current 85' height maximum along South Pickett Street to reach the interior of the Site. The Applicant is also seeking a parking reduction for the Site and a modification for vision clearance.

3. *How many patrons, clients, pupils and other such users do you expect?*
Specify time period (i.e., day, hour, or shift).
N/A

4. *How many employees, staff and other personnel do you expect?*
Specify time period (i.e. day, hour, or shift).
N/A

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

Day	Hours	Day	Hours

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

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

B. How will the noise from patrons be controlled?
Applicant does not anticipate the need for noise control for this use.

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

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

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

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

C. How often will trash be collected?
Daily collection

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

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:

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:

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

Property management

ALCOHOL SALES

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

☐ **Yes.** ☑ **No.**

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

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?

681

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

423 Standard spaces
160 Compact spaces
16 Handicapped accessible spaces
73 Other

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

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

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

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

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 2

B. How many loading spaces are available for the use? 6

C. Where are off-street loading facilities located?

D. During what hours of the day do you expect loading/unloading operations to occur?
Normal business hours

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Daily

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?*

Applicant proposes a number of street improvements, including the construction of a new private street "A" and public street "B". These improvements are discussed in further detail on the plan sheets.

Cameron Park Ownership Disclosure

Property Owner and Applicant

JBG/Cameron Park LLC,
a Delaware limited liability company

By: JBG/Company Manager IV, LLC
a Delaware limited liability company
its Managing Member

By: GATEWAY SITE II, LLC
a Delaware limited liability company
its Managing Member

By: Landmark Gateway II, LLC
a Virginia limited liability company
its Managing Member

By: TCCP II, LLC
a Virginia limited liability company
its Managing Member

By: Michael McGuire
its Managing Member

By: Robert Pinkard
its Managing Member

APPLICATION

[ ] Master Plan Amendment MPA# _____

[ ] Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 430 & 450 South Pickett Street

APPLICANT

Name: JBG Cameron Park LLC

Address: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

PROPERTY OWNER:

Name: JBG Cameron Park LLC

Address: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

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.

Kenneth W. Wire, Agent

Print Name of Applicant or Agent

McGuireWoods LLP

1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

Tysons Corner, VA 22102

City and State Zip Code

Signature

703-712-5362 703-712-5222

Telephone # Fax #

11/14/13

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

Fee Paid: $_____

ACTION - CITY COUNCIL: _____

MPA # 2013-00008
REZ # 2013-00005

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.) **See attached.**

Address Tax Map - Block - Lot	Land Use Existing	Land Use Proposed	Master Plan Designation Existing	Master Plan Designation Proposed	Zoning Designation Existing	Zoning Designation Proposed	Frontage (ft.) Land Area (acres)
1 058.03-03-01	Warehouse	Mixed Use	Mixed	Same	CSL	CDD	152,273 sf
2 085.3-03-02	Warehouse	Mixed Use	Mixed	Same	CSL	CDD	187,395 sf
3							
4							

PROPERTY OWNERSHIP

[ ] Individual Owner [✓] Corporation or Partnership Owner **See attached.**

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: See attached Extent of Interest: _____
   Address: _____
2. Name: _____ Extent of Interest: _____
   Address: _____
3. Name: _____ Extent of Interest: _____
   Address: _____
4. Name: _____ Extent of Interest: _____
   Address: _____

MPA # 2013-00008
REZ # 2013-00005

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:

The Master Plan for Landmark Van Dorn anticipates a height range of up to 85' along S. Pickett Street and up to 65' on the Cameron Park Site in connection with a CDD application. Because Buildings A and B extend further than 120' from S. Pickett Street, the applicant proposes a Master Plan Amendment to allow for a height restriction of up to 85' between Street B and S. Pickett.

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 Applicant's amendment to the Mater Plan consists only of an extension of the preexisting height restrictions articulated in the Master Plan in order to accommodate the architectural elements of the proposed Site Plan as provided for in the DSUP 2012-0013 application.

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.

No change is requested for the property's classification.

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):

Please refer to DSUP 2012-0013.

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2013-0002

[*must use black ink or type*]

PROPERTY LOCATION: 430 & 450 South Pickett Street

TAX MAP REFERENCE: 058.03-03-01, 02 **ZONE:** CSL

APPLICANT'S NAME: JBG Cameron Park LLC

ADDRESS: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

PROPERTY OWNER NAME: JBG Cameron Park LLC

ADDRESS: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

REQUEST: Rezone property to new CDD zone consistent with the Landmark/Van Dorn Small Area Plan.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 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 hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Kenneth W. Wire, Agent		
Print Name of Applicant or Agent	Signature	
McGuireWoods LLP		
1750 Tysons Boulevard, Suite 1800	703-712-5362	703-712-5222
Mailing/Street Address	Telephone #	Fax #
Tysons Corner, VA	22102	11/11/13
City and State	Zip Code	Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Date and Fee Paid: _____ $_____

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL _____

May 2, 2014
To: The City of Alexandria Planning Commission
From: Representatives of the Cameron Station Civic Association
Re: Cameron Park DSUP (#2013-0003)

I write you with respect the above-referenced SUP which is on the docket for your May 6th meeting. We are supportive of the project. However we have a variety of concerns with respect to how Planning & Zoning is suggesting the "proffers" and the $100,000 for a "neighborhood enhancement or amenity" should be used. Our perspective and concerns include the following:

1. **The Financial Impact of Residential Real Estate**: We continually hear that residential real estate has a considerable net financial cost to the City as the expenses inherent in servicing it exceed the property taxes collected. When the costs of educating children is considered, that financial "gap" increases very significantly. The attached Exhibit 1 is an effort to illustrate this. Clearly and logically the gap is inversely proportional to property values – as property values decrease (and thus pay less taxes), the gap increases.

2. **"Catalyst" Projects in the Landmark/Van Dorn Area:** Given the location of Cameron Park, the "catalyst" condition of the Landmark/Van Dorn Corridor Plan (adopted by Ordinance 4598 on June 13, 2009) appears very relevant. The specific wording is provided in Exhibit 2. It would seem clear that the intent was to (a) improve the scope and physical condition of the West End infrastructure as well as (b) pursue affordable housing goals. Given the challenges faced by many lower income residents it would seem entirely logical and appropriate that those housing "goals" would include addressing the living conditions and needed support services current residents urgently need.

   2.1. Let it be very clear that we have no qualms whatsoever about providing and improving affordable housing in our City and neighborhood. However we take issue with P&Z dedicating the bulk or entirety of the "proffer" ($2.3M in this case) seemingly exclusively to stimulating the construction of yet more affordable housing units. That is not what the "catalyst" wording called for. We have continuing needs for infrastructure improvements in the West End (see Exhibits 3A-B-C for but a few examples). The fiscal impact of new units on the City budget is very significant – as seen in Exhibit 1. In addition, we need a candid assessment of how well the City is serving those already in affordable housing before we add to that inventory (see Exhibits 4A and 4B for examples of tenant comments). We need to consider using affordable housing proffers to improve the circumstances of and services provided to existing (affordable housing) residents.

3. **The $100,000 Contribution Mischaracterized as Being for "Off-site Open Space Improvements":** This number was negotiated and agreed by community representatives and the developers. It was very clearly understood that it was NOT for "open space improvements". That was conveyed to P&Z staff both verbally and in writing (see Exhibit 5). We are advised that P&Z agrees with our assertion and are making changes to the text of the staff report. As of 1:00 pm Friday, May 2nd we have not seen those. Hopefully they will be provided to you in advance of your May 6th meeting.

In light of the above considerations, we would ask the Commission to approve the project, accepting the developers' agreed financial contributions but recommending to Council that:

a) 50% of the $2.3M proffer be dedicated for to-be-identified improvements to infrastructure in the West End;
b) 50% of the $2.3M be dedicated to improving (to-be-agreed) living conditions and support services provided residents of affordable housing in the West End; and
c) the $100,000 contribution be earmarked for to-be-agreed neighborhood enhancements in the West End.

Thank you for what we trust will be your careful consideration of the facts and circumstances and of our proposal.

Respectfully,

Donald N. Buch, President
Cameron Station Civic Association

City of Alexandria, Virginia

Estimated Net Cost of City Services per Residential Unit
Estimated Net Cost of ACPS per Student, by Residential Unit

		(A) Residences Assessed At: $250,000 Or Less	(B) Residences Assessed At: More Than $250,000	(C) Totals Or Average	(D) Specific Example
1	Number of Residences	10,774	29,842	40,616	207
2	% of Total Residences	26.5%	73.5%	100.0%	100.0%
3	Total Property Taxes Paid	$ 20,318,116	$ 176,506,686	$ 196,824,802	$ 208,030
4	% of Total Taxes Paid	10.3%	89.7%	100.0%	100.0%
5	*% of "Fair Share"*	*38.9%*	*122.1%*	*100.0%*	*100.0%*
6	Average Assessment	$ 181,681	$ 569,818	$ 466,859	$ 96,819
7	Tax Rate	1.038	1.038	1.038	1.038
8	**Average Tax Bill**	**$ 1,885.85**	**$ 5,914.71**	**$ 4,845.99**	**$ 1,004.98**
9	% to ACPS	29.6%	29.6%	29.6%	29.6%
10	**Amount to ACPS**	**$ 558.21**	**$ 1,750.75**	**$ 1,434.41**	**$ 297.47**
11	Average # of Children per Residence	0.74	0.16	0.31	0.75
12	**Average ACPS Contribution per Child**	**$ 754.34**	**$ 10,942.21**	**$ 4,570.33**	**$ 396.63**

Assume City Services to residences, on average, cost 130% of taxes paid

The average gross cost per residence is then (1.3 x $4,845.99) = $ 6,299.79

And the average "net" cost of City Services per residence is then:

13	Average Total Cost	$ 6,300	$ 6,300	$ 6,300	$ 6,300
14	Less: Taxes Paid	1,886	5,915	4,846	1,005
15	Average Net Cost per Residence	$ 4,414	$ 385	$ 1,454	$ 5,295

With respect to ACPS, assume it costs an average of $16,000 a year to educate a student

Then the average net cost per student, deducting taxes paid (through the City) to ACPS is:

16	Average Total Cost per Student	$ 16,000	$ 16,000	$ 16,000	$ 16,000
17	Less: ACPS Taxes Paid per Child	754	10,942	4,570	397
18	Average Net Cost to ACPS, per Child	$ 15,246	$ 5,058	$ 11,430	$ 15,603

EXHIBIT 1

9.2. The Three Stages

Phase I – Catalyst

Phase I is triggered by the adoption of this plan and continues until a critical mass of development has begun construction. During this period, development market economics are not likely to support high expectations for developer-provided contributions toward public infrastructure or the City's affordable housing goals and recognition of these economic conditions will be reflected in the City's expectations for developer contributions to public benefits. While this plan envisions that the City will be sensitive to development costs during this phase, it does not expect that the overall quality of the development will be compromised. The City will require projects to meet its standards of high quality construction and urban design, as well as make some level of contribution to public benefit based on the specific project's economics.

Phase II - Choice Location

This phase is triggered when 300,000 square feet of office space, or 750,000 square feet of mixed-use development, of which no more than 50 percent is residential, has begun construction (over December 2008 levels). Achieving this level of development is a strong signal that the market is capable of supporting continued redevelopment in the plan area.

At the beginning of this phase, the City will begin increasing requirements for developer contributions during rezonings unless it determines that market rents for office space, retail space, and rental housing are not yet sufficient to support continued redevelopment and the increased developer contributions.

The ability of individual projects to generate a specific contributions amount cannot be pre-determined by this plan. Based on 2008 analysis, the City should expect at least $2.80/sf to $10.60/sf (1.4 percent to 5.3 percent of 2008 average development costs exclusive of parking) to be available for contributions due to "choice location" effects. These dollar amounts are all in 2008 dollars and should be annually adjusted for inflation.

This is over and above a minimum contribution to affordable housing, specifically the voluntary affordable housing formula set forth in the Final Report of the Developer Housing Contribution Policy Work Group that was accepted by City Council in June 2005, which ranges from $1.50 to $2.00 per square foot of gross floor area and $4.00 per square foot of increased floor area due to rezoning.

As the area matures as a choice location, and market rents or sales prices increase, the availability of funds for contributions should increase.

Phase III – Dedicated Transit Line

This phase is triggered when transit service in the area is sufficiently enhanced so that parking can be reduced. Because parking is a major development cost, reductions in parking increase the potential for development projects to contribute to the infrastructure and other public benefits that support this plan.

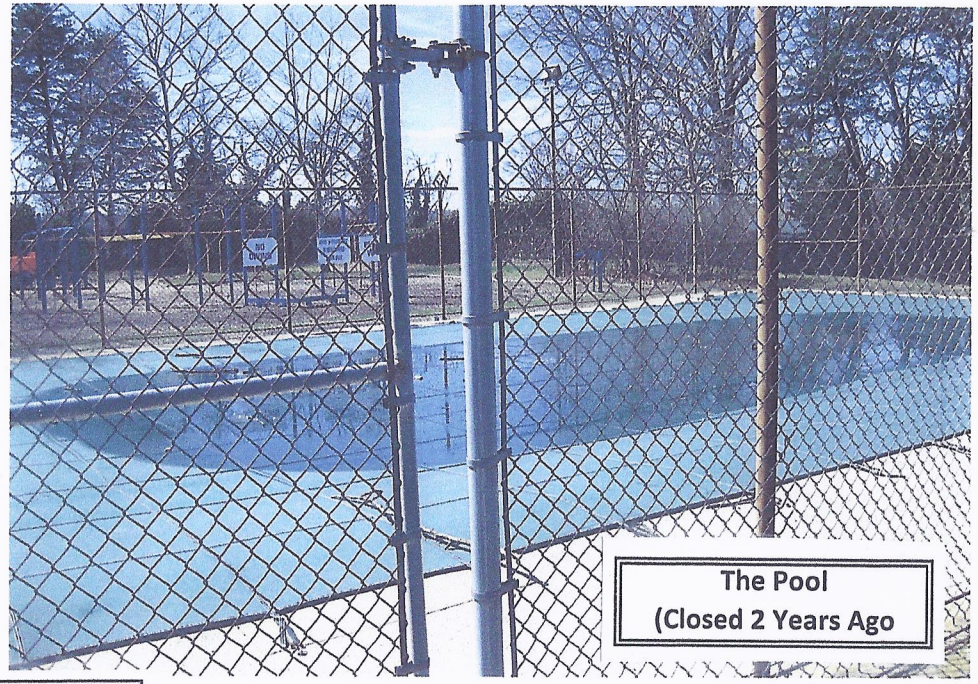
This phase is fully realized when the planned bus rapid transit routes on Van Dorn Street and Duke Street are operational, but intermediate transit measures can also increase the non-driver modal split for non-residential development and reduce automobile ownership in residential development projects. Therefore, this phase is independent of Phase II, which means, for example, that reduced parking may be possible – and money for developer contributions made available – before Landmark/Van Dorn becomes a "choice location."

The ability of individual projects to generate a specific proffer amount cannot be pre-determined by this plan. Based on 2008 analysis, the City should expect in 2008 dollars at least $7.90/sf to $20.40/sf (4 percent to 10 percent of 2008 average development costs, exclusive of parking, and also to be inflation adjusted) to be available when parking requirements can be dropped to 1 space

EXHIBIT 3A

Sidewalks of South Picket Street

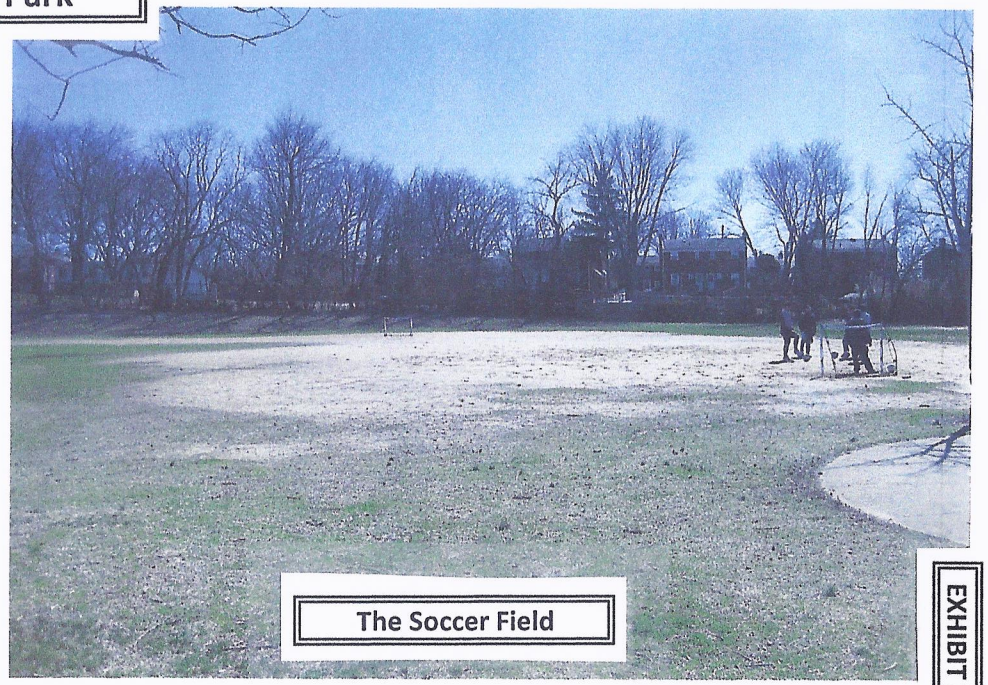
The ???



The Pool
(Closed 2 Years Ago

Ewald Park

The Playground



The Soccer Field

EXHIBIT 3B

EXHIBIT 3C

550 South Pickett

EXHIBIT 4A

Comments About Living at Brent Place
As Found on the Web, April 2014

A selection of comments which all appear to have been posted in the last 12 months or so:

- negative a million stars! what you will get here: relentless roaches, half assed extermination services, LOTS of noise at all hours, filthy hallways and lobby, often broken elevators, slow uncaring maintenance (3 guys for the huge building) laundry machines that steal your money, filthy laundry room, lots of bums and vagrants hanging about, cops and ambulances always here, leaky windows- your apartment will flood and too bad if your stuff gets damaged, only 2 parking stickers per unit...they LOVE towing....the white lady who's in charge in the office is nothing but a joke...always divin in and puffin cigs out front. ghetto life to the max. AND its not cheap!'

- In 2013 Brent place always have fire and elevator keep breaking don't move here

- Dirty, unsafe. Robberies, a double murder on our floor 2 days after we moved. Noise, elevator breaks every week vandalism, kids breaking lights and mirrors.

- This place sucks dont ever move here ever!!! Trust me u will make the biggest mistake of your life

- Ruuuuuuuuuuuuuuuuuuun!!

- This building has been dealing with a BEDBUG infestation for the last 3-4 years, consistently. The building owners here count on tenants not knowing their rights, not documenting the issue properly via email and pictures/video, being too ashamed to talk w/ others, and being low-income so when we ask to terminate our leases early due to the deplorable conditions here, they tell us we have to pay at least 2 months worth of rent and they know many of us don't have that type of disposable income...so essentially we're prisoners here

- The Brent Place is a petri dish of filth and infestation. NOTHING works for long, and nobody cares. In a shameful attempt to rent units the "leasing consultants" WILL NEGLECT to inform you that there is a BEDBUG EPIDEMIC @ 375 S. Reynolds St. No matter what you do, or who you stay away from... you WILL get "the letter" and the SAGA begins. Not only did they neglect to tell you about the bugs, they will then turn around and threaten you with fines and eviction if you do not comply with the inconvenience of packing your place up, week, after week, after week, after week...to agressively treat the condition THEY ALREADY KNEW THEY HAD!!!!!...but NEGLECTED to inform you about. Your furniture will be ruined...you will be fustrated...and the problem will NEVER go away. It may for a while....but TRUST me, the bugs ALWAYS return. The building should be CONDEMNED.

- This is one of the dirtiest places I've every lived in. The nieghbors are hood and some of the office staff have the worst attitude. The elevators are dirty and it felt like I lived in the projects. So glad I'm gone

- The city need to close Brent Place. Housing Poor People in Large High Rises is FAILED SOCIAL EXPERIMEMT. I live in Condo Next door and The entire Problem with S Reynolds Is THE BRENT PLACE AND THE CITY KNOWS IT! Alexandria city council claiming to be so progressive and liberal should follow the example of Arlington County, which mixes people of low incomes in all housing developments thus not creating HIGHRISE CRIME RIDDEN TRASH GHETTOS. No excuse for this building. And what does the City council do they build more section 8 housing right next on the corner. A another trash strewn property . Thank you Mayor Euille and the Sociallist City council. Still waiting for the redevelopment of WEST END. Could you start my cleaning the trash regularly from S REYNOLDS

- I live in tis dump and I can't wait to get out of here. What you will experience here: relentless roaches and bedbugs, nasty office staff, broken washers and dryers, iffy elevators, LOUD lobby with blasting music, kids running wild through the halls, pathetic maintainance, major parking issues (they love to have your car towed here). currently my entire apartment is flooded because no one repaired or replaced our windows as requested 6 months ago...just came back with a shop vac from home depot and am scrambling around trying to save my belongings. The office staff acts as if you are inconveniencing them should you step foot in their office. They no nothing about customer service...untrained...uneducated...closing the office early whenever they feel like it and too bad for you should you need something. Place is crawling with drugs, dealers, drunks and bums in general. The model they showed us was great...they one we got was a true bomb. Several residents here feel the same way and you can frequently hear complaints everywhere you go in this building. God help me till the end of this lease! btw..i tried to leave early and they want $2500 to LET me out of the lease! STEER CLEAR

EXHIBIT 4B

Letters

From Page 10

has now arrived at this inexplicable place.

Leslie Zupan
Past President, West Old Town Citizens Association
Alexandria

A Helping Hand Not a Hand-out

To the Editor:

The last four years of my life I have been a resident of the public housing development known as Hopkins-Tancil Court or "The Berg." I'm also a parent of Jefferson-Houston children. I'm a published author, an advocate for housing and children with special needs, workshop facilitator, motivational speaker, fourth-generation college graduate and many other "titles." I listed some of my accomplishments because none of those "titles" prevented me from experiencing financial hardships as a mother of four children. I'm writing this letter along with Sheryl Bell who has been a tireless advocate in front of City Council for housing, special needs children, and daycare providers. I'm like many women who live across this city who do an amazing job as single mothers while working on rebuilding our financial, and professional lives.

The digital divide is a reality and the lack of one basic computer in a house plays a major role with civic engagement and our professional lives. Many families do not own one personal computer in their household. Many families are not even able to keep the phone on consistently, because if you have to choose between "extras" like unexpected medicine for a sick child, a bus ride to the school about your child, food, and so on ... then of course as a parent you let the phone bill go by the wayside. I have experienced how you can miss out on phone calls about employment, emails about employment, emails about what is happening with ACPS, emails about different city initiatives, allowing the children to do extra work on the computer after-school, or for some parents checking their child's grades online.

If it wasn't for certain people in this city a growing group of public housing residents and low-income women wouldn't have been able to attend as many School Board meetings on rainy nights (with our children in tow), Housing Meetings, taking our children and training them to speak publicly at these meetings, having literacy initiatives in our homes, attending town halls with neighborhood children, GW's "It Takes a Village" parent group, feeding neighborhood children, What's Next Alexandria, attending Jefferson-Houston PTA meetings and other civic engagement activities. If it wasn't for those people who have assisted us by filling in the gaps by providing bookbag drives, or buying a child shoes for the winter season, we would be even further behind.

This is what we are supposed to do like any other parent but it is challenging in my community to get mothers to come out when you can't reach them via the internet or the phone because both are off. It is challenging to get a mother to think about another "meeting" and she is overwhelmed with gas/electric bills because she is unable to find steady work. The Housing Authority is mandated to provide certain efforts to assist residents with complete self-sufficiency. It is called the HUD Section 3 program, to promote residents to obtain their own businesses and employment. I publicly asked for numbers on how many residents have been hired and the numbers they gave out were unacceptable. This is supposed to be public information anyway. No one is looking for a hand out but like anyone else in life sometimes you need people to assist you on this journey called life. My goal along with Sheryl Bell is to ensure that we leave many Alexandria families in a better place than when we arrived. What is the point of me living in public housing if I leave it exactly the same as when I arrived. We are going to secure different partners who would like to provide a computer to a family with a year's worth of internet service for at least eight different low-income residents across the city.

Let's make this a livable city for all. The children, the city government, the school system, and the parents would really appreciate it!

Nisa Harper and Sheryl Bell
Concerned Alexandria Advocates

Keep Public In Public Parks

To the Editor:

As a man dedicated to public service and parks, Bill Dickinson, formerly head of the Northern Virginia Regional Park Authority, almost single handedly — and thankfully — saved Hensley Park from privatization. However, this does not mean it can't happen again tomorrow, and there may be no legal clause to stop it. Here's why.

During this year's budget process, which was notable for scrubbing public services out of the picture, the city did three things that set the stage for an "unsolicited" bid to build a long term, privately operated complex on park land.

First, the open space land acquisition goals were declared as met, meaning our minimum requirements for parkland and other kinds of open space have been fulfilled. The city took this action independently, without community comment on a public good vital to residents' well-being. Second, the city eliminated the open space budget category, even though this had operated effectively to acquire land and as a source of emergency funds. Third, parkland was devalued 38 percent compared to the prior year, in effect making the City of Alexandria a highly attrac

See Letters. Page 12

LAND BARGAIN!

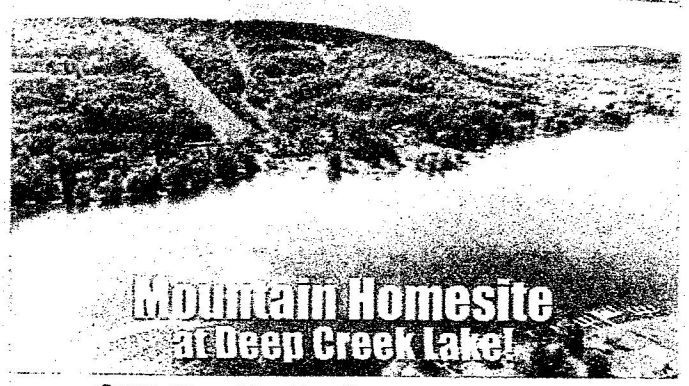


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EXHIBIT 5

Don Buch

From: Don Buch <dnbuch@hotmail.com>
Sent: Saturday, April 26, 2014 2:20 PM
To: 'Faroll Hamer'; 'Karl Moritz'; 'Patricia Escher'
Cc: 'mindylyle@comcast.net'; 'dakhardwick@gmail.com'
Subject: RE: Cameron Park SUP

Faroll, Karl, Pat:

I am very confused by what appears to have transpired. More than a week ago I emailed Pat as follows:

> **From:** Don Buch [mailto:dnbuch@hotmail.com]
> **Sent:** Thursday, April 17, 2014 8:40 AM
> **To:** 'Patricia Escher'
> **Cc:** 'Dak Hardwick'; 'mindylyle'
> **Subject:** Cameron Park's $100k for Neighborhood Enhancement
>
> Good Morning Pat –
>
> Thanks for your call yesterday and for your efforts in getting the $100k incorporated into Cameron Park's SUP. We'd request that it be identified as earmarked for a neighborhood enhancement or amenity or some similar term. Although we have yet to agree upon any specific project (or how we'll ultimately determine that) the desire is to start moving forward in what I believe you and some of your associates refer to as "place making". At present the West End doesn't have much of an identity or soul ("there's no there there")! All that is to say that, at one point, Ken referred to the $100k as a contribution to "parks" and we fear that if it is couched in those terms the dollars will immediately disappear into some Parks & Rec black hole losing all focus on the intended purpose.
>
> Thanks again,
>
> Don

That was a follow-up to a conversation we had had on the same topic the previous afternoon. I was simply attempting to ensure there was no miscommunication.

I received no response to my email nor any indication that P&Z disagreed with our position nor with the conversations I had with Ken and the agreement he and I had reached. Then late yesterday came our first look at the apparently final staff report which, on page 25, includes the following wording:

> "In terms of the adjacent park usage, the applicant is providing an additional $100,000 to supplement the on-site open space for upgrades to the adjacent Armistead Boothe Park. This contribution not only addresses the park usage concerns, but also distributes more of the overall contribution package to other quality of life benefits for the surrounding community."

In no way does that represent the conversations and agreement I had with Ken. Your early explanation of your apparent disregard of that and of our specific request would be appreciated.

Don

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 6, 2014

TO: CHAIRMAN WAGNER AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DEPUTY DIRECTOR
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: DSUP #2013-0003 CAMERON PARK
PROPOSED CHANGES AND ADDITIONS TO CONDITIONS

Subsequent to the publishing of the staff report, staff is recommending three changes to conditions (#14, #15 and #17 as shown below) and is recommending one condition with respect to enhancements to the alleys.

Condition #14 requires the applicant to provide $100,000 toward mitigating neighborhood impacts of the proposed Cameron Park project. In the original wording of this condition, the funds were to be spent on "priority public parks, trails and/or recreation projects" in the area.

Members of the community have responded that they would like a community-driven process for selecting the projects to be funded with the $100,000 and that the list of potential neighborhood enhancements could include items other than parks, such as public art or streetscape improvements, as well as others.

Staff and the applicant have agreed to make changes to the wording of condition #14 to address the community's concerns. The proposed process is that Planning and Zoning staff will convene a meeting of West End residents for the purposes of selecting the neighborhood enhancement projects to be funded. The meeting will be convened within three months of the funds being deposited in a City account and the results reported to the Planning Commission and City Council. Staff's responsibility will be to ensure that the general public has an opportunity to weigh in on the selection of the projects and that the selected projects are beneficial to the general public.

The current wording in the staff report is:

"The applicant shall provide a voluntary contribution of $100,000 to be allocated towards priority public parks, trails and/or recreation projects in the neighborhood area south of Duke Street, east of Van Dorn Street, west of Somervelle Street, and north of the rail tracks with

*priority given to proximity to the project area. The specific projects to be funded will be determined during the Fiscal Year 2015 to Fiscal Year 2018 Capital Improvement Program decision making process and should reflect the 2013 Parks and Recreation Needs Assessment. The contribution shall be provided to the City prior to release of the multifamily final site plan. *(P&Z) (RP&CA)"*

The proposed new language is:

*The applicant shall provide a voluntary contribution of $100,000 to be allocated towards public neighborhood enhancements in the area south of Duke Street, east of Van Dorn Street, west of Holmes Run, and north of the rail tracks with priority given to proximity to the project area. The specific project or projects to be funded will be determined through a meeting of neighborhood residents convened by Planning and Zoning staff within 90 days of the receipt of the contribution and the selected projects will be reported to the Planning Commission and City Council. The contribution shall be provided to the City and deposited into a designated account prior to release of the multifamily final site plan. *(P&Z)*

Condition #15: The proposed alteration deletes language that does not apply to this application's window type.

15. Provide the following building refinements to the drawings submitted via email on April 11, 2014, to the satisfaction of the Director of P&Z:
    a. Continue to work with staff on design of building elevations, exterior detailing, materials, and landscape design.
    b. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. There shall be a minimum setback of glass from the face of sash of 3/8". If shown with ~~a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied~~ exterior muntins they shall also:
        i. Have a minimum depth/projection of 3/8" and a maximum width of 1".
        ii. have a detailed profile that will create a strong shadow pattern;
        iii. have an integral spacer bar between the panes of glass that matches the muntis in width;
        iv. corresponding interior muntins are encouraged, but not required;
    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".
    d. Any ventilation for the retail/commercial use shall be reviewed and approved to the satisfaction of the Director Planning and Zoning.(P&Z)
    e. Doors for retail loading bays shall be provided and shut completely. These doors shall be compatible with the materials and overall architectural style of the building. (P&Z)

Condition #17: The proposed revision is to change the timing of when the mock up panel is to be constructed, clarifying that material shouldn't be ordered until staff has reviewed and approved the panel. The report's current condition requires the panel be constructed with the

release of the building permit. This timing is proving to be problematic as all the various contractors' may not be hired at this point in time.

The purpose of the mockup panel is to allow staff to have adequate time to review the building materials before they are ordered. The new language clearly gives this direction while allowing the contractor additional time to construct the panel.

17. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
    a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
    b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
    c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
    d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. ~~release of building permit.~~ **
    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)

New Condition: There has been some concern expressed about the appearance of the alleys. This language is being proposed to allow for some paving and/or landscape enhancements and screening of some of the utilities in the alleys.

CONDITION ADDED BY STAFF:
The driveways servicing the townhouses shall incorporate decorative concrete, paving materials and landscaping. All service pedestals and transformers for the dry utilities shall be screened or incorporated into the building design to the satisfaction of the directors of T&ES and P&Z. (PZ) (T&ES)

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May 6, 2014

VIA EMAIL TO faroll.hamer@alexandriava.gov
Chairman Wagner and Members of the Planning Commission
301 King Street, Suite 2100
Alexandria, Virginia 22314

RE: May 6, 2014 Planning Commission
Docket Item 6A-F

Dear Chairman Wagner and Members of the Planning Commission:

On behalf of my client, JBG Cameron Park LLC, I am clarifying the application's compliance with the Landmark Van Dorn Small Area Plan (the "Plan") open space recommendations.

The Cameron Park application meets the 25% open space recommendation in the Plan as the Plan envisioned that open space would be a combination of at-grade and above-grade open space. Excluding the right-of-way dedication, the application provides 18.9% open space at-grade and 8.6% above-grade, for a total of **27.5 %**. If the area land area for Street A and the multimodal bridge reservation area also excluded, the total open space percentages increase to 21% at-grade and 9.5% above-grade, for a total of **30.5%**.

For your reference, page 112 of the Urban Design Chapter, the Plan includes the following recommendation:

> The plan recommends that in all projects 25% of the site area excluding streets be provided as ground-level open space. Such open space may be provided above the ground level or may be reduced with a contribution to an open space fund if such alternatives better meet the Plan objectives.

On page 178 of the Design Guidelines Chapter, the Plan includes the following recommendation for Pickett Place:

> A minimum of 25% of the site excluding public rights of way shall be maintained as open space at ground level, with permanent rooftop open spaces and terraces provided in residential buildings. Public parks shall be provided as outlined in Section 7.2.

Given the above language and the fact that the City approved the Landmark Gateway project with a combination of at-grade and above-grade open space in order to meet the 25% recommendation, the Cameron Park application also meets the Plan open space recommendations.

My client supports the staff recommended conditions of approval and looks forward to discussing the project with you at tonight's hearing.

Sincerely,

Kenneth W. Wire

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