

Potomac Yard Fire Station & Affordable Housing

Docket Item #11A & #11B

SECTION 9.06 CASE # 2007-0001

MASTER PLAN AMENDMENT #2006-0006

CDD CONCEPT PLAN AMENDMENT #2006-0004

DEVELOPMENT SPECIAL USE PERMIT # 2006-0026



Docket Item # 11A & 11B
SECTION 9.06 CASE # 2007-0001
MASTER PLAN AMENDMENT #2006-0006
CDD CONCEPT PLAN AMENDMENT #2006-0004
DEVELOPMENT SPECIAL USE PERMIT # 2006-0026

POTOMAC YARD FIRE STATION & AFFORDABLE HOUSING

Planning Commission Meeting
February 6, 2007

REQUEST: Consideration of a request for (1) Section 9.06 approval for the donation of land for a fire station, affordable residential units and associated space, retail space and underground parking and Section 9.06 approval for the disposition either by sale or lease, of affordable residential units and associated space, retail space and associated underground parking; (2a) approval of a Master Plan Amendment to permit community facilities in Potomac Yard; (2b) approval of a CDD Concept Plan Amendment to permit community facilities in Potomac Yard; and (2c) approval of a Development Special Use Permit, with Site Plan, for construction of a fire station, with 64 affordable residential units and underground parking, in Potomac Yard, Land Bay G, with approval for bonus density equal to the affordable units provided with the fire station pursuant to section 7-700 of the zoning ordinance;

CO-APPLICANTS: Potomac Yard Development, LLC and the City of Alexandria, Department of General Services

LOCATION: 2501 Jefferson Davis Highway

ZONE: CDD/Coordinated Development District #10

CITY COUNCIL ACTION, FEBRUARY 24, 2007: City Council approved the Planning Commission recommendation, with the amended conditions proposed by staff.

PLANNING COMMISSION ACTION, FEBRUARY 6, 2007:

City Charter Section 9.06 Case #2007-0001 On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to approve Section 9.06 for the acquisition of land for a fire station, affordable residential units and associated space, retail space and underground parking, subject to all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 6 to 0. Ms. Fossum was not present for the vote.

Reason: The Commission found that the proposed land acquisition is consistent with the City's Master Plan.

Master Plan Amendment Case #2006-0006 On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to adopt the Master Plan Amendment to permit community facilities in Potomac Yard, subject to all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 6 to 0. Ms. Fossum was not present for the vote.

Reason: The Commission found that the proposed amendment to permit community facilities such as fire stations, schools and recreation facilities with special use permit approval was consistent with the intent of Potomac Yard to create a pedestrian-oriented mixed-use community within Potomac Yard.

CDD Concept Plan Amendment #2006-0004 On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the CDD Concept Plan Amendment to permit community facilities in Potomac Yard. The motion carried on a vote of 6 to 0. Ms. Fossum was not present for the vote.

Reason: The Commission found that the proposed CDD Concept Plan amendment to permit community facilities within Potomac Yard was consistent with the intent to create an urban mix of uses and neighborhoods within Potomac Yard.

Development Special Use Permit #2006-0026 On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the Development Special Use Permit subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 6 to 0. Ms. Fossum was not present for the vote.

Reason: The Commission generally agreed with the staff recommendations and expressed support for the project, including the benefits of the fire station, ground level open space, ground-level retail, underground parking, streetscape improvements and on-site affordable housing and consistency with the intent of the Potomac Yard Plan.

Speakers:

There were no speakers.

POTOMAC YARD FIRE STATION
SECTION 9.06 #2007-0001; MPA #2006-0006;
CDD SUP #2006-0004; DSUP #2006-0026

RESERVE FOR SITE GRAPHIC

I. IMPACTS / BENEFITS:

IMPACT/BENEFIT	COMMENTS
Consistency with Strategic Plan	<ul style="list-style-type: none"> The proposal is a mixed-use project, including a fire station, ground floor retail, residential units above; open space, underground parking, and high quality building design, all of which will help to provide an active and vibrant development for Potomac Yard.
Use	<ul style="list-style-type: none"> 24,800 sq. ft. City four bay fire station (including an 800 sq. ft. meeting room to be shared with the community) 64 residential units (approx. 81,000) Ground Floor Retail (approx. 1,500 sq. ft.)
Open Space / Streetscape	<ul style="list-style-type: none"> 9,100 sq. ft. (0.20 ac.) open space with public access easement Approximately 20 % of site area is ground level open space 4,500 sq. ft. roof-top terraces
Pedestrian	<ul style="list-style-type: none"> Pedestrian crosswalks, bulb-outs, and countdown signals; large windows on ground floor, 14-foot sidewalks, street trees, benches, pedestrian-scale lighting, trash receptacles, and bicycle parking Multiple building entrances Ground floor retail
Building Compatibility	<ul style="list-style-type: none"> The 70 foot tall building provides a transition between the smaller buildings in Landbay H and the taller buildings planned for Landbay G. Design and details appropriate for a prominent civic building and compatible with the other buildings along Route 1. Main Street and Route 1 streetscapes are compatible and incorporate future dedicated transit lanes.
Affordable Housing	<ul style="list-style-type: none"> 44 affordable units and 20 workforce housing units Bonus density will be added to the maximum development levels in Potomac Yard
Parking	<ul style="list-style-type: none"> A total of 142 parking spaces for residents, fire personnel and retail is provided in an underground garage. 20 spaces for Fire Department personnel, 1 surface parking space for Fire Chief on the apron of the Fire Station 109 spaces for residents 8 spaces for retail 5 residential visitor parking spaces are provided in the garage and 11 parking spaces are being created on adjoining streets
Environment	<ul style="list-style-type: none"> The fire station will apply for LEED certification and the housing will be EarthCraft certified.
Fiscal	<ul style="list-style-type: none"> Potomac Yard Development LLC will donate approximately 37,600 sq. ft. of land to the City. \$6.6 million contribution by Potomac Yard Development LLC for construction of the fire station and a \$6 million contribution by Potomac Yard Development LLC for the affordable housing. Estimated \$1 million contribution by the City for the fourth bay and Green Building elements. Total cost for residential component is \$21 million; \$11 million proposed to be funded through tax credits, and remainder through conventional financing and \$6 million developer contribution

II. EXECUTIVE SUMMARY

A. Overview

Potomac Yard Development, LLC, and the City of Alexandria, as co-applicants, are requesting a series of approvals in order to build a five-story, approximately 168,000 sq. ft. public building, housing a fire station and four upper floors of affordable housing, accessory retail, and ground level publicly-accessible open space in Potomac Yard. The site is located at the southwest corner of Landbay G, adjacent to recently approved Landbay H. The remainder of Landbay G, the site of the future Town Center adjacent to Main Street, will be developed at a future date. The proposed fire station, which will be the first station built in more than 30 years, incorporates the goals of Potomac Yard, including a mix of uses, an active, urban setting, high quality design, pedestrian emphasis, green open space, and green building technology.

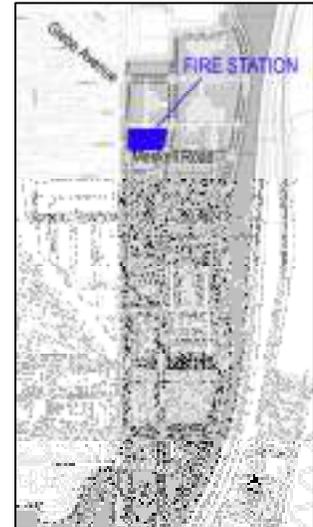


Figure 1. Location of Fire Station in Overall Plan

The proposed building will include an innovative mix of three different land uses: a public fire station; affordable housing; and retail space. The three are being combined in what staff believes is a creative and well designed building consistent with the Potomac Yard Design Guidelines and compatible with the development that will be built around it. This unique mix of uses is a creative way to maximize resources to provide affordable housing and public services for the City, while also enhancing the neighborhoods, pedestrian activity and design of the Potomac Yard development.



Figure 2. Site Plan

The proposal consists of the following (all numbers are approximates):

- 37,600 sq. ft. parcel of land donated to the City;
- 9,100 sq. ft. parcel that will be publicly-accessible open space;
- 168,000 sq. ft. five-story building;
- 24,800 sq. ft. fire station, slightly larger than the Powhatan Station;
- Four floors of residential space above the fire station, comprised of 64 units of



Figure 3. View of Fire Station from Main Street

affordable apartments, ranging in size from 700 to 1,300 sq. ft.;

- 1,500 sq. ft. of retail space at the southwest corner of the building;
- Two-level underground parking garage for residents, fire personnel and retail; and
- Service drive along the north side of the site for service and access to the underground parking.

Public buildings are a fundamental building block of any community, providing a focal point, a civic center, and a community gathering place. Towns and neighborhoods have been built this way for centuries – and the principle holds today for old and new neighborhoods, including Potomac Yard. In a manner similar to City Hall’s function in the heart of Old Town, the proposed fire station building will have an open space and plaza area setback from Main Street, meeting rooms for the community, and a tower all of which enhances its role as a prominent civic building. The building will mix the City functions, bringing fire personnel to Main Street and Potomac Yard, and surrounding the fire protection function with housing, shops and neighborhood open spaces. By doing so, the project provides depth and life to the fabric of the predominantly residential Potomac Yard community.

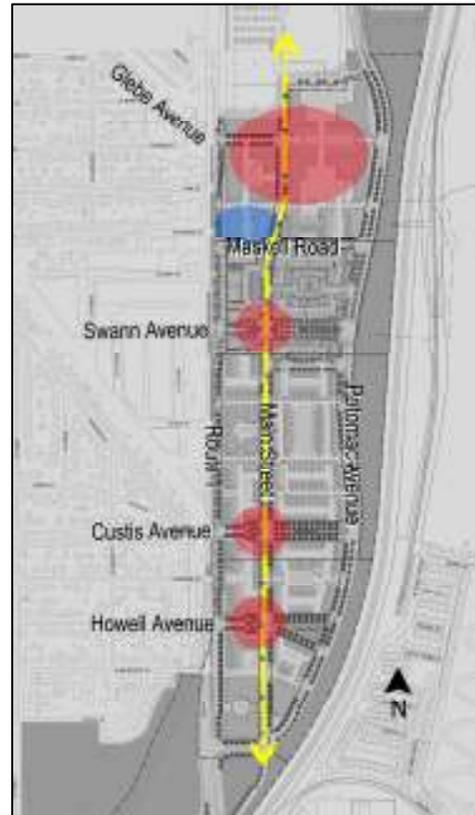


Figure 4. General Plan of Fire Station/Community Facility (blue) with relation to Commercial Nodes (red)

This opportunity has resulted in a successful interdepartmental coordination among various City departments and Potomac Yard Development LLC. The City Manager’s Office, with Planning and Zoning, General Services, the Fire Department, Housing, Transportation & Environmental Services, Code Enforcement, and Recreation, Parks, and Cultural Activities, have managed to assess and arrange the details of this complex undertaking quickly in order to achieve the City’s goals, including a mix of uses, underground parking, consolidated ground level open space, affordable housing, transit and pedestrian emphasis.

B. Project Financing

The fire station will be a turnkey project combining public and private funding. The conceptual arrangements for constructing the fire station/housing have already been considered by City Council, and generally laid out in the conditions of the Landbay H approval. Potomac Yard Development, LLC will donate approximately 37,600 sq. ft. of land to the City, and will also contribute \$6 million for the construction of a three-bay fire station. The City has chosen to supplement the developer’s offer with an additional \$1 million in order to allow construction of a

fourth bay for the fire station and apply Green Building elements. An additional \$6 million of developer affordable housing contributions, \$11 million in tax credit financing and a conventional loan will be used to finance the \$21 million total cost necessary to build 64 units of affordable housing on-site. The tax credits will be used to finance the 44 affordable housing units while the conventional financing will cover the project cost of the 20 workforce housing. Each party will be responsible for the cost of constructing the corresponding number of parking spaces in the garage. The technical details concerning the design, development and construction of the project will be outlined in a Memorandum of Understanding between the City and Potomac Yard Development LLC. The overall concept of the City creating a community facility with developer contributions of land and money is a clear benefit for the City and Potomac Yard.

C. Affordable Housing and Density Bonus

The residential portion of the project will include 64 affordable housing units, ranging in size from 700 to 1,300 sq. ft. Unit types consist of 12 one-bedroom units, 48 two-bedroom units, and 4 three-bedroom units. After construction, the units will be leased or sold by the City to a non-profit housing agency, such as the Alexandria Housing Development Corporation (AHDC), on a long-term basis and protected in perpetuity to ensure affordability. 44 units are set aside for households earning 60% or less of the Washington region median income, commonly referred to as affordable housing, and 20 units are intended for households earning 80% or less of the median income in 2006, also referred to as workforce housing. The resulting affordable and workforce units will provide much needed affordable housing for Alexandria.

The application includes, and staff is supporting, a density bonus to allow construction of the 64 affordable units and accessory retail *in addition to* the maximum number of residential units already allowed at Potomac Yard (1,927 units). However, unlike conventional bonus density requests, where the developer is requesting bonus density for additional market rate units, additional height, and/or a parking reduction in exchange for the provision of affordable housing, in this instance, the developer is getting no additional benefit from the requested bonus. Instead, the City is getting the benefit of having a location to provide 64 affordable units that would not be possible through the base zoning and contribution for Potomac Yard.

By utilizing the bonus density provision, the City can utilize the developer's cash contribution *and* obtain more units on-site than would be possible through either

- 1) receiving the cash contribution and having to find another location to buy or construct units; or
- 2) having the developer provide actual units which could not be leveraged to obtain additional units as the City is achieving through this mechanism.

Providing such a "revenue-neutral" tool to enhance and assure affordable housing production is a common planning practice among jurisdictions in the region, and is particularly critical in an environment where land is scarce and developer contributions related to affordable housing are voluntary.

D. Design and Compatibility

Beyond the benefits of additional affordable housing units and a new fire station, it is imperative that this community facility achieves high quality site planning, building design-materials and function. Staff has been proactive in reviewing the project to ensure not only that the building includes high quality materials and design, but that the site enhances the prominence of the civic use and setting, activate the surrounding streets, and be compatible with future development in both Landbay G and H. Sited between Route 1 and Main Street at Maskell Street, the building with its tower will be visible from a distance and help identify one of the entrances to Potomac Yard.



Figure 5. View of Route 1



Figure 6. Route 1 Elevation

Compatibility with Potomac Yard Development

Landbay G, the future Town Center at Potomac Yard, will not be built concurrently with this project. Yet, it is important that the fire station project be designed in such a way as to be consistent with, and not detract from, the City's vision for the Town Center. Landbay G has specifically been approved to include a large central public open space, retail areas, hotels, residential and office buildings, a grid system of streets, and an overall density consistent with a mixed-use town center. As proposed, the fire station use is not only compatible with the remainder of Landbay G, but in staff's view, enhances the land use and functional plan for this urban area by providing a civic and residential building to the future town center of this neighborhood. Furthermore, the project is also compatible with the uses and site design for the recently approved Landbay H, located directly to the south of the fire station site. The elements of the fire station site have been oriented to correspond with and connect to its neighbors in

Landbay H, with its residential building on the south side of Maskell Street, and an open space along Main Street.

Compliance with Design Guidelines

The size, height and mass of the building complies with the Potomac Yard/Potomac Greens CDD Design Guidelines (*see Attachment 1, Potomac Yard Fire Station Compliance with Design Guidelines*). The building's design incorporates monumental elements typically found within important civic buildings and several design features help mitigate the mass, including strong cornice lines, and considerable building articulation and projecting bays. Surrounding the site will be wide sidewalks with street trees and street furniture, assuring connections with other Potomac Yard blocks and pedestrian-friendly streets. Of note, the building has three main entrances: fire station entrance along Main Street, residential entrance along Maskell Street, and retail entrance at the corner of Route 1 and Maskell Street.

Open Space

In addition to private above-grade balconies and terraces for the residents of the building, the proposal includes a publicly-accessible open space along Main Street. The 9,100 sq. ft. area will be enhanced with benches, a large caliper tree, additional plantings, and pathways. It will provide a community-gathering place as well as a civic setting for the front facade of the fire station.

Green Building

The City is demonstrating its leadership by creating a "green" building. In this case, the fire station portion of the building will apply for LEED certification, and the housing component of the building will be EarthCraft certified. EarthCraft certification is one of many Green Building programs aside from LEED currently used by the industry, which was developed in response to the need for sustainable building standards for residential uses. The combination of two green building programs in one building will enable energy savings to be passed on to the residents of the affordable housing and the City fire station facility while also helping to minimize the environmental impacts of the proposal. The specifics of the green building elements are discussed below.



Figure 7. Fire Station Location with Relation to Landbay H



Figure 8. Open Space

E. Community

In June 2006, the City appointed a Task Force and initiated a process for community input to determine whether a new fire station in Potomac Yard would be beneficial and to address the concerns with regard to moving the fire suppression functions from the fire station on Windsor Avenue. The Task Force recommended that the City pursue the development of the proposed fire station project now under consideration. Furthermore, there was consensus from the community that leveraging the developer contribution to develop 64 affordable housing units above the fire station is a benefit to the City and Potomac Yard.

The Potomac Yard Design Advisory Committee (PYDAC) has reviewed the specific proposal at several meetings as well and the proposal has been refined to address comments raised by PYDAC. The committee now recommends approval of the proposal as outlined with the correspondence dated January 23, 2007 (*Attachment 2*). Finally, the proposal was discussed at a November 9th, 2006 Planning Commission work session. The issues discussed included the design of open space, noise mitigation, underground parking, Route 1 streetscape design, and the density bonus for the residential units in Landbay G.

F. Conclusion

Staff recommends **approval** of the proposed fire station/housing proposal, including each of the approvals listed below, because it furthers the Potomac Yard development as planned, and brings an innovative public use to this new and important City neighborhood.

III. BACKGROUND

A. Site and Context

The proposal will be located in the southwest corner of Landbay G, north of the recently-approved Landbay H. South of Maskell Street is Landbay H, a mixed-use development consisting of predominantly three-story townhouses, with larger office and multi-family buildings lined along the Route 1 frontage. Across Route 1 to the west is the National Tire and Battery (NTB) building and other commercial and light industrial uses. The site is now vacant, relatively flat and, given its former use as an industrial site, there is no significant vegetation worthy of preserving.



Figure 9. Adjacent Uses: 1) NTB 2) Afghan Restaurant

Future BRT on Route 1 affected the design of the Route 1 frontage for both Landbay H and for the fire station site. Specifically, the location of the eastern edge of the Route 1 right-of-way was established, leaving adequate room within the public right-of-way for a dedicated BRT lane.

B. Description of Proposed Development

The proposed building will consist of approximately 168,000 sq. ft. building, with a footprint of approximately 145 ft. x 180 ft. The building will be 70 feet in height with a tower element at its southwest corner at 82 feet (Heights are measured based on the Zoning Ordinance definition for Maximum Height). This building has three main uses: fire station, multi-family residential, and a small accessory retail use.

Fire Station

The fire station will occupy most (approx. 90%) of the first floor of the building, as well as a mezzanine, and will include sleeping and eating accommodations for fire station personnel, office and meeting



Figure 10. First Floor Uses: Fire Station (blue), Residential (yellow), Retail (red), Community Room (orange)

space for fire administration and equipment storage. The largest portion of the fire station space will be devoted to garage space for fire apparatus bays with four bay doors located on the western facade facing Main Street. The station also includes areas for equipment storage and accommodations for female fire personnel. The public pedestrian entrance to the fire station will be to the south of the fire truck bays. The 800 sq. ft. meeting space will be shared with the community, which shall have access through the residential entrance on Maskell Street. Similar to the arrangement at the Powhatan Fire Station, the community meeting room will be available for the neighborhoods in and adjacent to Potomac Yard. The space can be easily partitioned for smaller meetings, thus providing flexibility for different types of activities.

Housing

The sixty four units will comprise a mix of types, including 12 one-bedroom units (from 716 to 849 sq. ft.), 48 two-bedroom units (from 942 to 110 sq. ft.), and 4 three-bedroom (1300 sq. ft.) units. The two and three bedroom units will include two bathrooms. There will be two fully accessible apartments, including a one-bedroom and a two-bedroom unit. The residential lobby will have its own prominent entrance on Maskell Street, differentiated from the fire station main entrance on Main Street, and leading to the community meeting room and elevators to the four residential floors above. Some of the apartments will have balconies, and a handful will have private access to public terrace areas. Resident amenities include the community meeting room, work-out room and retail space on the ground floor. A terrace, above the fire station bays, will be available for passive recreation use by the residents, and a publicly-accessible open space on Main Street provides a community gathering place where residents of this development can interact with the community at large.

Mechanical, electrical and plumbing systems for the residential units will be individually metered. The structure will be built to a high standard of quality, durability and finishes. The residential facility will achieve EarthCraft certification, a program designed to incorporate green building design, techniques and materials in multifamily housing construction to maximize energy systems to generate savings for residents and create true sustainable, affordable rental housing. Noise attenuation technologies have also been incorporated into the building's design and construction to minimize impacts from the mixed use.

Retail Space

Approximately 1,500 sq. ft. of retail space is located at the corner of the southwest portion of the building adjacent to Route 1. Access is from an entrance at the corner of Route 1 and Maskell Street. The space will feature large windows and awnings on both frontages. The space is intended to provide additional rent revenues for the Alexandria Housing Development Corporation, as part of the affordable housing units, through retail activity or comparable uses which will provide a high level of pedestrian activity.

Parking

Two levels of underground parking will be built to hold 142 parking spaces. The number of parking spaces is consistent with the zoning ordinance requirements; there will be parking for all residential units, for fire personnel, and for the proposed retail use. No parking reduction is requested. The 20 spaces for fire personnel were calculated based on the number of overlapping personnel in the largest shift at the new station, as well as Fire Department experience elsewhere. The underground garage is accessed from a service road at the north side of the property. Future development in Landbay G will screen this entrance to the parking garage. A parking space for the Fire Chief is also provided at the apron on Main Street, adjacent to the northeast door of the fire station. This space will only be used occasionally, when the Fire Chief is visiting for business purposes.

Consistent with the Potomac Yard conditions, visitor parking is permitted to be provided on the adjoining streets in the area, and staff will ensure that sufficient visitor parking is achieved throughout Potomac Yard as additional streets are created. There are 16 residential visitor parking spaces required by the zoning ordinance, 5 will be located in the garage, while the 11 remaining spaces will be on street. The streets being created with the fire station enable 11 - 13 additional on-street parking spaces on the perimeter of the site. Provision of the required visitor parking is not landbay-specific. That is, providing visitor parking required for Landbay G in Landbay H is acceptable, as long as the total required visitor parking can be accommodated on the adjoining landbays.

IV. MASTER PLAN, ZONING and APPROVAL STRUCTURE FOR POTOMAC YARD

The land use and zoning requirements for Potomac Yard are contained in a series of approval documents outlining the requirements for future development. This proposal requires a modest, discrete amendment to clarify that construction of a fire station/community facility is permitted. Staff is recommending approval of each of the following applications:

- 9.06 finding of Master Plan consistency
- the Master Plan amendment;
- Concept Plan amendment; and
- Development Special Use Permit

A. Potomac Yard Approvals

Master Plan and Zoning

The Potomac Yard/Potomac Greens Small Area Plan chapter of the City's Master Plan sets out the conceptual framework for the size, type and extent of all future development at Potomac

Yard. The plan and implementing zoning designate the area as Coordinated Development District #10. Procedures and requirements for CDD zoned land are found at section 5-600 of the Zoning Ordinance, and require successively more detailed approvals of conceptual and individual development plans, all consistent with the CDD Guidelines of the small area plan.

The CDD Guidelines for Potomac Yard/Potomac Greens, contained on page 67 of the Potomac Yard/Potomac Greens Small Area Plan, are generalized requirements and planning principles for organizing the future Potomac Yard development, including overall heights, the creation of new neighborhoods, a street grid network, a new park system, and a town center. As to uses, the guidelines limit development to the following land uses:

- 625 hotel rooms;
- 735,000 net square feet of retail space;
- 1,927 residential units; and
- 1.9 million net square feet of office space.

Concept Plan Approval

In 1999, Council approved the CDD Concept Plan for Potomac Yard (CDD SUP #99-0001), which established specific requirements for its future development. The Concept Plan divides Potomac Yard into “landbays” for development, lays out a framework network of streets and open spaces which frame the development parcels, and limits development and land use types in each landbay. The CDD Concept Plan approval includes extensive and specific development conditions and the Potomac Yard Design Guidelines, and all future development is required to comply with the conditions and guidelines.

As development proceeds for each portion of the Yard, it is required to be specifically approved as a development special use permit showing the location of specific buildings, the building design, size, orientation and other typical site plan elements. Each development application must be judged on its adherence to the conceptual requirements for Potomac Yard – the hierarchy of streets and open spaces, the variety of building types in a mixed-use, urban setting, the creation of neighborhoods, and streetscape, pedestrian connections, and edge



Figure 11. Zoning of Site and Adjacent Uses



Figure 12. Overall Plan

treatments – as well as the specific requirements of the Design Guidelines and Concept Plan conditions. Staff had anticipated that entire Landbays would be developed as a unit, but there is no requirement or condition in the prior approvals that prohibits development approval for one building within a Landbay.

The recent approvals of the Potomac Greens and Landbay H development cases are examples of the anticipated development pursuant to the Small Area Plan and Concept Plan guidelines and requirements for Potomac Yard.

B. Proposed Master Plan and Concept Plan Amendments

Historically, the Small Area Plan and Concept Plan documents for Potomac Yard focused on the size and scope of the residential, hotel, office and retail uses to be permitted, and made no mention of potential civic uses, such as a fire station. As part of the development applications now under consideration, there are requests for amendments to both the Potomac Yard Small Area Plan and the CDD Concept Plan, to clarify that a fire station/community facility is permitted as part of the Potomac Yard development. Specifically, staff is recommending approval of the following language, added to each, as an additional permitted land use:

- *Community facilities owned and operated by the City, and accessory uses, including but not limited to uses such a fire station, school, library, cultural center, recreation center, or similar uses consistent with the intent of Potomac Yard to create an urban pedestrian-oriented mixed-use community. Each use and building will need to comply with the applicable provisions of the Potomac Yard Urban Design Guidelines. All community facility(ies) and or uses will require approval of a development special use permit and all other applicable approvals for each building(s) and/or uses. The floor area of each building(s) and/or use will not be deducted from the approved square footage within the approved CDD Concept Plan.*

This discrete and limited change will not alter any of the other requirements or the land use planning underpinnings of the development approved for and anticipated in Potomac Yard. At this point in the planning, what is important is to allow the potential for such uses because they are consistent with the concept in the plan of a new urban community planned for Potomac Yard.

C. Proposed Approval under Section 9.06 of the City Charter

Section 9.06 of the City Charter requires that the Planning Commission review and approve at public hearing any acquisition or sale of public land and any change in streets, squares, parks, public buildings or spaces in order to ensure that any such acquisition, sale or change is consistent with the City's Master Plan. In this case the City proposes to accept the donation and transfer of ownership of a parcel of land in Potomac Yard that is approximately 38,250 sq. ft. for the construction of and use as a City fire station and 64 residential units and accessory retail use.

D. Development Special Use Permit and Subdivision Plat

The CDD Concept Plan staff report noted that Potomac Yard will be allowed to develop in phases, with the requirement that each phase will require a separate Development Special Use Permit. In order to convey the land to the City for a fire station, three separate parcels are proposed to be created out of an existing Lot 503 in Landbay G of Potomac Yard, as part of a subdivision plat application. The three parcels consist of approximately 37,600 sq. ft. for the fire station and affordable housing building (Lot 503 B)), approximately 9,100 sq. ft. of land for the open space (Lot 503 (C)), and the remainder of the existing Lot 503 (Lot 503 (A)) (See Attachment 3). The open space will be privately-owned and maintained, but will have a perpetual public access easement. The fire station parcel will be owned by the City. The subdivision plat final approval is also crucial to the tax credit application because that program requires that the portion of the project to be developed as residential units and its related spaces must be under legal control of the development entity designated by the City (in this case, Alexandria Housing Development Corporation and/or its related tax credit partnership) prior to the allocation of credits.

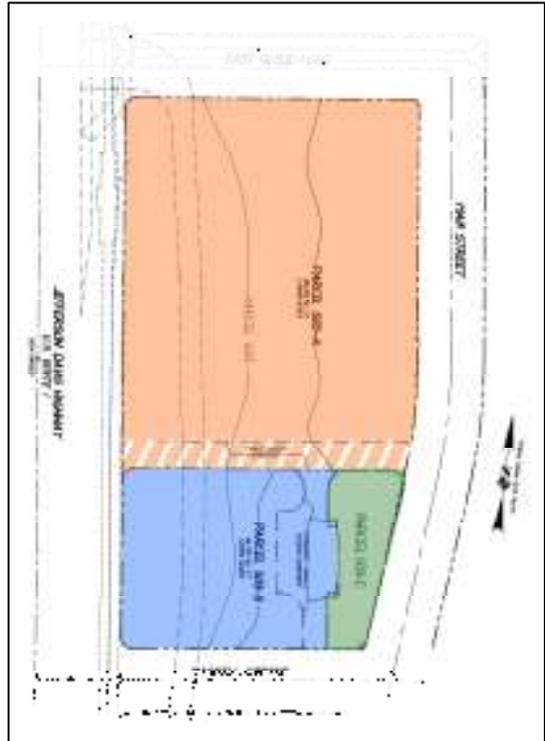


Figure 13. Subdivision Plat

V. STAFF ANALYSIS

This proposal with its innovative mix of uses presents the City with a rare opportunity to include important public uses in the new Potomac Yard neighborhood. The unique combination of a fire station, affordable housing, retail space, donated land and millions of dollars in developer contributions is a significant public benefit for the City.

The land use cases have required review of a series of land use questions, not unusual in other cases, but heightened here because of the complexity of the mix of uses, the importance of the affordable housing financial arrangement, including the density bonus issue, and the need to be certain that the design of the building is consistent with – and sets an example for – the development planned for Potomac Yard.

A. Complex Mix of Uses :

The proposal is innovative in that the project will include both a fire station and housing. In addition to those two basic uses, a small area of the ground floor will be devoted to a retail or similar use. Care has been taken to assure that each use is successful independently for its function, as well as in combination with the other uses and the neighborhood overall.

Fire Station Use

The idea of building a fire station at Potomac Yard originated as a solution to a technical fire issue that arose as a result of the size and configuration of the townhouse blocks in Landbay H. The new station will satisfy the fire coverage requirements for Potomac Yard. Care has also been taken to ensure that fire protection for the Del Ray neighborhood will be the same or better in the future and, when coupled with the interjurisdictional agreements between the City and the counties of Arlington and Fairfax, the new fire station in Potomac Yard results in a superior public safety umbrella overall.



Figure 14. Main Street/Fire Station Elevation

In the current proposal, the fire station use is clearly visible from Main Street. Glass in the garage doors will allow the public to see the fire trucks. The fact that the fire station is on Main Street and part of the neighborhood, with residential uses within and near it, is not unlike other areas throughout the City. Fire stations such as those on Powhatan Street, Cameron Street and, indeed, on Windsor Avenue, are all examples of fire stations located and actively operating where people live, shop, and regularly drive and walk by. They are often also centers for

community functions. In Alexandria, and elsewhere, public safety and government facilities are integrated into residential neighborhoods.

Affordable Housing Units

Workforce and Affordable Housing

The community expressed a great deal of interest and support for incorporating workforce housing (units with rent amounts affordable to serve members of the local workforce, including fire personnel, police, teachers and other City employees) with the planned 64 units of affordable housing. As a result, forty-four (44) of the units will be affordable to households with incomes at or below 60% of the area median income (AMI) and twenty (20) units will be reserved as workforce housing, with a target demographic earning 80% of the area median income.

In the Washington metropolitan region, the 2006 area median income for a household of four was \$90,300, therefore 60% AMI would be approximately \$54,180, and 80% AMI would be \$72,240. Based on these figures, 2006 tax credit rents limits for the affordable units would be \$1,015 for a one bedroom unit, \$1,219 for a two bedroom unit, and \$1,408 for a three bedroom unit (actual rents would need to deduct appropriate utility allowances, based on unit size). For the workforce units, rents would be established to approximate 30% of the residents' monthly income, much lower than the City's average rent for comparable new rental housing. It is hoped that the ability to provide workforce housing can be used as a recruiting and retention tool to attract public service personnel. Residents would be reviewed for income qualification during the leasing process. Those renting units funded through tax credits would re-certify their incomes annually to ensure ongoing eligibility.

The City will retain ownership of the parcel and the mixed use building and will enter a long term lease with or sell the housing portion to AHDC to allow that entity to develop, finance and operate the residential rental and retail components of the building.

Project Finance

The total development cost for the residential portion of the project, including underground parking, is approximately \$21 million. It is anticipated that \$6 million will be provided through PYD's monetary contribution, \$11 million will be derived through low income housing tax credits, and the balance will be financed through a conventional private sector or VHDA-funded mortgage loan. AHDC plans to submit a tax credit application to the Virginia Housing and Development Authority (VHDA), the state's housing finance agency which administers the competitive tax credit program, in early March, 2007. If the project receives credits, construction must be completed by fall 2009 so the units can be leased by the end of the year. With the large amount of equity provided from the developer and the tax credits, the amount of conventional financing is well within established debt service parameters. The cost for building the retail component and related parking is approximately \$750,000. AHDC will separately finance the construction of this space through commercial lending mechanisms. If tax credits are

not received, then the remaining number of PYD's overall Potomac Yard affordable housing contribution will be used to fill most of the resulting financing gap.

By removing the land cost for this project (in this area, typically a factor nearly equal to the construction cost), it will be possible to achieve a significantly higher number of affordable units since the tax credit program funds eligible construction costs. The cash contribution from the developer and conventional financing will provide funds to support the twenty workforce units.

Operation of the project

It is anticipated that through a long term lease agreement with the City or the purchase of the housing portion from the City, AHDC will develop, finance and operate the housing facility as affordable rental housing, in perpetuity. AHDC will hire a property management services firm to manage this property and other rental units it may acquire within Potomac Yard. The project will be regularly monitored by VHDA and the City to ensure ongoing compliance with all tax credit requirements and City requirements regarding maintenance, financial stability and affordability.

Developer's Voluntary Affordable Housing Contribution

Based on the approved CDD Alternative Concept Plan commercial, retail, hotel and residential development caps for Potomac Yard, PYD has estimated its voluntary affordable housing contribution for the portion of Potomac Yard west of the train tracks to equal approximately \$10.5 million. This voluntary affordable housing contribution to the City, either by the provision of on-site housing units or cash contributions, is based on the formula set forth in the "Developer Housing Contribution Work Group Report" dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. However, the actual contribution provided by PYD will be dependent upon the total amount and type of development approved in Potomac Yard. That is, should the Developer's plans be revised in ways that impact or alter these projections, the overall contribution amount would accordingly increase or decrease.

As part of its voluntary affordable housing contribution, PYD has agreed to provide a monetary contribution of \$6 million, which the City plans to leverage with federal tax credits and conventional financing, to produce sixty-four affordable and workforce rental units at an estimated total development cost of approximately \$21 million. While the City's intent is to have affordable housing units located throughout Potomac Yard, developing a substantial number of units on donated land is very efficient for purposes of the tax credit program. This in effect uses tax credits to leverage the PYD contribution and as a result achieve greater value for that PYD contribution. Rental housing also offers the advantage of providing a long-term source of affordable housing.

As part of the Landbay H DSUP approval, PYD committed to provide four residential condominium units in a small mixed-use building that contains ground floor retail. The condos will be operated as affordable rentals, in perpetuity by AHDC. After AHDC leverages some of the cost of the units through conventional financing, the balance of the value of the four condo

units being delivered by PYD is estimated to be approximately \$1,248,588, so this amount will be credited toward PYD's total voluntary affordable contribution.

Accounting for the two projects discussed above, the remaining balance of PYD's voluntary affordable housing contribution is approximately \$3,251,412 (\$10,500,000-\$1,248,588-\$6,000,000=**\$3,251,412**). This balance will be applied, as units or in cash, to achieve as many affordable units as possible in future Landbays. If tax credits are not available for this project, the \$3.2 million would be applied towards this project.

Bonus Density

The fire station applications include a request for a density bonus under section 7-700 of the zoning ordinance which allows density or height bonuses in cases of significant affordable housing as part of a development project, subject to SUP approval on a case by case basis. In this case the request is to increase the number of residential units otherwise permitted at Potomac Yard (1,927) by the number of units included in this particular affordable housing project. Staff supports the request for several reasons.

Without the density increase, the overall number of residential units PYD can build in Potomac Yard will be reduced by an amount equal to the 64 affordable units. The density bonus is justified by the extent of the public benefit in this case. Not only is the City able to produce an exceptionally large number of affordable units, but it is doing so with less money than would otherwise be required. The land for the fire station/housing, often a financial barrier to the creation of affordable housing projects in this area, is being donated. The \$6 million amount, when leveraged with tax credit and other financing, is a much more efficient use of developer housing contributions than is typically the case. Specifically, as shown by a comparison with the affordable units being constructed in Landbay H, approximately three times the number of affordable units is being created than the same amount of money would otherwise purchase. The value of the four affordable units in Landbay H is, even after leveraging some of the cost, \$1.25 million; at approximately \$300,000 per unit, \$6 million would purchase only 20 units. In this case the City will be able to achieve 44 additional units.

Because the estimated \$10.5 million in developer housing contributions for the entire Potomac Yard development are based on CDD-approved full build out of Potomac Yard, the amount of contributions the City can expect will be reduced if the overall yield is reduced by the 64 affordable units. 64 fewer market units for PYD would mean a reduction of roughly between \$250,000 and \$500,000 in housing contributions for the City (64 units x 2000 sq. ft. x \$2 per sq. ft. = \$256,000; at \$4 per sq. ft. = \$512,000) or, at the Landbay H purchase price rate, a reduction of one or two housing units in the future.

By allowing the developer to build the anticipated number of residential market rate units at Potomac Yard, the City can retain the full amount of voluntary housing contributions, and will be acknowledging the public benefit it is receiving in this unusual housing project. The Potomac Yard development, whatever the number of units, must still comply with the Design Guidelines, so that the location, design and arrangement of residential development will remain subject to the

City's anticipated development program. That regulatory protection together with the extent of the public benefit in this case argues for support of the density bonus.

B. Compatibility with Potomac Yard Development Concept Plan

The proposed fire station and affordable housing project was not anticipated for the Potomac Yard development when the CDD Concept Plan was initially approved in 1999. In addition, application for its construction is preceding development of the remainder of Landbay-G. Therefore it is imperative, whatever the merits of the fire station and affordable housing uses, that the project – its use, building, and site design – also be compatible with the development that will be built around it in the future.

Concept Plan and Design Guidelines

As already discussed, staff views the addition of a civic use to Potomac Yard as a positive enhancement of the new Potomac Yard communities generally. Staff finds nothing in the Concept Plan approved for any of part of Potomac Yard with which the fire station would interfere. On the contrary, the proposal only enhances the predominantly residential uses of Landbay H and the Town Center development anticipated in Landbay G.

Landbay G is planned to be the portion of Potomac Yard of highest density, with tall buildings ranging from 60-110 feet in height, and requiring a mix of uses, including within each block, with an identifiable town center and a centrally located town green. As to uses, the Concept Plan for Landbay G calls for either residential or commercial uses on the subject property, with a large area of dense retail space nearby along Glebe Road extended, which is to the north and east of the proposed fire station. The fire station location is purposely outside the retail zone to minimize impacts on the future layout/design of the retail area.

In addition to being compatible with the future built environment of Landbay G, it is also important that the proposed development be compatible with Landbay H, immediately to the south of the fire station site, which will be built in conjunction with that construction. Predominantly residential in use, Landbay H also includes two open spaces and residential/commercial mixed use buildings in the area between Route 1 and Main Street as discussed in further detail below.



***Figure 15. Fire Station (in blue)
in Landbay G concept plan***

Route 1

The proposed fire station is located on Route 1. As part of the review of Landbay H, there was extensive discussion about the importance of the quality of design and prominence of buildings along Route 1 and of making it as active as possible for potential pedestrians. For the fire station building, the Route 1 façade provides large storefront windows to activate the pedestrian environment. The design and character of Landbay H along Route 1 was evaluated to ensure that the proposal would be compatible with the approved buildings within Landbay H. As pointed out in the DSUP staff report for Landbay H, the Route 1 streetscape and building setback deviated from the CDD Design Guidelines due to the location of a 230 kV underground vault along the proposed Route 1 curb of Potomac Yard. The heat generated by this large power line will



Figure 16. Route 1 Elevations

prevent street trees from being planted close to the curb, as originally intended for Route 1.

Concurrent with the development activities in Potomac Yard, the City is looking at the land use and streetscape for the Route 1 corridor in a land use study launched in June 2006. Staff has compiled the necessary background and technical information for the Route 1 Land Use Study and community meetings will be scheduled in the next couple months. This Route 1 planning study is expected to be completed in 2008.

Work on future Bus Rapid Transit (BRT) in the Route 1 corridor continues as well. In April 2006 Council approved a master plan amendment for Potomac Yard, indicating that Route 1 was the appropriate location for dedicated transit lanes for BRT. Subsequently, an internal charette with transportation design expert Dan Burden was held for City staff, with T&ES, Code, RP&CA, and P&Z staff participating. T&ES is coordinating additional community meetings this spring and anticipates bringing the BRT matter back to Council later in 2007. Issues under consideration and discussion include the precise location and design of BRT, including transit stops and crosswalks, and the resources and methods of funding available to pay for it.

Height

The height of the proposed fire station building is 70 feet, with a tower element at the southeast corner of the building extending to 82 feet (The maximum height is measured based on the Zoning Ordinance definition, as opposed to the Building Code measurement for height). The proposal is consistent with the Design Guidelines and Concept Plan for this portion of Landbay G, which calls for buildings from 60 to 82 feet tall. It is taller than the four-story buildings of Landbay H to the south (50' in height) but not as tall as the buildings that will be built to the north and east at the core of the Town Center, which may be as tall as 90-110 feet. This building thus provides a transition within the development, and along Route 1.

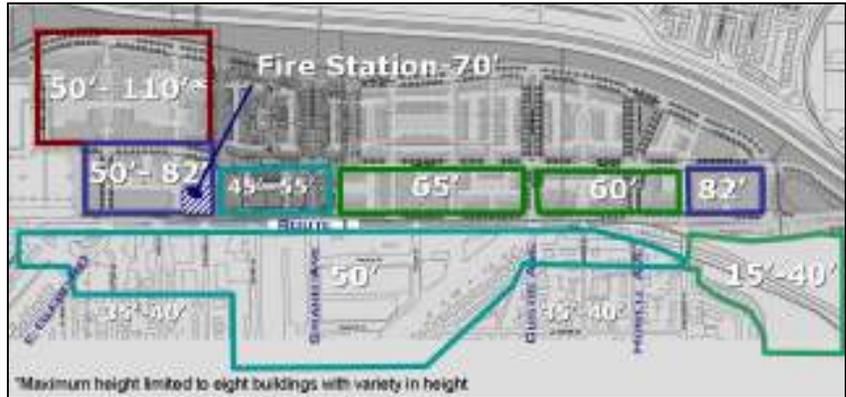


Figure 17. Permitted Heights

Building Design

The proposed design represents a prominent building, with the mass and scale is tied to the building's function and civic role. Styled to recall elements of public buildings, the building is highly detailed, as befits its civic function, with a variety of window sizes and widths, several roof forms, prominent arches, columns, balconies and projecting bays windows. The tower element especially recalls the form of traditional American fire station buildings, where tall



Figure 18. Clockwise from top left: Main Street Elevation, North Elevation Facing Service Drive, Maskell Road Elevation, Route 1 Elevation

vertical towers functioned as drying spaces for the long, cloth fire hoses. As expected of buildings in Potomac Yard on the whole, and public projects in particular, this proposal incorporates high quality building design and materials (brick and cast stone) and richly detailed style and architecture that reflect its prominence as a civic use. The building has street frontage on four sides, and is designed as an “H” shaped building, with deeply indented center bays at the upper floor levels of both the east and west facades. The center bays provide room for open space terraces for the apartments. Located on Potomac Yard’s Main Street, and with an open space as a front yard, the project features what is symbolically reminiscent of a village green. The relationship is still important in today’s urban village, and this well-designed project will help give an identity to this part of Potomac Yard.

In addition to the recessed central bays on the east and west facades, other features that succeed in breaking the mass are the extensive articulation, the mansard roofs with dormers, the large gabled center roof features, a regular window rhythm and large cornices. Further, the tower element at the southeast corner breaks the scale and rhythm of the large horizontal facades with its vertical orientation.

The proposed fire station project is clearly compatible with and enhances the development planned for both Landbay G and H, and for Potomac Yard generally. It is specifically designed to correspond to the uses, streets and buildings planned to be near it in Potomac Yard. It is consistent with the requirements of the Design Guidelines. And its design reflects superior skill and effort resulting in a model for future Potomac Yard buildings.

C. Pedestrian Environment

Consistent with the Design Guidelines, the fire station project is designed to activate the street and enhance the pedestrian experience in the public realm. There are main entrances on three sides of the proposed building. The fire station main entry faces Main Street, while the residential lobby entrance is along Maskell Street.

The retail space at the northeast corner of Route 1 and Maskell Street has a corner entrance and large storefront windows facing both streets, allowing the activity generated by the space to relate to potential neighborhood shoppers along both Main Street and Route 1. As part of the conditions of approval, the use for this small space may be changed to an alternative, as long as it generates pedestrian activity to the same extent that retail uses do. Along the service road façade, windows and doors are articulated with the same level of detail as the other faces, despite its subordinate importance as a pedestrian accessway. The open space is designed to activate Main Street and provide



Figure 18. Retail Entrance (Route 1)



Figure 19. Pedestrian Connections

opportunities for people in the community to view the activities of the fire station from a safe area.

D. Open Space

The proposed fire station project will include 13,600 sq. ft. of both publicly-accessible and private open space. The ground level open space, which comprises approximately 20% of the site area, consists of 9,100 sq. ft. will count towards the open space requirement of 7 % (approx 1.5 acres) for Landbay G, which includes a 1.25 acre town square. The total open space for this project also includes two rooftop terraces, one overlooking Main Street, of approximately 3,300 sq. ft., and the other facing Route 1, of approximately 1,200 sq. ft.

Publicly-Accessible Open Space

The main portion of open space is the 9,100 sq. ft. (0.2 acre) ground-level green along Main Street. It will be designed for passive recreation, with benches, landscaping, pedestrian paths, and a large specimen tree. The proposed open space is approximately the same size and shape as Rose Square in Potomac Greens (see graphic). The open space is strategically located on the axis of Main Street, as a continuation of the smaller open space at the southwest corner of Main Street and Maskell Street in Landbay H. It also serves to frame a civic building, much like Market Square's relationship to City Hall.

The open space will be owned and developed by Potomac Yard Development. A perpetual public access easement will be provided. Maintenance will be the responsibility of PYD and a subsequent Homeowner's Association. The design allows for flexibility in softscape and hardscape areas. The lawn area is divided into three subparts, and the middle lawn can be converted into a plaza in the future if deemed appropriate as the other buildings and open spaces in Landbay G are identified and designed.

The Main Street open space and the fire station will be separated by an attractive fence to eliminate conflicts with pedestrians and fire trucks, while allowing the open space to be visually connected to the fire station. The open space will create a gathering area and be setback to emphasize the importance of the building and create a place and activity along Main Street.

Private Open Space

In addition, the building incorporates 4,500 sq. ft. of roof terraces, in both private and communal spaces, for the residents of the building. The communal terrace, serving residents of the building, will consist of 3,300 sq. ft. of roof terrace on the Main Street side of the building. There is an additional 1,200 sq. ft. of outdoor space made up of individual patios on the Route 1

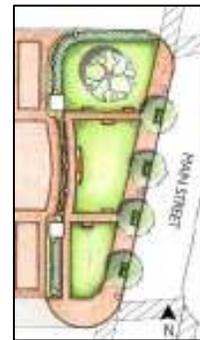


Figure 20. Open Space Comparison (Left: Rose Square in Potomac Greens, Right: Proposed Open Space, Top: Photograph of Rose Square today

side, for use by the attached residential units. The roof terraces will be designed to meet the programmatic needs of the residents and, at a minimum, will provide seating, buffer planting to provide privacy to residential units, and light-colored pavers to meet LEED criteria for roofs.

E. Green Building

The fire station will pursue certification to a LEED-New Construction (NC) level while the affordable housing units will be EarthCraft certified. LEED New Construction (NC) is one of several LEED categories relating to certification of high-performance sustainable buildings. Achieving EarthCraft certification yields energy savings of approximately 30% for end users, although there is clearly additional expense with up front development cost.

LEED certification is mostly applicable to office-type commercial or mixed-use buildings and does not currently offer a LEED standard for multi-family buildings. Consistent with the City's policy to develop LEED certified public buildings; staff will apply for LEED certification with the understanding that the set budget for the project and the US Green Building Council will determine whether the building successfully achieves certification.

The EarthCraft program was developed by Southface Energy Institute in partnership with the Atlanta Homebuilders Association with the goal of creating a sustainable building program for multi-family residential development. This program has seen successful implementation in the south and Mid-Atlantic regions. The program applies to residential developments of generally 4 to 5 stories. Like LEED, it is a points-based program. Unlike other sustainable development programs for residential development that rely on self-certification by developers, EarthCraft involves third-party verification. This adds credibility to the certification, and ensures a high success rate of certification because the third party consultants work with the contractors in the preconstruction and early construction phases to resolve compliance issues. EarthCraft certification will earn AHDC points in its tax credit application for affordable housing funding. The EarthCraft certification of the affordable housing component can serve as a pilot program for the City as it pursues the detailed implementation options of the Green Building program.

F. Environmental Issues

Noise

During the review process, specific concerns regarding noise-associated operations at the fire station have been raised, both for the residents in the building and for the surrounding neighborhood. However, there are many other similar situations in the City where residential uses are immediately adjacent to fire stations, such as at the cited Powhatan, Cameron and Windsor Avenue stations. In addition, Potomac Yard is already impacted by noise due to the adjoining METRO rail and CSX rail lines, airplanes flying over the Yard to National Airport, and truck and automobile traffic on Route 1. As a result, a recommendation of approval requires a noise study for the project to identify noise sources and to recommend mitigation that can be incorporated into the building's design. This noise study will be provided by AHDC, to be

reviewed and finalized by the City by the second final site plan submission. The noise study will integrate all applicable options to minimize noise exposure of future residents, and will address instantaneous noise impacts of the fire house operations. A disclaimer statement will also be provided to all residents to ensure that they have been fully informed of the noise impacts of living above a fire station.

Although noise mitigation through building design will be discussed in the noise study, the proposed building is already built with certain features that will help with noise attenuation. For instance, the fire station portion is separated from the residential floors above by a continuous structural concrete deck of significant mass. In addition, the apparatus bays were purposely located below the large residential terrace to minimize the residential footprint directly above the engines. No residential units are located over the apparatus bays. Apparatus bay doors will be of bifold operation to prevent direct transmission of overhead door vibration to the deck above. Mechanical equipment within the station will be installed on acoustic isolation dampers. Flooring, wall and finish ceiling materials between the station and the dwellings will be on sound isolation matting or acoustic isolation channels. Windows for the residential units will be at least double glazed for both energy efficiency and noise isolation.

While state law does not give the City the authority to impose a specific noise condition on activation of the sirens of emergency vehicles leaving the station, the Fire Department will create a policy to respond to noise concerns identified in the study.

Soil Remediation

Due to its former use as an industrial site/rail yard, a Soil Remediation Plan has been in place for Potomac Yard since 1999. Consistent with all previous projects in Potomac Yard, this Fire Station/Housing project will implement the Soil Remediation Plan approved in 1999 and provide any site specific remediation required by T &ES for the site.

G. Mass Transit

Potomac Yard, currently serviced by the DASH and WMATA Metro bus lines, has mass transit opportunities that include future additional DASH bus lines and dedicated transit lanes along Route 1.

Today there are two DASH lines and one Metro bus line servicing Potomac Yard. The DASH A.T. 10 begins at the King Street metro station and passes the Amtrak station, a post office and library located on Mt. Vernon Avenue, as well as Mt. Vernon and Cora Kelly elementary schools, and takes riders into and around the Potomac Yard Shopping Center (Landbay F). The A.T. 4 passes by Potomac Plaza (Landbay C) on the way from the Pentagon metro station to Fairfax Street. The A.T. 10 operates seven days a week, while the A.T. 4 travels everyday except Sunday. Both routes operate from early in the morning to late in the evening. Metro bus 9 passes the western edge of Potomac Yard on Route 1 as it takes passengers from the Pentagon

to Fort Belvoir in Fairfax County. As landbays in Potomac Yard are occupied, these stops, routes, and frequencies will continue to be redefined.

In addition to the three existing lines, there is a proposed bus route along Main Street in Potomac Yard. Bus stops would be located at Howell, Custis, Swann, and Glebe Avenues in order to pick up and drop off residents, shoppers, and workers in the Yard. The route along Main Street would act as a supplement to the existing routes, as well as an alternative to the proposed BRT.

The Master Plan recommends that dedicated transit lanes be situated on Route 1. A year-long transit alternatives study for the Alexandria and Arlington portions of Route 1 concluded in December 2002, with the Policy Advisory Committee recommending pursuit of Bus Rapid Transit (BRT) as the preferred alternative because of its estimated lower cost. The other alternatives considered were Light Rail Transit (LRT) or future Metro stations at Potomac Yard and/or Four Mile Run in Arlington. The participants in the study also advised that if BRT or LRT were selected to be built as the next mass transit option for the corridor, the new Metro stations may still need to be built in the future to meet the areas mass transit needs. An interjurisdictional open house was conducted by Arlington and Alexandria last October 16, 2006 to gather input from the community regarding the BRT. At this meeting, the community was informed that the project may qualify for categorical exemption from NEPA Environmental Impact Statement full review. A phased transit improvement plan was presented, which includes a short term, mid term and long term development along the BRT route. The first segment of the busway, which is predicted to happen between two to three years, is proposed at the border of Arlington and Alexandria at Four Mile Run and 26th Street South. Additional busways extending north to Crystal City and south along Route 1 between East Glebe Road and Monroe Avenue are proposed in the next 4 to 7 years. This segment is the most significant to the Potomac Yard neighborhoods, including the fire station and housing development in Landbay G. The long term plan is considering a light rail service.

H. Mass Transit Incentives

The Transportation Management Plan for Potomac Yard/Potomac Greens (TMP/SUP # 99-0020) was approved by City Council on September 8, 1999. Condition 17 requires the Director of T&ES to review the TMP in conjunction with the submission of the initial preliminary development plan for each land bay and docket the TMP for consideration of the Planning Commission and City Council if the Director of T&ES determines that there are problems with the operation of the TMP and that new or revised conditions are needed. The TMP is not yet operational because the project is still in preparation. This information is only an update on where the Potomac Yard TMP stands as of February 2007.

The plan for Potomac Yard/Potomac Green contains most of the standard TMP conditions and in addition they are required to offer shuttle service to Braddock Road Metro station and to establish a transit store. Monitoring compliance and effectiveness will be done through surveys and a percentage measure of the mode split. As per condition 1, on January 2, 2003, Crescent Resources, the initial applicant for the development, designated a TMP Coordinator. Crescent

Resources has sold the property to Potomac Yard Development, LLC. The Office of Transit Services & Programs (OTS&P) has contacted these companies and will inform them of the TMP requirements at the pertinent time.

The TMP encourages multi-modal transportation use. Since June 2006 DASH has been providing bus service to the Potomac Yard retail center (Landbay F) through the number A.T. 10 bus. The A.T. 4 provides service from Potomac Yard (Slater's Lane) to Braddock Road Metro station and further to Pentagon Metro station. In addition to new bus routes along Main Street and the Bus Rapid Transit on Route 1, bicycle use and ridesharing programs are required. For the fire station/housing project in Landbay G, staff is requiring bicycle parking facilities and bike racks to be provided for the retail and multi-family building.

In accordance with condition #5 of SUP 99-0020, contribution to a transportation fund is required at an annual rate of \$0.1204 per net square foot of occupied retail/commercial space and \$72.24 per occupied residential unit, adjusted annually to reflect the rate of inflation. This fund will be used towards the promotion of mass transit through discounts that could be used for elements such as Metrorail, Metrobus, DASH and any other public transportation system fare media. The fund would also be used to subsidize application fees for car share vehicles and participation with adjoining transportation management plans. The fire station and affordable housing will participate as part of the Potomac Yard TMP.

I. Timing of Approvals and Construction Schedule

The timing of the approval and construction of the project is critical. Condition #37 of the Landbay H approval requires that the Planning Commission and City Council consider these applications prior to March 2007. In addition, a tax credit application for housing monies must be filed by March 9, 2007, and tax credits awarded can be lost if the project is not leased up by December 2009. There are no extensions of deadlines or flexibility for qualification on tax credits.

Given these timing requirements, once approved, construction of the fire station and housing will begin by fall 2007 and be completed by fall 2009.

VI. COMMUNITY

The fire station concept has been the subject of extensive community discussion. First, in June 2006, the City appointed a Task Force to determine whether a new station would be beneficial and what the impact on the Del Ray neighborhood would be of moving the fire suppression function to Potomac Yard. The proposed fire station project now under consideration follows the recommendations of that Task Force.

In addition, the Planning Commission held a public work session in November and considered an early version of the fire station project. The following issues were raised:

- density bonus and whether it would be beneficial;
- design of open space;
- how best to mitigate noise from the fire station;
- the importance of underground parking for the project; and
- how the project fits with the plan for BRT on Route 1.

The Commission expressed its satisfaction with the proposal, assuming these issues could be addressed in a revised project design, except for the density bonus issue about which it was stated requires additional analysis by staff and future discussions about the details of the proposal.

Finally, the proposed fire station development has been reviewed by the Potomac Yard Design Advisory Committee, which raised the following issues:

- overall character of the building;
- appropriateness of the projecting bay windows;
- prominence of residential entry;
- Route 1 facade, including the prominence of the retail entrance and windows, and the contextual relationship of buildings along Route 1;
- appropriateness of proposed materials and colors;
- design and scale of tower, including fenestration;
- building solid-to-void ratio;
- roof materials; and
- treatment of fire station doors.

PYDAC has since determined that the application satisfactorily addresses these issues and otherwise complies with the Potomac Yard CDD Concept Plan and Design Guidelines. (See attached *PYDAC* letter.)

VII. CONCLUSION

Staff recommends **approval** of the proposed development, including the master plan and CDD concept plan amendments, the Section 9.06 finding of consistency, the subdivision plat, and the DSUP for the fire station with the affordable housing density as a bonus over and above the otherwise permitted housing density at Potomac Yard. Staff's approval is conditioned on compliance with staff's recommended Conditions below.

STAFF: Richard Josephson, Acting Director, Planning and Zoning;
Jeffrey Farner, Chief, Development;
Tom Culpepper, Deputy Director, T&ES
Helen McIlvaine, Deputy Director, Housing;
Amy Tarce, Principal Planner;
Colleen Rafferty, Urban Planner I; and
Al Cox, Code Enforcement Architect.

Staff Note: In accordance with Section 11-418 (c) of the Zoning Ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of initial planning commission approval of the plan or the development site plan shall become void.

VIII. STAFF RECOMMENDATIONS

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

I. PEDESTRIAN IMPROVEMENTS

1. Provide pedestrian improvements that shall provide the level of improvements depicted on the preliminary site plan and shall also provide the following to the satisfaction of the Director of P&Z and T&ES:
 - a. The sidewalk configuration shall consist of the following:
 - i. West of the fire station drive aisle Maskell Street shall consist of 14 ft. wide concrete sidewalk with 4 ft. x 10 ft. tree wells and a 10 ft. wide unobstructed sidewalk.
 - ii. Route 1 shall consist of a 6 ft. wide concrete sidewalk with approximately 18 ft. wide landscape strip with street trees and grass between the sidewalk and the Route 1 curb and landscaping adjacent to the building. The proposed 6 ft. wide concrete sidewalk on Route 1 shall be extended to the north approximately 60 ft. to align with the length of the adjoining retaining wall to the east and shall return to the west and connect to the existing sidewalk on Route 1.
 - iii. Adjacent to the retail on the southwest portion of the building the concrete sidewalk shall be 12 ft. wide and shall be adjacent to the building.
 - iv. Main Street and the sidewalk on the southern portion of the open space shall consist of 14 ft. wide brick sidewalks with 4 ft. x 10 ft. tree wells and a 10 ft. wide unobstructed sidewalk.
 - b. Remove the crosswalk at the north side of the fire station apron.
 - c. The two proposed crosswalks on Main Street shall be stamped, colored asphalt.
 - d. ADA-handicap ramps shall be provided at each street intersection and the proposed drive aisle for the fire station. All materials for the ramps shall be brick or concrete in keeping with the adjoining sidewalk.
 - e. All handicap ramps shall include detectable warnings in the form of truncated domes in accordance with Americans with Disabilities Act (ADA) requirements in the current Americans with Disabilities Act Accessibility Guidelines (ADAAG).

- f. The concrete sidewalks shall conform to City Standards and shall include “lamp black” color additive. The brick sidewalks shall conform to City standards and shall be consistent with the brick to be used in the remainder of Potomac Yard.
 - g. Handicap ramps shall be perpendicular to vehicular traffic and aligned with crosswalks.
 - h. The street light detail for Main Street, Maskell Street and the service drive shall be black pedestrian scale acorn lights. The streetlights on Route 1 shall be “Carlyle” double acorn black pedestrian scale lights. A detail shall be provided with the final site plan.
 - i. Signposts shall be 2" diameter galvanized poles painted black; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting. The back side of the signs shall be black vinyl coated pain.
 - j. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles adjoining the site shall be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES, depicted on the final site plan and installed and consistent with the Potomac Yard Urban Design Guidelines.
 - k. All pedestrian improvements shall be completed prior to the last residential certificate of occupancy permit. (T&ES) (P&Z)
2. The following bicycle parking shall be provided to the satisfaction of the Director of T&ES. Above-grade bicycle parking shall be powder coated, matte black finish and the design of the bicycle parking shall be an Inverted U consistent with the City of Alexandria’s “Bicycle Parking Standards.” The locations shall conform to those outlines in the Standards to the satisfaction of the Director of T&ES.
- a. For the retail provide two visitor/customer bicycle parking spaces.
 - b. Provide ten (10) bicycle parking spaces for residents, storage and/or lockable racks/stands within the underground garage and 1 residential visitor bicycle parking space on the surface (if possible in a covered location no further than 50 feet from the retail entrance) to the satisfaction of the Director of T&ES. (T&ES) (P&Z)

II. OPEN SPACE AND LANDSCAPE

A. *Main Street Open Space*

3. Potomac Yard Development, LLC, or its successors, shall retain ownership of and be responsible for constructing and maintaining the open space improvements associated with the approximately 9,100 sq. ft. ground level open space (Lot 503 (c)) as depicted in Attachment #4 until such time as the Homeowners' Association is in place, at which time the Homeowners' Association shall own and maintain the open space. (P&Z) (RP&CA)
4. The square footage associated with the ground level open space (Lot 503 (c)) shall be credited towards the open space requirement for Landbay G. (P&Z) (RP&CA)
5. Potomac Yard Development, LLC, or its successors, shall be responsible for constructing all street frontage improvements for the open space, including sidewalks, curb, gutters, street trees, tree wells, street lights, and other customary street improvements. The open space street frontage includes Main Street, the north side of the open space, and the south side of the open space up to the driveways of the fire station apron. (P&Z) (RP&CA)
6. Provide pedestrian improvements that shall provide the level of improvements depicted on the preliminary site plan and shall also provide the following to the satisfaction of the Directors of P&Z and T&ES:
 - a. The sidewalks within the open space on Main Street shall be brick.
 - b. The proposed 5 ft. wide sidewalk on the northern portion of the open space shall be eliminated.
 - c. The sidewalks within the open space on Main Street shall be brick. (P&Z) (RP&CA)
7. Provide a site irrigation and water management system for the open space that is developed, designed and constructed to the satisfaction of the Director of RP&CA. (RP&CA)
8. The open space on the eastern portion of the site shall be revised to the satisfaction of the Directors of P&Z, RP&CA, and Code Enforcement. The design of the open space shall be reconfigured as generally depicted in *Attachment #4* to provide the following:
 - a. A north-south sidewalk shall be provided as generally depicted.
 - b. Freestanding signage shall be prohibited.
 - c. Develop and coordinate external design of interpretive exhibits associated with open space.

- d. Decorative trash receptacle(s) shall be provided within the open space.
 - e. Benches shall be consistent with those approved for the Potomac Yard finger parks.
 - f. The proposed fence on the western portion of the open space shall be decorative open metal fencing.
 - g. All lawn areas shall be sodded.
 - h. The caliper of the tree on the northern portion of the open space shall be approximately 8" minimum caliper. The tree shall be a species approved by the City Arborist.
 - i. The open space shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities.
 - j. The open space improvements shall be completed prior to the last residential certificate of occupancy permit. (P&Z) (RP&CA)
9. Provide the following additional drawings:
- a. Provide detail elevation and section drawings of garage air vents and their architectural treatment within the open space, including dimensions, heights, materials, character and color.
 - b. Provide details of the connection between the guardrail fencing and masonry piers that incorporate the garage ventilation system in the open space. The masonry piers shall generally be the same color, finish, and material as the building base and shall include rustication similar to the building including a concrete coping, and open on the top.
 - c. Provide cross sections of the open space from Main Street to the Fire Station to show relationships, character, materials, massing and scale, including above and below grade conditions. Include street trees, paving, ground cover, site furnishings, flag poles, lighting and garage air vents.
 - d. Provide enlarged and more detailed plans of the open space area. (RP&CA)(P&Z)

B. *Roof Terraces*

10. The roof terraces shall be passive open space with amenities to encourage its use and shall also provide the following to the satisfaction of the Directors of P&Z, RP&CA, and Housing:
- a. The pavers for the roof terrace shall be light-colored decorative pavers.
 - b. Provide cross sections through each open space terrace to show relationships, character, materials, massing and scale, including above and below grade conditions. Show all site furnishings and structural elements.
 - c. Indicate access points onto rooftop terraces.

- d. Provide at least one accessible, external, water hose bib on each roof terrace. (RP&CA)(P&Z)

C. General

11. A revised landscape plan shall be provided with the final plan submission. The plan shall provide the amount, location, and quantity of landscaping depicted on the preliminary landscape plan and shall also provide the following to the satisfaction of the Directors of RP&CA and P&Z:
 - a. Plantings shall be horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. The street trees shall be shade trees (non columnar) and shall consist of the following:
 - i Main Street – Acer sp. - Maple
 - ii Route 1 – Ulmus Parvifolia – Chinese Elm
 - iii Maskell Street – Zelkova Serrata Sp. – Japanese Zelkova.
 - c. The size of the street trees shall be 3 – 3 1/2 inch caliper at the time of installation.
 - d. Trees shall be limbed up to 6 ft as they mature to allow natural surveillance.
 - e. The tree wells shall be planted with an evergreen groundcover such as Liriope.
 - f. The tree wells shall support a subsurface trench large enough to allow sufficient arable soil volume and adequate moisture for individual trees including a minimum soil volume of 300 cubic feet per tree.
 - g. Extend the proposed landscaping in front of the proposed railing-wall on the Route 1 frontage. Provide evergreen screening for the proposed transformer.
 - h. The exterior lighting for the fire station shall minimize glare onto the open space.
 - i. Label turf areas as grass or sod. Indicate limits of grassing operations and limits of work.
 - j. The proposed shrubs shall be a maximum height of 3 ft to allow natural surveillance.
 - k. No shrubs higher than 3 feet shall be planted within 6 feet of walkways. Shrubs shall not hinder the unobstructed view of patrolling law enforcement vehicles.
 - l. Replace Greenwave Yew with *Euonymus kiautschovicus* ‘Manhattan’ or *Prunus laurocerasus* ‘Schipkaensis’.
 - m. The plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
 - n. The location of all light poles shall be coordinated with the street trees.
 - o. Depict the scale, massing, material and character of all site furnishings. All footings shall be concealed from view. Coordinate special paving as required.

- p. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space. The proposed locations for all such utilities shall be shown on the plans prior to installation.
- q. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees. Provide sleeving for conduit beneath paved surfaces.
- r. Provide clarification of requirement for separate ballast or splice box for each light fixture. Ensure that proposed fixture does not require separately located ballast or splice box.
- s. Provide specifications for plantings in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC.
- t. Provide a note on drawings that indicates: "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland."
- u. Provide note on drawings demonstrating that the applicant is presently making suitable arrangements for pre-selection tagging, pre-contract growing or undertaking specialized planting stock development with a nursery or grower that is conveniently located to the project site.
- v. Provide a note on the drawing that states, "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes."
- w. Provide a note on the drawing that states, "A certification letter for tree wells, tree trenches and plantings above structure shall be provided by the project's landscape architect. The letter shall certify that all below grade construction is in compliance with approved drawings and specifications. The letter shall be submitted and approved by the City Arborist for acceptance prior to approval of the last and final Certificate of Occupancy for the project. The letter shall be submitted by the owner/applicant/successor and sealed and dated as approved by the project's Landscape Architect.
- x. Provide a note on the drawing that states, "As-built drawings for this landscape and/or irrigation/water management system will be provided. As-built drawings shall include clear identification of all variation(s) and changes from approved drawings including location, quantity, and specification of all project elements."

- y. Revise the following on Sheet L-01:
 - i Depict and label all hardscape materials.
 - ii Revise the bike rack conflicts with sidewalk passage and FDC water access.
 - iii Revise the paving enlargement plan to include basket weave pattern.
 - iv Add bike rack symbol to Legend.
 - z. Amend Detail 8 on Sheet L-03 for clarity and comprehensive detail. On Sheet L-05, amend Detail 2 to show adjacent appropriate planting media. Provide paving patterns commensurate to drawing scale on all sheets. Coordinate paving pattern shown on drawings with specified pattern. (P&Z) (RP&CA)
12. Provide a site irrigation and water management system that is developed, designed and constructed to the satisfaction of the Director of RP&CA.
- a. Coverage shall be comprised of the following:
 - i Route 1 frontage.
 - ii Maskell Street.
 - b. Information shall include location and type of heads/emitters, water delivery systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and all system monitoring devices.
 - c. All lines beneath paved surfaces shall be installed as sleeved connections.
 - d. Irrigation plans shall be prepared and sealed by an Irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.
 - e. Provide continuous external water hose bibs at perimeter of building. Provide at least one accessible external water hose bib on all building sides (at grade) at a maximum spacing of 90 feet apart and one on each side of the northernmost and southernmost truck bay doors. (P&Z) (RP&CA)
13. Provide the following additional drawings:
- a. 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, tree grates, and coordination with site utilities.
 - b. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs and groundcovers. Ensure positive drainage in all planted areas.
 - c. Provide detail drawings indicating proposed light pole and footing in relationship to adjacent grade or pavement. Per Potomac Yard Design Guidelines, "Street light foundations shall be concealed from view".
 - d. Provide detailed information on shrub planting along Route 1 frontage and continue to work with City staff to refine the design of the

- landscape treatments of planting areas immediately adjacent to the building.
- e. Provide a section detail through the guardrail and retaining wall at parking garage entrance on north side of the building.
 - f. Provide enlarged and more detailed plans of the roof terraces. (P&Z)(RP&CA)(Police)

III. AFFORDABLE HOUSING/FIRE STATION

- 14. As part of its voluntary affordable housing contribution for Potomac Yard, Potomac Yard Development, LLC or its successors, agrees to make a monetary contribution of \$6 million toward the total development cost of the residential facility. (P&Z) (Housing)
- 15. Potomac Yard Development LLC, or its successors, shall convey to the City approximately 37,600 sq. ft. of land for the construction of a fire station and multi-family building at the southwest corner of Landbay G, bounded by Route 1 on the east, Maskell Street on the south, Main Street on the east. (P&Z) (Housing)
- 16. Upon completion of construction to the extent necessary to permit conveyance thereof, ownership of the fire station component (and associated parking) shall be conveyed to the City. Upon completion of construction to the extent necessary to permit conveyance of thereof, ownership of the housing/retail component (and associated parking) shall be conveyed to Alexandria Housing Development Corporation (and/or its related tax credit partnership entity) (AHDC). The ownership prior to conveyances to the City and to AHDC shall be approved by the City Attorney. It is currently anticipated that the ownership prior to conveyances to the City and to AHDC shall be by a partnership or limited liability company of which the City is the manager and majority owner/member and of which PYDLLC and AHDC are minority owners/members, with the City and AHDC retaining security interests for the conveyance of the respective components to them upon completion of construction to the extent necessary to permit conveyance. (P&Z, Housing, City Council)
- 17. The residential component of the mixed use structure shall include one, two and three bedroom units. Two units shall be fully ADA accessible. All of the units shall be built to a high interior finish level, and the two and three bedroom units shall each have two bathrooms. The residential facility shall include rooftop terrace areas, balconies for some units and access to the community meeting room. Each unit shall be provided with

parking spaces in the underground garage at a ratio prescribed by the Zoning Ordinance. (P&Z) (Housing)

18. The affordable housing units and accessory retail shall be bonus density and shall be added to the permitted maximum development rights in Potomac Yard. (P&Z) (Housing)
19. Potomac Yard Development LLC, or its successors, shall contribute \$6,000,000 and a 10% contingency towards the cost of the fire station. The City shall pay the costs of the fourth bay, sustainable technologies, design refinements and all costs beyond Potomac Yard Development LLC's obligation. (P&Z) (Housing)
20. The technical details associated with the design, development and construction of the mixed use building shall be set forth in a Memorandum of Understanding to be approved by the City and Potomac Yard Development LLC, or its successors, prior to the submission of a final site plan for the project. (P&Z) (Housing) (General Services)

IV. PARKING

21. The design and allocation of parking shall be subject to the following to the satisfaction of the Directors of P&Z, T&ES, and Code Enforcement:
 - a. All spaces defined as "retail" spaces shall be reserved for retail uses, be provided in convenient locations and be provided at no cost to retail patrons and/or employees. The retail parking shall include all applicable signage.
 - b. Controlled access into the underground garages shall be provided. The controlled access to the garage shall be designed to allow convenient access to the underground parking for retail use and residents.
 - c. Residents shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F.
 - d. Storage space for solid waste and recyclable materials containers shall be provided as outlined in the City's "*Solid Waste and Recyclable Materials Storage Space Guidelines*" or to the satisfaction of the Director of T& ES.
 - e. The location of construction parking shall be designated on the final site plan. This plan shall set forth 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. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and

- routes, bus schedules and routes. The construction parking plan shall be maintained throughout the construction process.
- f. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
 - g. The walls and ceilings in the garage are to be painted white, unless a photometric plan shows that provided lighting is deemed sufficient by General Services in consultation with the Police Department.
 - h. The parking within the underground garage shall consist of 142 parking spaces, except that additional spaces may be permitted if the additional spaces are gained through the final design of the parking garage. (P&Z) (T&ES) (Police) (City Council)

V. BUILDING

- 22. The massing, articulation and general design of the building shall be generally consistent with the drawings and renderings dated, January 17, 2007. The final design of the building shall be revised to incorporate the following, or comparable elements, to the satisfaction of the Director of P&Z:
 - a. The materials of the facade shall be masonry (brick, precast, stone) or metal.
 - b. Provide building mounted lighting appropriate to the size and character of the building, with smaller scale fixtures encouraged at the pedestrian level, provided the lighting does not cause the project to lose LEED points.
 - c. Provide a different brick wall treatment for the ground floor of the west bays of the north façade, and north bay of the west façade, returning into the building recess one third of the way south on the west façade.
 - d. Refinement of the materials and details of the main entrances.
 - e. Provide larger scale drawings to evaluate the retail base, entrance canopies and sign bands and the final detailing, finish and color of these elements.

- f. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
 - g. There shall be no visible wall penetrations or louvers for HVAC compressors. All such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen exhaust vents. These shall be carried through the roof and located where they are not visible from the public right-of-way. Clothes dryer, water heater, and bathroom exhaust vents shall be grouped together and painted to match the adjacent wall color.
 - h. Provide details including colors and materials for all balconies, decks, decorative finials, brick pilasters, and rooftop spaces with the final site plans.
 - i. Canopies and awnings over the retail storefront windows shall be no greater than 3.5 feet in depth. Show canopies on the site plan and first floor plan. (P&Z)
23. The fire station portion of the building shall apply for and make every effort to achieve LEED-NC certification. The residential component of the development shall be EarthCraft certified to the satisfaction of the Directors of P&Z, T&ES and General Services. (P&Z)(T&ES)(General Services)
24. A noise study shall be prepared identifying the levels of noise residents of the building 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) to the satisfaction of the Directors of T&ES, Code, and General Services. However, this noise study shall include and address instantaneous noise impacts from fire house operations. The noise study shall consider and integrate applicable options to minimize noise exposure to future residents at the site, particularly in those units closest to the fire station (on the eastern portion of the building), which may include: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs and any other special construction methods to reduce sound transmission to the satisfaction of the Directors of T&ES, Code, and General Services. The noise study shall be permitted as part of the second final site plan submission. All dwelling units shall have an STC rating of at least 52 to the satisfaction of the Directors of T&ES, Code and General Services. (Code) (T&ES)
25. The display windows on the northwest portion of the building shall be designed for historical displays. The Office of Historic Alexandria shall be responsible for maintaining these display windows. (P&Z)

26. If fireplaces are utilized in the development, gas fireplaces shall be installed to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
27. All exterior building mounted loudspeakers are prohibited. (T&ES)
28. The City of Alexandria Radio Communications Manager shall be contacted prior to submission of final site plan if any building or structure is constructed in excess of 10,000 square feet; or if any building or structure which constructs an addition in excess of 10,000 square feet. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
 - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz
 - b. The building or structure design shall support minimum signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager, which reports the test findings.
 - e. If the building or structure fails to meet the above criteria, acceptable amplification systems that are incorporated into the building design which can aid in meeting the above requirements shall be installed to the satisfaction of the Radio Communications Manager. Examples of such equipment are either a radiating cable system or an FCC approved type bi- directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (T&ES)
29. Primary exterior entry doors shall be equipped with electronic access control systems or proximity card access control. (Police)
30. All exterior doors not used as designated entry points shall be kept locked to prevent entry from the exterior by non-Fire employees/residents. (Police)
31. For firefighting reasons it is recommended that all stairs extend thru the roof on structures over 50 feet in height so that access to the roof is provided to the satisfaction of the Director of P&Z and Code. (P&Z)(Code)

32. The windows on the northwest portion of the building may be designed as display windows for historic educational exhibits to the satisfaction of the Directors of P&Z, Code Enforcement, Archaeology, and RP&CA. (P&Z) (ARCH)

VI. RETAIL

33. The colors and materials of the retail tenant signs shall be designed of high quality materials. These shall be designed as an integral part of the building and relate in materials, color, and scale to the remainder of the building to the satisfaction of the Director of P&Z and shall comply with the following:
 - a. Sign messages shall be limited to logos, names and street address information.
 - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to the retail storefront windows shall cover no more than twenty percent of the glass, excluding the display windows on the northwest portion of the building to be used as historical displays.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
 - g. No freestanding signs, with the exception of traffic signage shall be permitted.
 - h. The floor-to-ceiling height shall be a minimum of 15 feet. (P&Z)
34. The designated retail space shall be solely utilized by retail uses as defined in the Zoning Ordinance and/or any similar uses deemed by the Director of P&Z to provide an active pedestrian-oriented use. Any proposed use within the retail space which is a special use permit within the underlying zone shall obtain a separate special use permit, pursuant to Sec 11-500 of the Zoning Ordinance. (P&Z)

VII. STREETS

35. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standard. (T&ES)
36. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)

VIII. FIRE

37. The building shall be equipped with an approved automatic fire sprinkler system, which shall provide at least the following minimum requirements to the satisfaction of the Director of Code Enforcement:
 - a. Multi-family dwellings - Each building shall be equipped with an enhanced NFPA 13R system, which shall include sprinkling closet space and bathroom protection.
 - b. Ground floor level and parking garage - An automatic fire sprinkler system shall be designed to NFPA 13 design standards to include the installation of quick response sprinkler heads in all areas and a system design which proves sufficient fire flow availability calculated for 1500 sq ft. in most remote area of coverage. (Code)
38. All structures requiring automatic fire sprinkler systems shall show location and sizes of all fire lines, where required by Code. (Code)
39. Fire Department ladder truck access shall be provided for two sides/ ends of all buildings over 50 feet in height 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. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. (Code)
40. In lieu of strict compliance with ladder truck access requirements, an alternative compliance proposal is recommended. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features were built into the buildings.

- a. Both stairs must extend through the roof for firefighter access. For one stairway, steps may extend to the roof deck with an automatic opening hatch through the roof.
 - b. The ground floor level (parking garage, fire station, and retail) must be type 1A construction with an NFPA 13 sprinkler system. The multi-family dwellings above may be type 5 construction with an "enhanced" 13R system (i.e.: bathrooms and closets must be sprinkled).
 - c. Draft stops must extend through the floor/ceiling membrane to the bottom of the floor or roof deck at all unit separation walls throughout the apartment construction.
 - d. A voice EVAC system is required throughout the building.
 - e. 2-way communication (fire phones) will be required at each stair landing, fire pump room, each floor and elevator lobby.
 - f. The elevator lobbies must be separated from the apartment corridors by self closing, 1 hour rated fire doors to prevent smoke migration into the corridors. The elevator shafts and lobbies must be pressurized to prevent smoke migration between floors within these shafts.
 - g. Smoke detectors are required in the corridors which will sound an alarm signal upon initiation, not a supervisory signal. The smoke detectors in the units are to be multi-station type and sound a supervisory signal at the fire control panel and annunciator panel.
 - h. Exit stairs need only be as wide as is normally required by for tabular occupant load egress. They do not need to comply with accessibility width requirements.
 - i. The annunciator panel, EVAC system and fire phones should be located in a fire command room off of the elevator lobby. (Code)
41. Prior to submission of the Final Site Plan, a fire flow analysis shall be provided by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code)

IX. SITE PLAN

42. A wall check shall be submitted to the Department of P&Z prior to the commencement of vertical framing for the fire station. The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab or first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor. (P&Z)
43. As part of the request for a certificate of occupancy permit, a building and site location survey shall be submitted to the Department of Planning & Zoning for all site improvements, including the below grade garage. A

certification of height for the building as part of the certificate of occupancy shall also be submitted. The certification shall be prepared and sealed by a registered architect and shall state the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)

44. All utility poles and overhead electrical/telephone lines shall be located underground. (P&Z)(T&ES)
45. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. Pursuant to the Potomac Yard Urban Design Guidelines, all utilities including but not limited to transformers, telephone and cable boxes shall be in the service drive aisle. (P&Z)(RP&CA)
46. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA, in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed streetlights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures.
 - 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. Show existing and proposed street lights and site lights. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan to cover site, adjacent right-of-way and properties.
 - e. Provide detailed information indicating proposed light pole and foundation in relationship to adjacent grade or pavement. Street light footings and foundations shall be concealed from view. Coordinate with special paving as required.
 - f. All exterior light fixtures shall be provided with full cut-offs or refractor lenses to ensure that glare and light spillage do not occur to neighboring properties.

- g. Coordinate location of light poles with underground utility lines and appurtenances to prevent conflicts. Coordinate information shown on the Main Street Infrastructure Plan final plans with the final plan for the fire station. (P&Z)(T&ES)(RP&CA)
47. Before commencing any clearing or grading of the site, the City and Potomac Yard Development LLC shall hold a meeting with the Potomac Yard Construction Outreach Team to review the hauling routes, location of construction worker parking, and hours and overall schedule for construction. (T&ES)
48. Provide City standard pavement for emergency vehicle easements. (T&ES)
49. Provide paving details for specialty sidewalk, drive and apron pavers and associated conditions including abutting architectural and landscape conditions. (RP&CA)
50. The height of the retaining wall shall match or exceed the top of the transformer that is visible from Route 1. Provide a section drawing on the final site plans showing the transformer and the brick retaining wall. (P&Z)
51. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
52. 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)
53. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
54. Depict fire truck turning movements to south-bound Main Street and west-bound Maskell Street and delete fire truck turning movement from Maskell Street. (T&ES)
55. The service road north of the building must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
56. The service road shall be clear of obstructions for the entire 24' width at all times. (T&ES)

57. No major construction staging shall be allowed along Route 1. No permits for ground disturbing activities shall be released prior to a discussion and approval of construction staging activities by the Director of T&ES. (T&ES)
58. Provide slopes for all ramps within the garages of multi-family buildings. Note that exterior entrance ramps shall not exceed 10%. (T&ES)
59. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
60. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted on a letter to the Division Chief of C&I. A note to this effect shall be placed on the Phase I Erosion and Sedimentation Control sheet of the Site Plan. (T&ES)
61. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner’s other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
62. Construction staging of materials shall not obstruct emergency vehicle easements, hydrants and fire department connections at all times. (T&ES)
63. Historical maps indicate that a turning basin for the Alexandria Canal was present in this location. Archaeological work is required to recover information about his important feature of the City’s past. (ARCH)
64. An archaeological consultant shall be hired to conduct an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must 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. (ARCH)

65. The General Notes of the Preliminary and Final Site Plans must include the following statements so that on-site contractors are aware of the requirements. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.
 - a. All archaeological preservation measures must be completed prior to 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). To confirm, call Alexandria Archaeology at (703) 838-4399.
 - b. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. (ARCH)
66. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (ARCH)
67. An interpretive marker may be designed and installed on the property as part of the display windows to the satisfaction of the Directors of P&Z, RP&CA and Archaeology. The marker will highlight the historical and archaeological significance of the property. (P&Z)(RP&CA)(ARCH)
68. Historical study and archeological investigations shall occur prior to issuance of the grading permit and shall be carried out in accordance with the City of Alexandria Archaeological Standards, and is subject to the approval of the City Archaeologist. (ARCH)
69. Per the Memorandum to Industry, dated July 20, 2005, 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 ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

70. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
71. Contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security for the survey for the construction trailer(s) as soon as they are in place. (Police)
72. Primary exterior entry doors should be equipped with electronic access control systems of proximity card access control. All exterior doors not used as designated entry points should be kept locked to prevent entry from the exterior by non-fire employees/citizens. (Police)

X. SUBDIVISION/EASEMENTS/PROCEDURAL

73. The subdivision plat shall create three parcels out of the existing Lot 503, one for the fire station/housing building (Lot 503 (B)), one for the open space (Lot 503 (C)) and one for the remainder of Lot 503 (Lot 503 (A)). The parcel for the fire station will be transferred at no cost to the City while Potomac Yard Development, LLC, will retain ownership of the open space. A perpetual public access easement will be provided for the open space. The property line for the fire station shall include the two vents within the open space area. (P&Z)
74. The subdivision plats, easements, and/or dedication may be submitted earlier than, but in no event later than submission for the second final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
75. An emergency vehicle easement shall be provided for the drive aisle in front of the fire station bays and a perpetual public access and emergency vehicle easements shall be provided for the service road to the north of the site to be recorded as part of the subdivision plat. The service road shall be privately maintained. All easements shall be approved and recorded as part of the subdivision plat prior to release of the final site plan. (P&Z)(T&ES)
76. Revise the subdivision plat to indicate that the existing emergency vehicle easement through the site will be vacated. (P&Z)(T&ES)
77. Prior to the release of the first residential certificate of occupancy permit the language of the Lease Agreement(s) shall be approved by the City to ensure that it conveys to future tenants the requirements of this development special use permit and applicable approvals, including the restrictions listed below and other restrictions deemed necessary by the

City. The disclosure statement shall be signed by all residential and/or retail tenants as part of each lease to disclose the following conditions.

- a. The fire station use is permitted to continue indefinitely, and shall generate truck noise and all other impacts associated with a fire station. The fire station is a 24 hours a day, 7 days a week operation. There will be fire apparatus stored within the station including associated equipment for fire and EMS operations.
- b. The drive aisle to the east of the fire station is an emergency vehicle easement and shall be solely utilized for vehicles associated with the fire station.
- c. That commercial uses, the retail within the building, within Landbay-G/The Town and within the immediate vicinity of the project, will generate traffic, noise and all associated impacts.
- d. The adjoining Route-1 roadway is a major four-lane arterial, including a significant volume of traffic, noise and truck traffic. Future dedicated transit lanes and transit service will be located on Route 1 adjoining the site.
- e. Neighboring uses surrounding the site include the Mirant Power Plant, Metro operations and other heavy railway operations, and the nearby Reagan National Airport and its associated flight paths, including a flight path directly over the Potomac Yard site. These uses are located within the immediate vicinity of the project and are permitted to continue indefinitely. (P&Z)

78. An Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site shall be provided for the residential management. 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. (T&ES)
79. An Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project shall be provided and 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)

XI. STORMWATER/UTILITIES

80. The proposal shall comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
81. All stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
82. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
83. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
84. The minimum diameter for public storm sewers is 18-inches. (T&ES)
85. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
86. All private utilities are to be located outside of public right-of-way and public utility easements. (P&Z) (T&ES)
87. Show all existing and proposed easements, both public and private, on the easement plat. (P&Z)
88. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. Marker detail shall be shown on the plan. (T&ES)
89. 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. Any deviation from these requirements must be addressed by the submission of a formal exception letter to the City of Alexandria as described in Memorandum to Industry #2002-0001. (T&ES)

90. 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)
91. 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)
92. Submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
93. The City 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, a maintenance service contract shall be executed 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)
94. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
95. Prior to release of the performance bond, a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities shall be submitted. 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)

96. Due to historic uses at the site and potential for contamination, 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 Enforcement. (T&ES)(Code)
97. 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. "Clean" backfill shall be used to fill utility corridors.
 - 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. Submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

XII. TRANSIT INCENTIVES

98. The transportation fund for this project is at an annual rate equal to \$72.24 per occupied residential unit and/or \$0.1204 per occupied net square foot of commercial/retail space. First payment to the fund shall be made with the issuance of the initial Certificate of Occupancy. The rate shall increase annually by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. (P&Z) (T&ES)

CITY DEPARTMENT COMMENTS

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

Transportation and Environmental Services

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 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.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan.
- C-9 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-10 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.
- C-11 Comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-12 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-13 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site

plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SQ. FT.

- F - 1 This plan does not state the timing of when the utility lines from the property will be completed in comparison to the lines which connect the property to the BMP. Certificate of Occupancy shall not be issued until such time as the lines which serve this property and the BMP are in place and operational.
- F - 2 All solid waste, as defined by the Code of the City of Alexandria, shall be hauled to a refuse disposal facility designated by the Director of T&ES. 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.
- F - 3 The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132.

Code Enforcement

The following are repeat comments. Updated comments in **BOLD**.

- C-14 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. Number of Siamese met, provide a hydrant across from the North East corner of the building (Open space) and a hydrant at the South West corner of the building. Move the Siamese on the South West side of building further East on the building to the Main Entrance. Siamese connections shall be no closer than 40 feet and no greater than 100 feet from the fire hydrant serving the Siamese. **Condition met, a hydrant has been added in the open space to meet proximity requirements. The Siamese connection on Maskell Street has been moved east to meet the same requirements. Remove bicycle rack from in front of FDC on Maskell Street as indicated on Sheet L-01.**
- C-15 A separate tap is required for the building fire service connection. Condition met.
- C-16 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Acknowledged by applicant on Sheet 2, note 17.**
- C-17 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. **Condition met, See Sheets CS.3 and CS.4.**

- C-18 Provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **Condition met, See Sheet 13.**
- C-19 Building is over 50 feet in height and as such is required to have ladder truck access to the front and the rear 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. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. **Acknowledged by applicant, See R-6.**
- C-20 A soils report must be submitted with the building permit application. **Acknowledged by applicant on Sheet 2, note 14.**
- C-21 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. **Acknowledged by applicant.**
- C-22 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. **Acknowledged by applicant on Sheet 2, note 18.**
- C-23 This structure contains mixed use groups [M, Mercantile; B, Business; R, Residential, S-2, Low-Hazard Storage (public garage, group 2)], and is subject to the mixed use and occupancy requirements of USBC. **Acknowledged by applicant.**
- C-24 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. **Acknowledged by applicant.**
- C-25 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC). **Acknowledged by applicant.**
- C-26 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. **Acknowledged by applicant.**

- C-27 Enclosed parking garages must be ventilated in accordance with USBC. **Acknowledged by applicant.**
- C-28 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Acknowledged by applicant on Sheet 2, note 19.**
- C-29 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant on Sheet 2, note 20.**
- F - 1 Provide outline of upper stories to determine compliance with ladder truck access requirements. Finding resolved.
- F - 2 The proposed plan shall be coordinated with the Route 1 design to ensure that responding fire apparatus can cross Route 1 from the new street and access Raymond and Calvert Avenues. **Acknowledged by applicant, Connections will be developed with the final design for the Rt-1/BRT improvements.**
- F - 3 Provide an Emergency Vehicle Easement on the internal sheet that shall be H-20 rated for fire apparatus at front ramp of fire station. **Finding resolved, See Sheet 13 for location of EVE. Note 2 requires H-20 loading.**

Recreation, Parks, and Cultural Activities

- F-1 Ensure coordination of sheet titles and index among engineering, architecture, and landscape plans.
- F-2 On Sheet 2 of 15, revise the required and proposed open space totals for accuracy.
- F-3 On Sheet 2 of 15, revise the Parking Calculations Note for clarity. (RP&CA)
- F-4 On Sheet L-04, amend text on Detail 5 to reflect concrete sidewalk, verses brick pavers.

Planning and Zoning

- F-1 Residential entrance shall have a different address from the fire station and retail.
- F-2 Revise the first floor fire station plan windows in the dining/kitchen area to match the elevation drawing. Coordinate all plan and elevation drawings.
- F-3 On Sheet 2 of 15, correct height from average finish grade

POTOMAC YARD FIRE STATION
SECTION 9.06 #2007-0001; MPA #2006-0006;
CDD SUP #2006-0004; DSUP #2006-0026

- F-4 On Sheet 2 of 15, list fire station under zoning
- F-5 On Sheet 2 of 15, remove FAR from the Zoning Tabulations
- F-6 Revise the building footprint dimension to 178'-0" x 145'-0" in the dimension plan and the first floor plan.