Docket Item #4 A&B
CDD Concept Plan # 2011-0007
Development Special Use Permit #2009-0019

Application	**General Data**	
Project Name: Alexandria Sanitation Authority (ASA) Expansion	PC Hearing:	October 4, 2011
	CC Hearing:	October 15, 2011
	If approved, DSUP Expiration:	January 1, 2020
	Plan Acreage:	10.6 acres (4.84 acres within RPA)
Location: 350 and 400 Hooffs Run Drive (Blocks 29 and 30)	Zone:	CDD #11
	Proposed Use:	Utility (wastewater treatment facility) and Office
	Dwelling Units:	n/a
	Gross Floor Area:	60,000 sf - Office
Applicant: City of Alexandria Sanitation Authority (ASA), by Kenneth Wire	Small Area Plan:	Eisenhower East
	Historic District:	n/a
	Green Building:	Comply with Policy – LEED Silver for office building

Purpose of Application

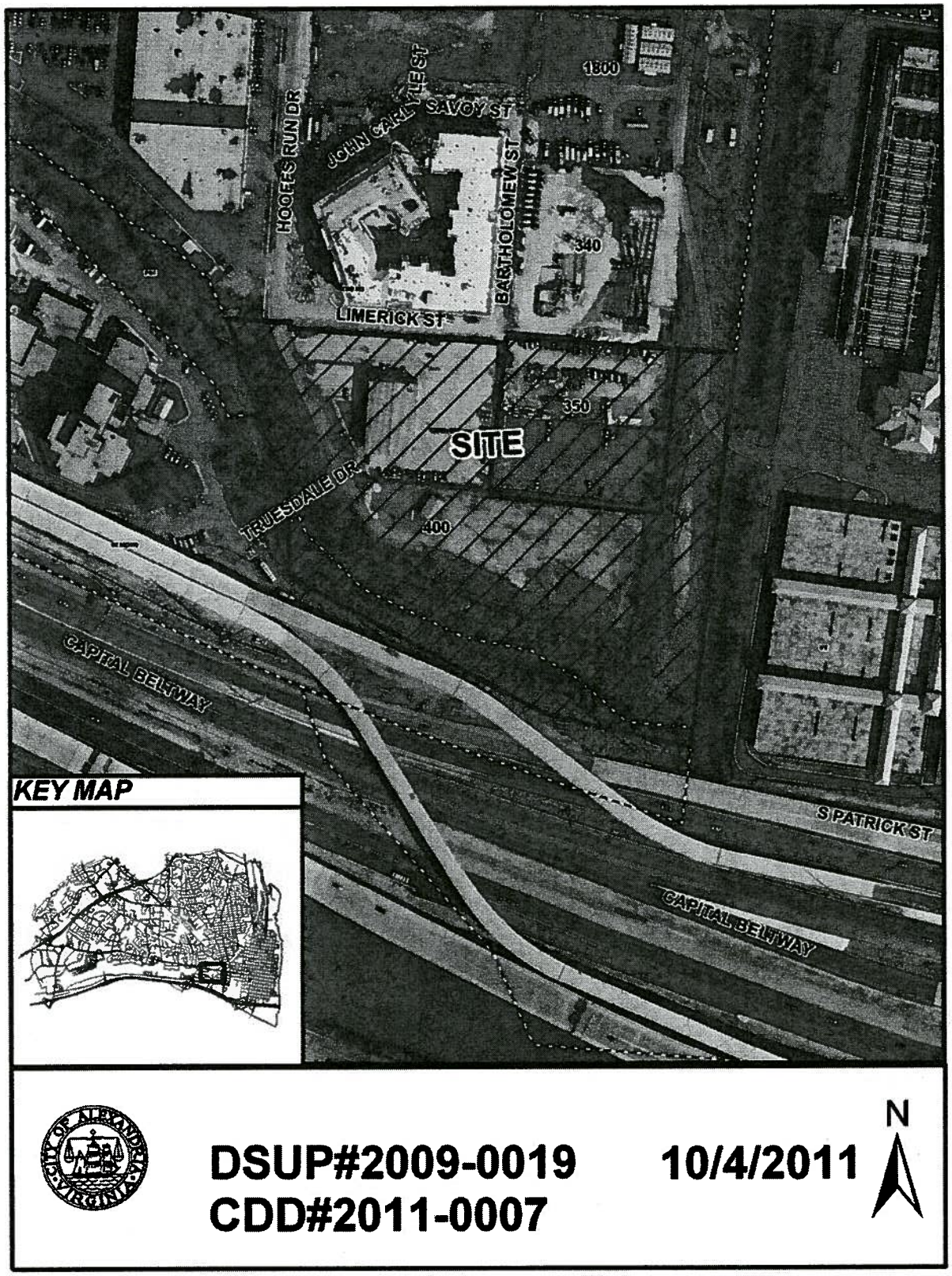
Development Special Use Permit with Site Plan and CDD Concept Plan for a phased development to include a wastewater treatment facility and other necessary facilities, an athletic field, and an office building.

Special Use Permits and Modifications Requested:

1. Approval of a wastewater treatment facility.
2. Modification of the validity period by amendment of the requirement for due diligence in the pursuit of construction.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Katye North (katye.north@alexandriava.gov)
James Roberts (james.roberts@alexandriava.gov)
Gary Wagner (gary.wagner@alexandriava.gov)



DSUP#2009-0019 **10/4/2011**
CDD#2011-0007

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I. EXECUTIVE SUMMARY

A. Recommendation& Summary of Issues

Staff recommends ***approval*** of the Alexandria Sanitation Authority's (ASA) request for a Development Special Use Permit with Site Plan and CDD Concept Plan for a wastewater treatment facility on Blocks 29 and 30 in South Carlyle. This proposal will be the first component of the South Carlyle conceptual plan to be implemented and will set the tone for the future success of the plan. Staff and the applicant have worked hard to ensure the overall intent of that plan is kept while meeting the operational needs of the Sanitation Authority. Once complete, the City will have an updated wastewater treatment facility that can meet the new environmental regulations. In addition, the improvements will be done in a way that minimizes the negative impact of the facility by incorporating a public use in the form of an athletic field and open space on top of the facility.

This development is truly unique and required careful consideration about a number of issues, including the following:

- Compliance with the Eisenhower East Small Area Plan and South Carlyle conceptual plan
- Site design and layout
- Phasing (on-site and with adjacent parcels)
- Open space
- Parking
- Traffic
- Pedestrian and streetscape improvements
- Green building and sustainability

B. General Project Description

Alexandria Sanitation Authority has submitted a development proposal for its property that is consistent with the conceptual plan for South Carlyle developed earlier this year. Under this proposal, the majority of the site would be occupied by a partially buried tank with a green deck on top that will function as a publicly accessible rectangular athletic field. The field would eventually connect to a larger open space area on the blocks to the north through a terraced deck that will be constructed in a future phase. Later phases also include the relocation of the existing ASA administration building to this site and construction of an underground wet weather pump station. This DSUP and CDD Concept Plan would approve all of these elements, although the administration building, wet weather pump station, and terraced deck may be constructed several years after completion of the tanks and field.

II. BACKGROUND

A. Site Context

The 10.6 acre ASA expansion property, referred to as Blocks 29 and 30 (see Graphics section for Block Map) in the Eisenhower East Small Area Plan (EESAP), is the southernmost of the development blocks in the South Carlyle neighborhood. The property is bounded by Limerick Street, the Alexan Carlyle apartment building (Block 27), and the Virginia Concrete property (Block 28) to the north, the existing ASA facility to the east, the Beltway to the south, and the Public Safety Center to the west. A portion of Cameron Run and Hooff's Run and the associated Resource Protection Areas (RPA) wrap the western, southern, and eastern boundary of the property. The portion of the property that has been developed in the past (previous uses include a go-kart track and a rental car lot) is relatively flat and is mostly impervious surface. However, nearly half of the property (4.84 acres) is within the RPA, and thus, not developable. Portions of the RPA have been paved in the past, but the remainder is heavily vegetated, with steep slopes in some areas.

B. Project Evolution

When the EESAP was adopted in 2003, it established a vision for the South Carlyle neighborhood that included a mix of office and residential uses, a new street network where there currently was none, and new open space. South Carlyle was planned to have over 1.8 million sf of new development. Of this, 170,000 sf of residential floor area was allocated to Block 29 and 512,000 sf of office was allocated to Block 30, representing approximately 38% of the overall development anticipated for the area.

After the Plan was adopted, ASA determined that in order to meet the forthcoming, stricter environmental regulations, they would need to add additional treatment facilities to the plant. However, the existing treatment site was essentially built out and the only potential property in the vicinity to accommodate the additional facilities was Blocks 29 and 30. In 2008, ASA requested a Master Plan Amendment to allow wastewater treatment as an allowable use on Blocks 29 and 30. ASA later acquired the property and began developing plans for the expansion of their facilities onto the new property.

Shortly after the Master Plan Amendment, the developer for Block P/26A (Zell Property) began developing plans for its property at the northern side of South Carlyle. A previous approval had allowed most of the floor area allocated to these blocks to be constructed in the building on the western half of the block, which left very little floor area to develop on the remaining 2 acres. Additionally, the negative perception of the future wastewater treatment facility to the south created some concerns for the success of a development on these blocks. This highlighted the need for a comprehensive study to determine how to use the floor area from the ASA parcels on the remaining blocks and how to design the new treatment facilities to create the least negative impact on future office and residential developments in the area.

The South Carlyle property owners and their consultant, and in coordination with City Staff, developed a conceptual plan for the area that would camouflage the ASA facilities with a green

roof that could function as an athletic field and would connect to a green deck over a parking structure on the northern blocks (see Graphics section for the conceptual plan). The plan also identified how the floor area from Blocks 29 and 30 could be used on the northern blocks. In June 2011, a Master Plan Amendment was approved that transferred the floor area off Blocks 29 and 30 to Block 26A and established some general parameters for how the floor area would be used based on the conceptual plan that was created. This amendment established the framework for ASA and Zell to develop plans for their respective properties. This application is the first DSUP to come forward after the amendment that will implement a component of the conceptual plan.

C. Detailed Project Description

This proposal includes four main phases for development on the ASA property. The first phase is the most significant and uses the majority of the property. It includes construction of a tank measuring 415 feet wide (east-west) by 256 feet long (north-south), construction of a rectangular athletic field with artificial turf above the tank, and a new bridge linking the east and west plants. The tank is situated as far south as possible on the developable portion of the property and will be mostly submerged (approximately 20-30 feet), with the top of the tank 10-17 feet above grade depending on the location. The tank will function as a holding tank for wastewater that has been through the primary treatment process on the existing plant property. The addition of the tank allows ASA to regulate the flow of this partially treated wastewater to the secondary treatment facilities (also on the existing plant property), which will create a consistent flow that maximizes the efficiency of that process. The tank has been designed to accommodate future needs by creating several compartments that can be opened up as future demand arises. Main access to the tank will be from the eastern side (the side facing the existing plant) and will include electrical and odor control rooms. A 50 foot tall odor control air stack is proposed in the southeastern corner of the site.

The roof of the tank will be designed to support an athletic field that will be large enough to meet regulation size for rectangular field sports (360 feet by 210 feet) but could also be used as two smaller fields. A field this size can be used for adult and youth soccer; youth, men's and women's lacrosse; youth and high school field hockey; football; and as a short rugby field. Four 70 foot tall lights (two on the north side of the field and two on the south side of the field) are proposed to light the fields during evening hours per the City's recreation policies. The field will be accessed by an ADA compliant ramp at the northwestern corner of the property, which will eventually become the southern segment in the larger bike/pedestrian path designed to wrap through the South Carlyle properties from Eisenhower Avenue at the northeast to Eisenhower Park Drive at the southwest. The area around the ramp and west of the tank would be bermed and landscaped up to the top of the tank to create a natural transition to the field.

The last component of the first phase is construction of a new bridge over Hooff's Run to link the two ASA sites. The bridge is needed to provide cover for the pipes that will pump wastewater between the two properties and the existing bridge cannot be reconfigured to provide this due to grade of the new Holland Lane extension. Additionally, much of the existing bridge and access road is within the RPA. Although the new bridge will still disturb some portions of the RPA, the area where the road currently is will be restored. The bridge is currently designed

as a double culvert bridge, but may need to be redesigned to a spandrel bridge or single culvert bridge during final site plan depending on possible increases to the size of the pipes and approval from the Army Corps of Engineers (see Attachment #1 for possible bridge designs).

The remaining phases of construction for the ASA property are more conceptual at this time. Phase two consists of a wet weather pump station in the northeast corner of the site. Phase three is the relocation of the 60,000 sf administration building from the existing plant to Block 29. Phase four is construction of the terraced deck at the northeast corner, above the wet weather pump station, which would link the athletic field to the green deck above the parking structure on the northern blocks. ASA has requested DSUP approval for all of these phases, which would be further developed through the final site plan process with staff and in compliance with the conditions of approval. In the case of the building and the terraced deck, these projects would be placed under the regulatory authority of the Carlyle/Eisenhower East Design Review Board (DRB) and would require approval by this body after a detailed design review.

III. ZONING

Property Address:	350 and 400 Hooff's Run Drive	
Total Site Area:	10.61 acres (4.84 acres within the RPA)	
Zone:	CDD #11	
Current Use:	Vacant property	
Proposed Use:	Wastewater Treatment Facility, Administration Office, Athletic Field	
	Permitted/Required	Proposed
Floor Area	60,000 sf of office*	60,000 sf of office
Parking (maximum)	Office - 2.25 space per 1,000 sf (long term), 0.25 spaces per 1,000 sf (short term) = 135 spaces	1.33 spaces per 1,000 sf = 80 spaces
Height	Block 29 – 100 feet Block 30 – 200 feet	10-17 feet – tanks 76 feet – administration building 50 feet – odor control stack 70 feet – light poles
Open Space	Dedication of portion of Block 31	4.84 acres – RPA easement 4.24 acres on remaining ASA property (includes 2.56 acre field)
*floor area to be transferred from existing ASA administration building.		

IV. STAFF ANALYSIS

A. Eisenhower East Small Area Plan and Design Guidelines

As discussed above and in previous staff reports, including the most recent Master Plan Amendment (MPA 2011-0003 and 2011-0004) that was approved in June 2011, the South Carlyle neighborhood was planned for a mix of office and residential uses. A significant amount of floor area was allocated to Blocks 29 and 30, but given the changes to the property under ASA ownership, the 2011 MPA amended the EESAP to shift this floor area to the northern blocks. With this shift came several specific design guidelines for future development on the South Carlyle blocks dealing with parking, open space, street network, and compatibility with adjacent uses.

In Eisenhower East, above grade parking is typically counted towards floor area calculations. However, soils in South Carlyle are very contaminated which would make it difficult to construct underground garages and in the case of Block 26A, there is a deed restriction that prohibits underground parking. As part of the amendment approved in June, above grade parking in South Carlyle can be excluded from calculations if a significant public benefit in the form of no less than 4.5 acres of integrated open space is provided. The open space above the ASA tanks is approximately 2.5 acres and will eventually connect to the 2 acres of open space on the blocks to the north, totaling 4.5 acres. Since this meets the intent of the guideline, the above grade parking for the ASA administration building can be exempted from floor area calculations.

In addition to the passive open space to be provided on the northern blocks, the guidelines also specified that the area above the ASA tanks must be large enough for a regulation sized rectangular athletic field. This application shows a field measuring 360 by 210 feet, which meets the requirement of soccer and other rectangular field sports. As part of the negotiations with ASA, a public access easement will be placed on the field, which would be valid until January 1, 2027 or 15 years after the City assumes maintenance and management of the field, whichever is later. Unless ASA demonstrates a need for the area above the tank to meet state or federal regulatory requirements, the City may be able to continue using the field after this time. As part of the agreement with ASA to obtain the public access agreement and for ASA to build and pay for the proposed athletic field, it is proposed that the City provide ASA a right-of-first refusal to acquire 910 South Payne Street (former animal shelter) and 801 South Payne (former incinerator, now records center) if the City decided to sell these properties.

With regard to the street network, the design guidelines specify that the streets surrounding the existing Block 27 building should be completed, but other streets would be evaluated with development applications to determine whether they are necessary. For this application, ASA will provide the additional right of way to complete the street section for Limerick Street up until the intersection with Bartholomew Street. This will include on-street parking spaces and 14 foot wide sidewalks along the ASA frontage to match the constructed side along the residential building. The original EESAP proposed streets between Blocks 29 and 30 and surrounding the blocks along the RPA. The change in use and layout for these blocks eliminates the need for these streets and are not proposed with this application. The overall street connectivity in South Carlyle will still be improved with the connections provided by the streets to the north.

Finally, the amended guidelines require the proposed buildings to be compatible with surrounding buildings. For this application, the only building proposed is the ASA administration office building southeast of the existing residential building on Block 27. This building is proposed to be 6 stories, which is comparable in height to the 5-story Alexan Carlyle. Since this is a later phase of development, the final design of the building has not been developed. As part of this application, staff has prepared design guidelines for the office building with the goal of obtaining Council approval of these parameters and allowing the Eisenhower East Design Review Board (DRB) to review and approve the actual design when ASA is ready to begin that phase. The Board would need to carefully consider the compatibility of the building with the neighboring building.

B. Site Design and Layout

The current layout for the site has evolved significantly from the original proposal. When discussions first began with ASA for an expansion on the west property, the concept entailed 3-5 60 foot tall, above ground round tanks. There were suggestions for how to treat the sides of the tank to perhaps match the brick buildings on the existing plant and add decorative features to the tops. However, all involved acknowledged that, despite these treatments, it would be very hard to disguise the fact that these were wastewater tanks. Shortly after this initial discussion, the partnership among South Carlyle property owners was formed and how to minimize the impact of the wastewater treatment use in the area was of primary focus.

Out of that study came the genesis for the current proposal. Instead of trying to disguise the tanks with some sort of architectural treatment, a concept was proposed to cover over the tanks. Through further design discussions with the property owners, staff, and the Design Review Board, ASA agreed to submerge most of the tank and leave only the top 10-17 feet exposed. ASA also agreed to provide an athletic field on top of the tanks, which would link to the open space above the parking structure to the north.

With this current DSUP application, ASA has worked to implement the ideas from the conceptual plan while designing for the constraints of their site and operational needs. For the most part, the intent of the conceptual plan is carried through with this proposal. One change relates to the extent of the field and deck along the eastern side of the property. Due to the Dominion Virginia Power transmission line easement, a major underground sewer line, the size of the equipment that ASA may need to access the tank, and the cost to cantilever a large green roof out from the tank structure, this portion of the green roof was pulled back in line with the edge of the tank. However, the area above the tank is still large enough to meet the regulation athletic field size, and given that this side of the property will not be extremely visible to the general public, staff is comfortable with this deviation from the conceptual plan.

The western corner of the site, which is the entrance to the field, was the subject of many conversations between ASA, staff, and the DRB. ASA had originally proposed a surface parking lot for their employees in this area, but later agreed to incorporate that parking into the design of the future administration building. This allows this portion of the site to be the green entrance to the field as originally envisioned. Further discussions about the treatment of this green space

occurred, leading up to the current design that was submitted with the Preliminary Plan for a natural, bermed transition from existing site/street grade to the top of the tank with a variety of plantings to give a park-like setting and to further screen any exposed portions of the tank from public view. This bermed/landscape treatment has also been provided around the tank to mitigate any undesirable views from other public areas.

At this point in time, ASA has not fully designed the later phases of construction for the site. The finer design issues related to the administration building and the terraced deck will need to be reviewed closely during the final site plan process for those phases. The DRB will be responsible for the final regulatory approval for these two phases, which should help ensure the final design is in keeping with the conceptual plan.

C. Phasing and Construction

The phasing of this development and development that will occur to the north is an extremely important factor in the success of implementing the South Carlyle conceptual plan. The elevated open space areas require careful consideration and coordination to ensure interim and ultimate conditions are safe, well designed, and places people want to be. As discussed, ASA is the first to submit a DSUP for their component of the conceptual plan, and development on their site will be phased over the next decade (see Graphics Section for phasing plan for ASA).

The first phase to occur will be construction of the tanks, athletic field, and bridge. These tanks are required to improve the treatment process to meet new Federal and State regulations and need to be constructed soon. ASA plans to begin construction of these tanks in June 2012 and be completed by 2016. In order to meet this construction schedule, ASA has requested flexibility on two construction items. First, they propose extending the hours of construction past the City's standard hours. During this time, the construction activity would primarily consist of removing fill from the site and pouring concrete for the tank. Second, ASA proposes to install their own temporary concrete batch plant on the property to the north (the site of the former concrete plant that stopped operations in 2010). The size of the structure that will be constructed and the amount of concrete that is required is significant, so any additional time and access to concrete will help shorten the overall construction period. Staff is generally supportive of these requests, but will require ASA to submit and receive approval of a comprehensive noise permit, per standard procedure.

While the future phases of construction occur along the northern and eastern sides of the property, the western side has been designed and will be constructed as the finished condition during the first phase. This means the entrance to the field and the landscaping in this area will be complete with the construction of the tanks and the field, and should be undisturbed during future phases. This allows immediate and consistent use of the fields, while also giving the vegetation in this area time to become established early in the first phase of construction.

Phase two is the wet weather pump station which would be located in the northeastern portion of the site. During wet weather events, flows in the collection system increase due to combined sewers and Infiltration and Inflow (I/I) from separated sanitary sewers, which then exceed the conveyance capacity of the system and increases the potential for sewer backups, basement

flooding, and Sanitary Sewer Overflow (SSO) discharges into Hooff's Run. The wet weather pump station would pump out the overflow from the Commonwealth Interceptor and Combined Sewer Overflow (CSO) Outfall 004. The pump station would be sized for a 25 year storm and would be constructed entirely below grade. Discussions between the City, Fairfax County, and ASA about the design, timing, ownership, and maintenance of the pump station are still ongoing at this time.

Relocation of the ASA administration building would be the third phase in this development, which is tentatively planned to occur by 2020. In the interim, the location of the future office building is reserved just north of the ramp to the field and will be secured with fencing to ensure the public does not access this area. The new administration building would be the same square footage as the existing building on the main plant site, but would have a smaller footprint and consist of six stories. By moving the building to the west property, space is freed up within the main plant property for a treatment use, while the more compatible office use is moved closer to the residential and office buildings in South Carlyle.

The design of the administration building has not been developed at this time, although ASA is requesting approval of this phase with this DSUP. If acceptable to the Planning Commission and City Council, this DSUP approval would approve the location and size of the administration building, but final approval of the building design would be left to the Design Review Board. In Eisenhower East, the DRB is typically an advisory review board, although in Carlyle they make the final approvals for design. Staff has drafted design guidelines for the Commission and Council to approve as part of the conditions of approval (see Condition # 18) that would give the DRB some direction for review and approval of the building.

The last phase of development on the ASA property will be the terraced deck in the northeast corner (over the proposed location of the wet weather pump station). This phase is an essential component of the larger South Carlyle conceptual plan since it links the two areas of open space (ASA athletic field and open space to the north). The deck will be designed to accommodate the change in elevation between the top of the field and the top of the open space. Preliminary concepts include designing this area as natural bleachers. This phase will need to be carefully coordinated with the adjacent property owner. A condition of approval has been included that requires that coordination and calls for completion of the portion on ASA property at the time a Certificate of Occupancy is issued for the administration building (see Condition # 34).

As part of this DSUP application, ASA has requested a longer validity period to allow them to phase construction within their schedule. Typically, development projects must begin construction within 36 months of approval and have no interruption of construction activity for longer than 24 months. However, per the Zoning Ordinance (Section 11-418 (A)), "after notice and public hearing, the planning commission may, for good cause shown, enlarge the period in which construction must be commenced or amend the requirement for due diligence in the pursuit of construction." ASA plans to begin construction of the first phase in 2012, but may not be able to start the next phase immediately after the tanks are complete. Therefore, staff has included a condition of approval that allows ASA to have up to 5 years between phases, but requires the last phase of construction to have started by January 1, 2020 (see Condition # 32).

While construction on the ASA property is occurring, it is very likely that construction activity could also begin on the northern blocks. Development plans have not been submitted for these blocks yet, so it is difficult to know the impact and schedule of that construction. When those blocks are considered for DSUP approval, staff and the applicant will need to develop clear parameters for phasing and interim conditions, especially considering the public that will be using the field to the south.

D. Open Space

Although the primary use of the site is wastewater treatment, the open space created by this proposal is significant. There are several different types of open space that are provided. First and foremost is the provision of the athletic field, which is approximately 2.5 acres. During initial discussions, ASA carefully studied the impact of having an active use on top of the tanks and determined that it would be feasible and safe. ASA has agreed to construct a regulation sized athletic field and appurtenant athletic facilities including lighting, fencing (including protective fencing that may be up to 15 feet in height), and bathrooms (to be completed in a future phase and located within the future administration building).

A public access easement for the field will be provided until January 2027 or 15 years after the City assumes maintenance and management of the field, whichever is later, after which, ASA may terminate the public access easement if they demonstrate a need for the area above the tank to meet new state or federal regulatory requirements. All maintenance and scheduling of the field will be the responsibility of the City. Parking for the field is the responsibility of the City. As discussed further in the Parking section, staff anticipates that parking spaces will be secured in the future parking structure on the northern blocks and will negotiate this with that applicant when an application is submitted. In the interim, the City has negotiated 36 parking spaces on the Hoffman block to the west for field users. The City has secured rights to use the Hoffman spaces with the understanding that insurance coverage for liability associated the use of the spaces will be provided by the City, although a formal agreement has not yet been executed.

The western end of the site, which is approximately 0.21 acres, will be landscaped and bermed around the ramp and tanks to provide an inviting and green entrance to the athletic field. Native trees and shrubs are proposed in this corner of the site to assist with the transition from natural grade to the top of the tanks. As discussed earlier, this area will be completed in the first phase with the construction of the tanks and field, which will allow the trees to begin maturing as soon as possible, further adding to the natural transition intended for this area.

Another significant area of open space will come from the RPA on this property. The EESAP called for the RPA surrounding South Carlyle to be dedicated to the City for a linear park (Block 31) that would stretch the length of Cameron Run and Hooff's Run from Block 19 to the African American Heritage Park. The portion of this park that comes from the west ASA property entails 4.84 acres and the portion that comes from the existing plant property (from the northern to southern property line) is approximately 2.5 acres. Staff is recommending that ASA provide a perpetual public access easement for both of these areas, excluding the portions of the RPA that is east of the existing fenceline of the eastern portion of the ASA plant. Some of the RPA has been disturbed by previous development on Blocks 29 and 30 as well as road construction (i.e.

Hooff's Run Drive to Truesdale Drive on the west and the entrance to the existing ASA plant on the east). As part of the approval, ASA is required to restore the disturbed areas of the RPA on Blocks 29 and 30 with native vegetation. In addition, most of Truesdale Drive and Holland Lane will be relocated outside of the RPA boundary.

The Transportation Master Plan shows a future bike trail in the linear park that would cross Hooff's Run at the southern corner of the ASA plant. Although a bike trail will be part of the elevated open space on the ASA and Zell property, staff recommends keeping the option for a second trail in the original location. Since ASA will construct the trail through the elevated part of the project, staff is not recommending they be required to fully construct this second trail. However, a recommendation has been included that a ten foot wide, flat, clear area within the RPA south of the tanks be provided. At the time funding is identified for a bridge to cross Hooff's Run, the City would pave the trail and connect it to an existing trail that is south of the eastern portion of the ASA plant. Since a large portion of the RPA was previously developed and is already flat and clear, this should be relatively easy for ASA to comply with during their construction.

Finally, when phase four is complete and the terraced deck is constructed between the fields and the open space above the structure, additional open space will be provided. While the size of this area is not as large as the field or RPA, this deck is essential to the success of the open space in this area since it provides the linkage between the north and south open space areas in South Carlyle. This will be a later phase and will need to be carefully coordinated between the two properties.

E. Parking

The EESAP established maximum parking ratios for property within the planning area, including Blocks 29 and 30. For the 60,000 sf office a maximum of 135 spaces can be provided. For Blocks 29 and 30, ASA has proposed a total of 80 parking spaces which would be located in the northeast corner, adjacent to the future office building (above the future wet weather pump station and ultimately covered by the terraced deck). ASA estimates that between this primary lot and the miscellaneous spaces spread throughout the existing plant site, their parking needs will be met. With the relocation of the office building, the existing parking lot (approximately 90 spaces) in front of the administration building on the main plant would be available for a future treatment use if needed.

Based on parking counts for other athletic fields in the City, staff estimates approximately 36 spaces would be needed. As part of this development, ASA is not required to provide the parking for this use, mainly due to the fact that the only room for parking would be within the secure area of the property where the public will be restricted. In the long term, staff anticipates that parking will be provided in the parking structure on the northern blocks. This will be negotiated during the DSUP review for those blocks. However, since the field will most likely be completed before that parking structure is finished, interim parking spaces must be provided. There are approximately 30 on-street parking spaces in South Carlyle, although some of these are used by visitors to the Alexan Carlyle. Staff has also had discussions with the Hoffman Company for use of some of their spaces in the parking lot on Block 25A, which is near the entrance to the field,

and they have agreed to provide 36 interim spaces. Staff will also work with the property owner to the north to determine whether temporary parking could be provided on their property if construction has not started yet. With the amount of on-street parking available, the Hoffman spaces, and potential for additional spaces on the northern South Carlyle blocks, staff is satisfied that there will be enough parking for sporting events at the ball field.

F. Traffic

The traffic impacts to the South Carlyle area should be minimal, since the number of employees at ASA will remain nearly the same. Traffic going to the ASA site will continue to use Holland Lane to access the existing plant as well as the new plant. Even when the administration building is constructed, employees will use Holland Lane to access the parking garage. The number of trucks going to and from the site will remain the same at approximately 2-3 trucks per day, Monday through Friday.

Traffic from the field users should also have little impact on the traffic for the neighborhood. The typical hours for use of the field will be during off-peak traffic hours, i.e. weeknights and weekends. Large events that could occur at the field that are atypical of the normal field schedule would be carefully considered and mostly likely be required to provide a traffic and parking plan in advance to mitigate any impacts.

G. Pedestrian and Streetscape

Pursuant to the EESAP, the street network in South Carlyle will be improved by the ASA proposal, although perhaps not to the extent originally envisioned. With the construction of the Alexan Carlyle development on Block 27, portions of a number of streets were constructed under the assumption that they would be completed when the surrounding blocks developed. With this proposal, ASA will complete the street section for Limerick Street from Eisenhower Park Drive to Bartholemew Street. Once complete, the standard 66 foot right of way will be provided for 14 foot sidewalks and on-street parking spaces on each side of the road, along with two 11 foot travel lanes. Limerick Street will end at Bartholomew Street since this will be the location of the future parking structure on the northern blocks.

As discussed, the EESAP envisioned a street in between the two blocks (29 and 30) and a street along the perimeter of the RPA. The street in between the two blocks is no longer feasible since the tanks will occupy most of the property. The street along the RPA is no longer needed since there will be no public access at the southern end of the site. Instead, Eisenhower Park Drive will terminate at Limerick Street. Truesdale Drive will be reconfigured to maintain access to the Public Safety Center, while shifting the road out of the RPA. Along the eastern side, Holland Lane will extend from Eisenhower Avenue (to be constructed with the development to the north), but would end at the entrance to the ASA facility. This entrance would be gated to keep the facility secure. As with Truesdale Drive, Holland Lane will be relocated to shift the street out of the RPA. Although this is a change from what the EESAP envisioned for the neighborhood, staff is comfortable with the proposed conditions and believes it meets the intent of the Plan to improve overall connectivity.

H. Green Building and Sustainable Design

The majority of this development case is not the typical development the City normally reviews and therefore requiring strict compliance with the Green Building Policy for everything on the site is not appropriate. However, the development in and of itself is a significant contribution to sustainability. As discussed, the purpose of this expansion is to comply with stricter environmental regulations that will reduce the nutrient levels discharged into the river. Furthermore, with the addition of the wet weather pump station in a later phase, the issues with sewer backups and discharges can be mitigated, which improves nearby stream conditions.

ASA is committed to green and sustainable development and has agreed to comply with the Policy when they construct the new administration building. Per the Policy, this building would be required to obtain LEED Silver certification. There are also several opportunities for ASA to partner with the development to the north for greywater reuse. This will be explored further with the DSUP for that property.

V. COMMUNITY

In general, there seems to be great support for this proposal and the larger South Carlyle conceptual plan. In addition to the two public meetings earlier in the year to discuss the South Carlyle plan, the Design Review Board (DRB) had two public meetings to review the specific ASA proposal. The Board recognizes the importance of ensuring this first phase of the conceptual plan is successfully designed and constructed and through the two meetings provided input to improve the proposal. The Board recommends approval of the development (see Attachment # 2 - letter of support from the DRB).

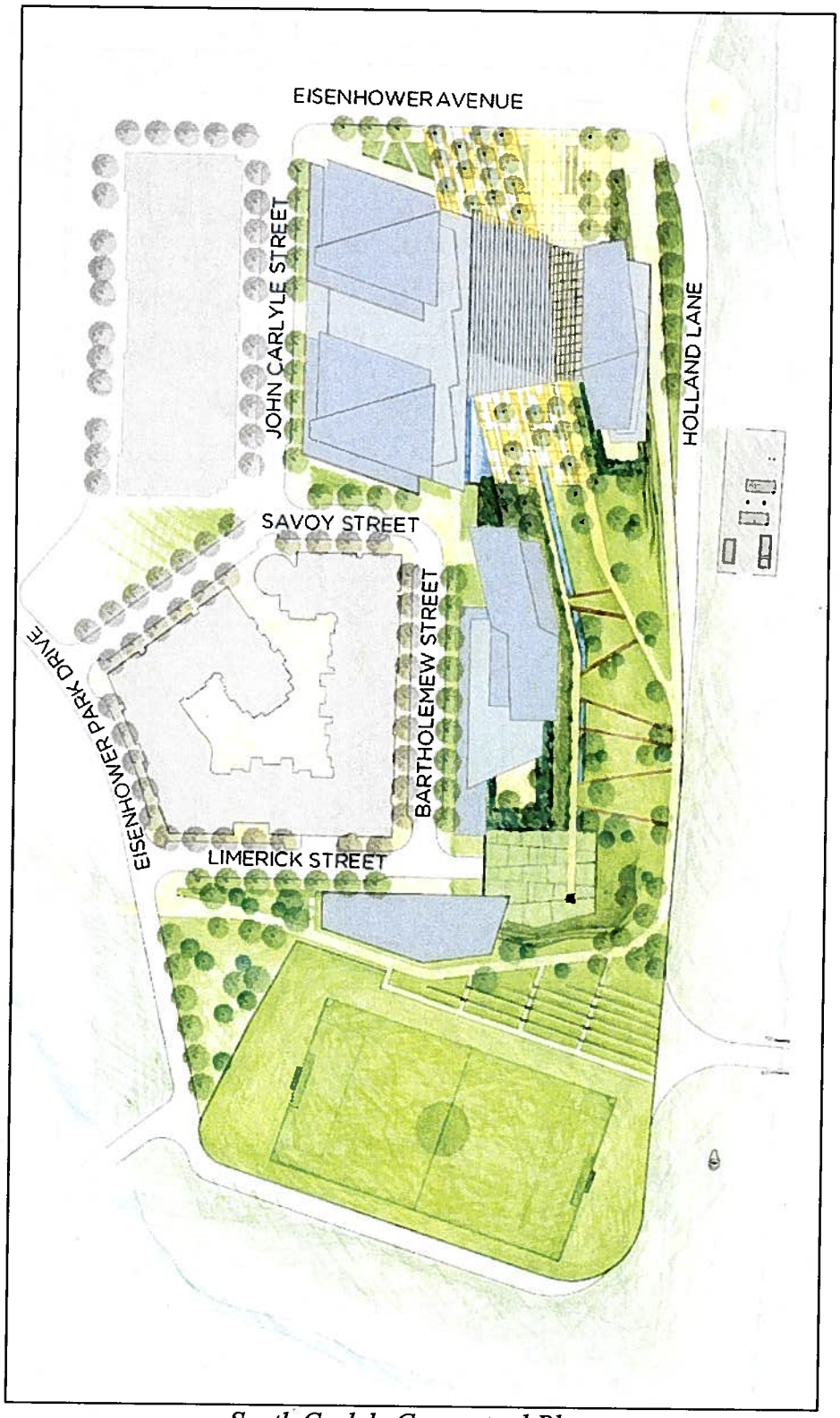
In addition to the DRB meetings, the proposal was presented to and discussed at the Parks and Recreation Commission's public meetings in June and July as an informational item. In general, the Commission was very supportive of the concept and felt incorporating an athletic field with this use was an innovative idea that will benefit the City. The Commission highlighted the need to work through the finer details of maintenance and scheduling responsibilities, which will be addressed through a future Memorandum of Understanding between the City Department of Recreation, Parks, and Cultural Activities (RP&CA) and ASA.

VI. CONCLUSION

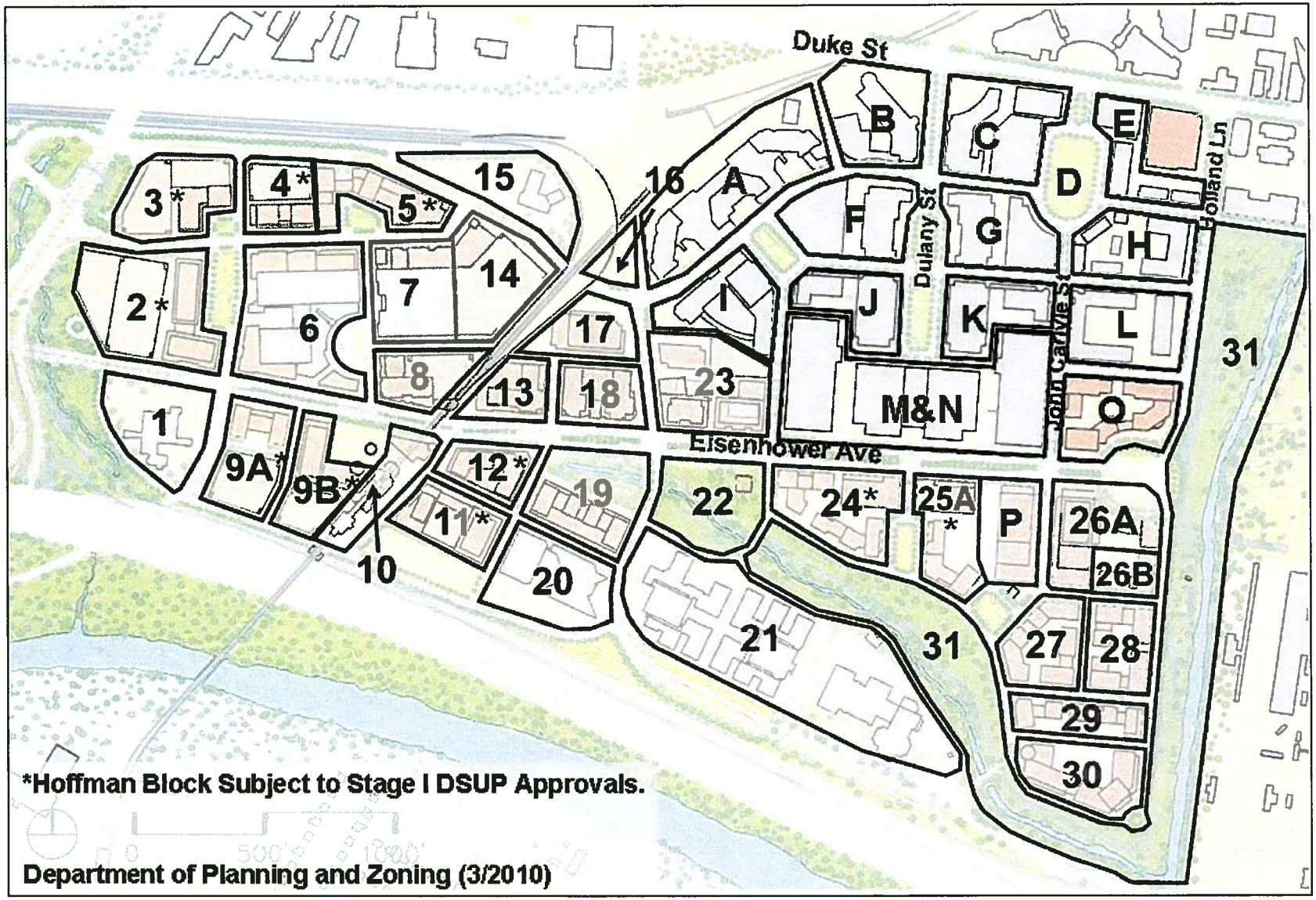
Staff recommends **approval** of the Development Special Use Permit, with site plan, and CDD Concept Plan subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director, P&Z;
Gwen Wright, Chief, Development, P&Z;
Gary Wagner, RLA, Principal Planner, P&Z;
Katye North, AICP, LEED AP, Urban Planner, P&Z; and
James Roberts, Urban Planner, P&Z.

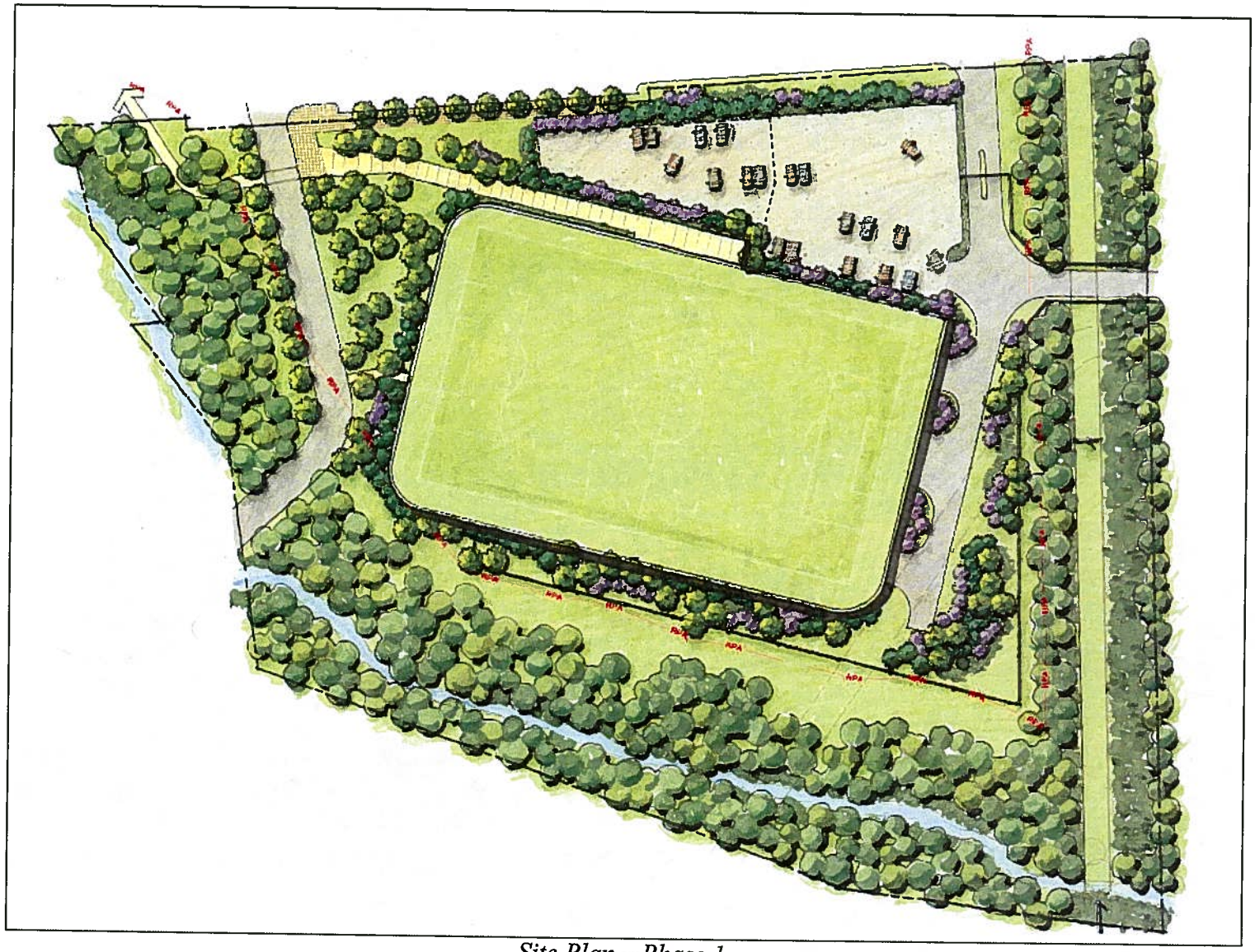
VII. GRAPHICS



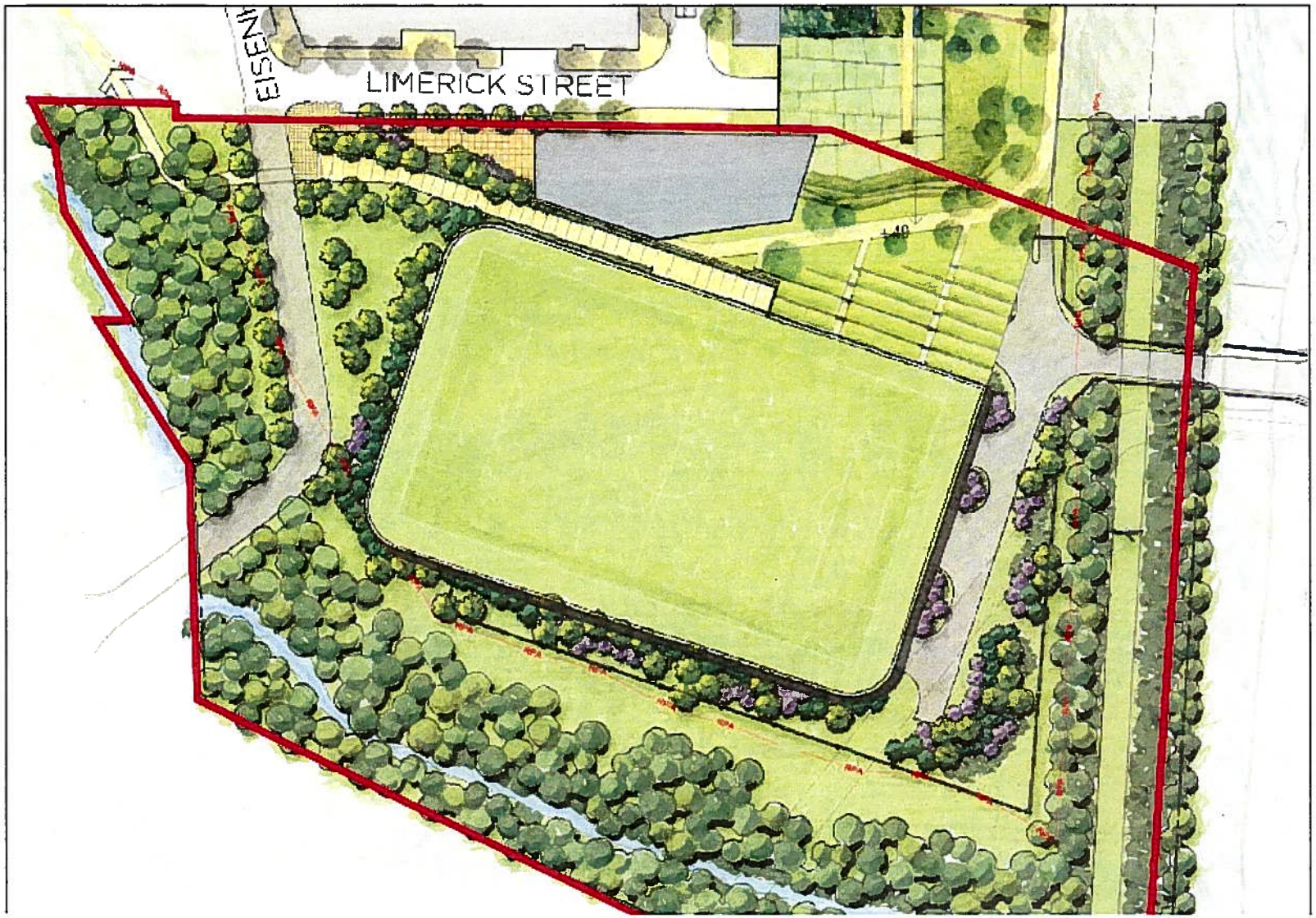
South Carlyle Conceptual Plan



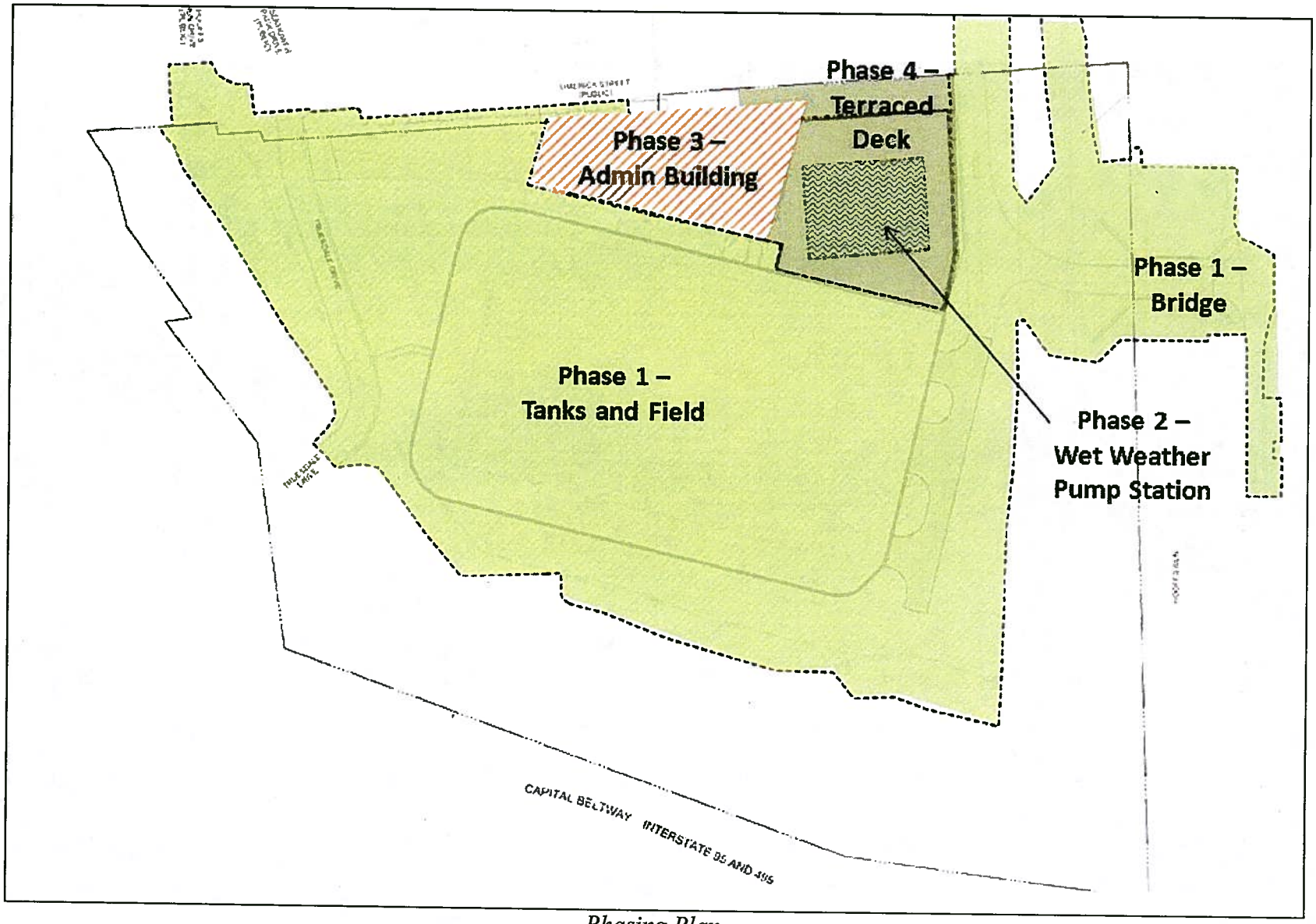
Eisenhower East and Carlyle Blocks



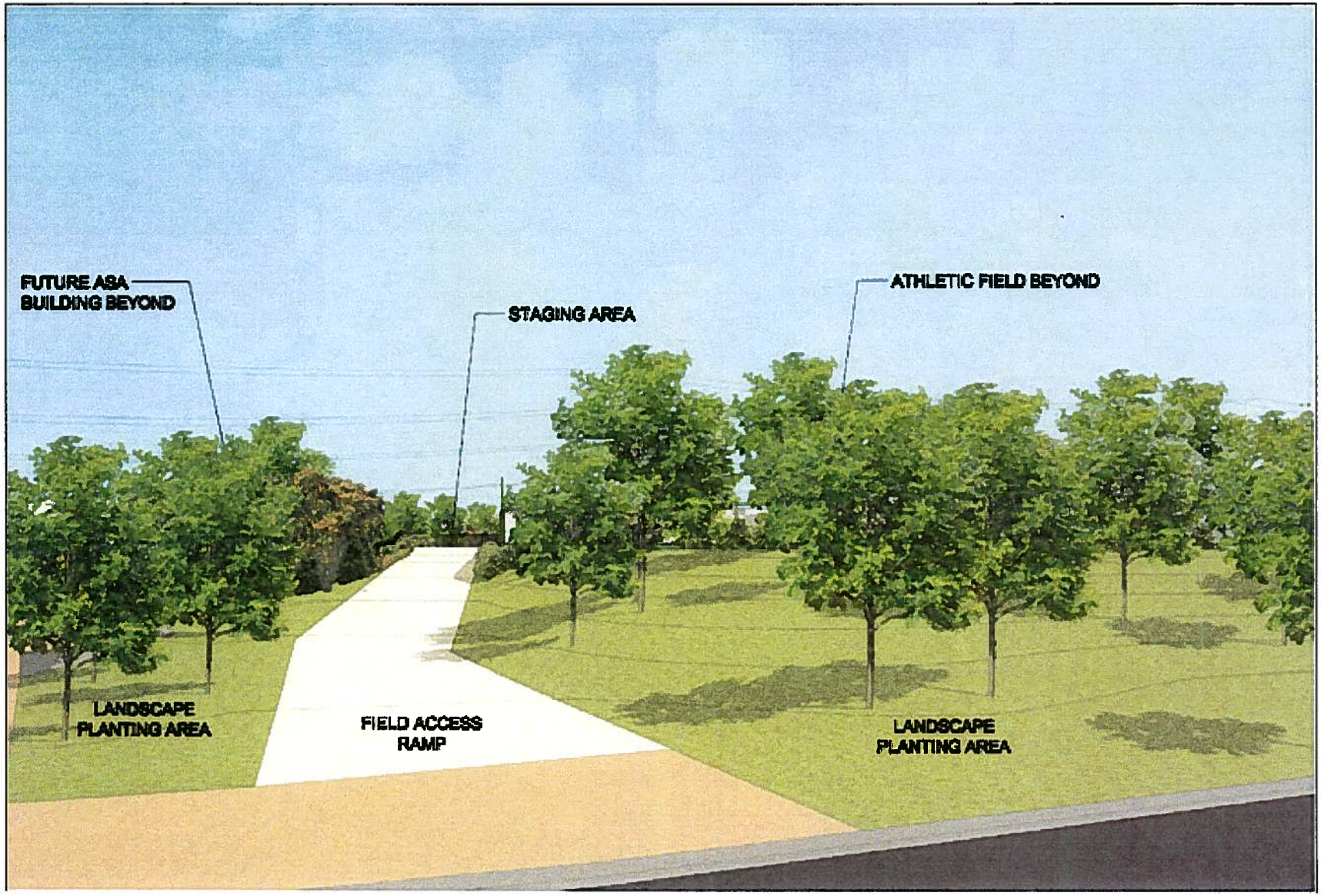
Site Plan – Phase 1



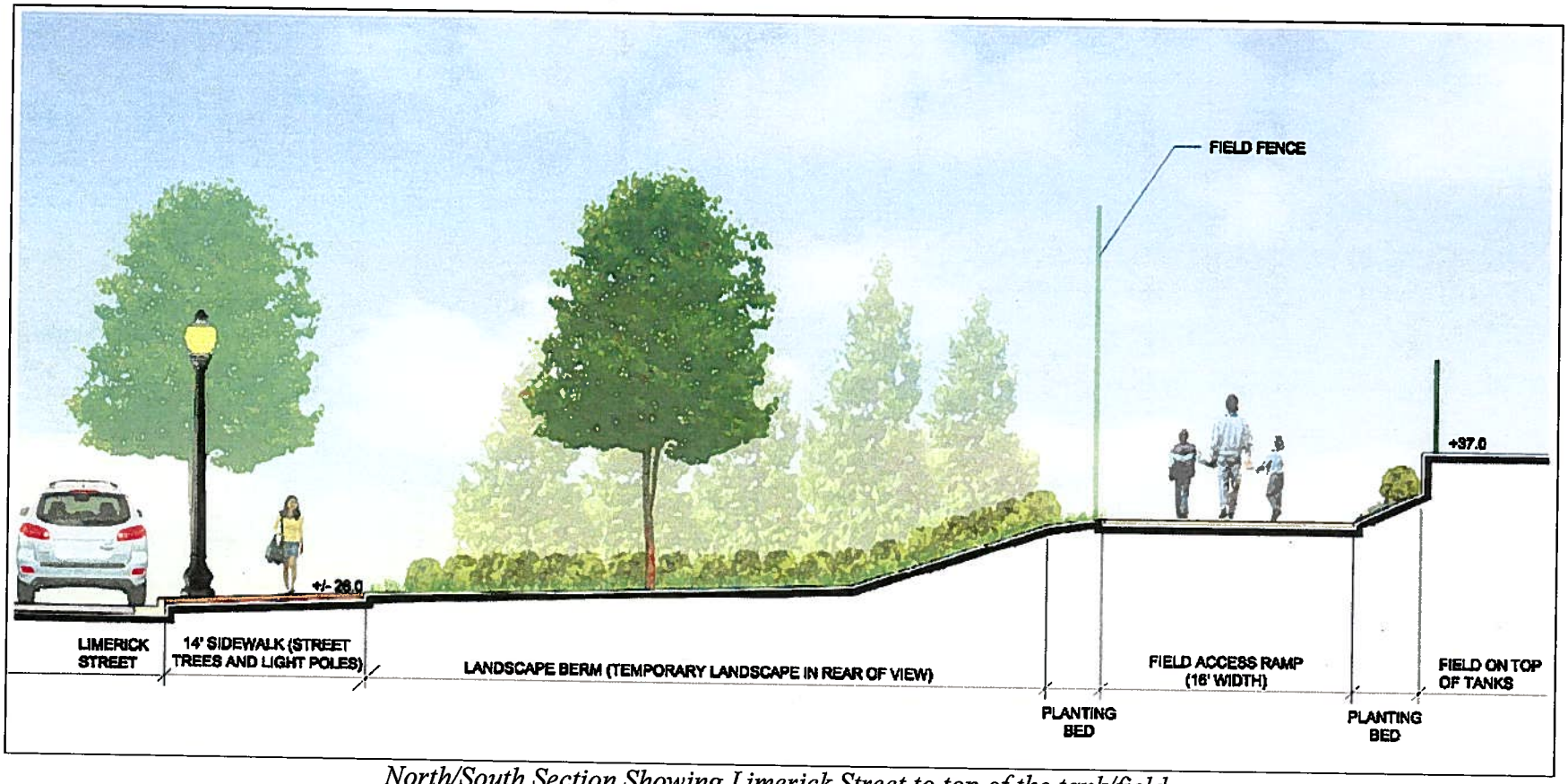
Site Plan – After all phases are constructed



Phasing Plan



Perspective from northwest corner at the entrance to the field.



North/South Section Showing Limerick Street to top of the tank/field

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated August 18, 2011 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
   a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
   b. Install ADA accessible pedestrian crossings serving the site at the intersection of Limerick Street and Eisenhower Park Drive.
   c. Construct a minimum 14 foot wide, brick sidewalk with street trees along Limerick Street. All brick sidewalks shall comply with the City's Memo to Industry 05-08.
   d. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
   e. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
   f. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
   g. Clarify pedestrian ramps on the corner of Truesdale Drive and Limerick Street with an enlarged detail consistent with City standard ramps.
   h. Revise the intersection of Truesdale Drive, Limerick Street, Eisenhower Park Drive, and the trail connect the brick sidewalk along the western portion of the street, while designing the entrance to Truesdale Drive to deter the general public. Provide a detail of this area in the final site plan.
   i. Revise the proposed curb at the end of Hooff's Run Drive to align with the southern driveway entrance to the property to the west.
   j. The pedestrian/bike path shall be a minimum of 16 feet wide with a maximum slope of 5% and shall be constructed of concrete to City Standards. The path will be designed to connect with the path proposed on the property to the north. *** (P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

3. The trail behind the tanks will not be precluded and ASA will construct a 10 foot wide clear, flat area that will be available for future paving, as shown in Attachment #3. ASA

will not be required to pave this trail. The City will pave/improve the trail in the future when funds are identified for the bridge crossing over Hooff's Run. The location of the clear, flat area for the future paved trail will be shown on the Final Site Plan. (T&ES)(P&Z)(RCPA)

4. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
   a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
   b. Ensure positive drainage in all planted areas.
   c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
   d. Provide detail sections showing above and below grade conditions for plantings above a structure.
   e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)(RP&CA)

5. Provide the following modifications to the landscape plan and supporting drawings:
   a. Provide a native seed mix along the southern security fence line.
   b. Amend the open space tabulation to remove the administrative building, operations yard, parking and Truesdale Drive.
   c. Provide landscaping for the open space that is created by the removal of Hooff's Run Drive at the intersection with Limerick Street. The curbs should be removed where no longer applicable. (P&Z) (RP&CA)

6. Per the Memorandum of Understanding between the City and ASA, prior to the release of final site plan, the two parties shall enter into an agreement for the management and maintenance of the athletic field including the scope of responsibilities and day-to-day operations. ASA shall provide a copy of all manufacturers operation and maintenance manuals and warranty information. (RP&CA)

7. Provide an invasive species management plan for the RPA/Block 31 to the satisfaction of the Directors of RP&CA and T&ES prior to the release of the final site plan. The City of Alexandria shall maintain the future trail portion of the RPA/Block 31. (P&Z)(RP&CA)

8. Provide detailed design for the publicly accessible field as completed by a professional athletic facilities design consultant who has significant experience with synthetic field design constructed over structure. This design shall be part of the final site plan to the satisfaction of the Director of RP&CA.

a. The field lining shall meet all National Federation of State High School Associations (NFHS) standards for soccer and lacrosse and be accessible for maintenance activities.
b. The City shall be permitted to install a temporary restroom facility with adequate access for maintenance services on the property prior to ASA's construction of a permanent restroom within the future administrative building.
c. The field shall be secured by a continuous 6 foot tall, lockable fence with an additional 9 feet of netting as depicted on the plans including maintenance access and pedestrian gates. The final design of the fence shall be approved by the Director of RP&CA.
d. Provide a satellite controlled athletic field lighting system with four full cut-off lights mounted at 70 feet. Lighting system shall achieve an average foot candle illumination of 50 fc across the field. Provide two lockable, readily accessible two phase 120 volt power outlets coordinated with the light poles.
e. The field shall meet industry standards for Gmax throughout the life of the field. (RP&CA)

9. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and/P&Z and Code Administration.
   a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
   b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all sides of the administration building.
   c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
   d. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)

10. For the administration building, develop a palette of site furnishings in consultation with staff.
   a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and P&Z and T&ES.
   b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features.
   c. Provide a wash-down system for the athletic field. (RP&CA)(P&Z)

11. For the athletic field, the City shall be permitted to install field site furnishings including players benches, spectator benches, drinking fountains, and sports goals. (RP&CA)(P&Z)(T&ES)

12. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate

with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

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

C. TREE PROTECTION AND PRESERVATION:

14. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and RP&CA and the City Arborist. (P&Z)(RP&CA)

15. A fine shall be paid by the applicant in an amount not to exceed $10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)

16. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated August 18, 2011 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

17. Indicate the tree protection fence and existing vegetation to remain on "all development drawings that depict work affecting the protection and preservation" per the City's *Landscape Guidelines*. These drawings shall include the site plans, demolition plans, grading plans and landscape plans. (P&Z)

D. ADMINISTRATION BUILDING:

18. The location, massing, and height of the future administration building shall be consistent with the plans provided in the preliminary plan dated August 18, 2011. The final design of the building shall be approved by the Eisenhower East Design Review Board per the following design guidelines :
    a. The design of the building shall not replicate existing architectural styles and shall consider the context of the future buildings in the surrounding area.
    b. The primary public entrance to the building shall be at either the terminus of Bartholemew Street or the northwestern corner of the building. Special entrance features, such as a canopy, change in materials, signage, wider sidewalk, etc., shall be incorporated to distinguish this portion of the building as the main public entrance.
    c. The vehicular entrance to the garage shall not be located along the public portion of Limerick Street.
    d. Active uses, such as a lobby/reception area, or other pedestrian oriented building elements, such educational displays or unique building textures/features, shall be

provided along the Limerick Street frontage of the ground floor for the portion of the building west of the Limerick Street/Bartholomew Street intersection.

e. The public restrooms for the field shall be incorporated into the floor plan of the building and be directly accessible from the field level.

f. The design of the building should work in harmony with the natural bleachers proposed east of the building.

g. Building exterior design and materials should relate to the proposed landscaped deck, as well as expressing the industrial process that is ASA's primary business. (P&Z)

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

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

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

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

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

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

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

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

a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.*

b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***

c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
d. Provide documentation of LEED Silver certification from USGBC within two years of obtaining a final certificate of occupancy.
e. Failure to achieve LEED Silver or equivalent will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(T&ES)

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

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

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

E. SIGNAGE:

25. Design identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.
    a. The identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
    b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)

26. Prior to the field being accepted by the City, install one wayfinding sign, that may also be used to for ASA identification, for the publicly accessible field. The design and sign location shall be approved by the Directors of P&Z and RP&CA. (P&Z) (RP&CA)

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

F. PARKING:

28. Locate a minimum of 80 parking spaces on site for the administration building in the building garage or under the terraced deck. The design of the parking shall be submitted with the final site plan for the administration building. (P&Z)(T&ES)

29. Provide twelve (12) bicycle parking space(s) per Alexandria's current Bicycle Parking Standards for the administrative building. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

30. Provide a Parking Management Plan with the final site plan submission for the administration building. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of that final site plan and shall include:
    a. Provide controlled access to the parking lot for vehicles.
    b. A plan of the parking facility, a description of access control equipment and an explanation of how the parking will be managed. (T&ES) (P&Z)

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

G. SITE PLAN:

32. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. For the purposes of this application, due diligence shall be considered to be no interruption in substantial construction activity for more than 5 years between phases and construction of the last phase must commence by January 1, 2020. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)

33. The development may be constructed in phases as long as each phase is consistent with the Preliminary Plan dated August 18, 2011. Each separate construction phase will require a new final site plan. (P&Z)

34. Collaborate with the property owner to the north to implement the terraced deck, identified as Phase 4 on the preliminary plan. The applicant is responsible for construction of the portion on their property. Final design of the terraced deck shall be approved by the Eisenhower East Design Review Board. Construction must be complete prior to issuance of a certificate of occupancy for the administration building. (P&Z)

35. Submit plats of all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan. Plats should be provided for the following:
    a. A public access easement on the field above the tanks, per the Memorandum of Understanding between the City and ASA. The public access easement shall enable the open space to be fully accessible to the public for hours and guidelines approved by the Directors of RP&CA and P&Z in consultation with the applicant.
    b. A perpetual public access easement for the pedestrian/bike path and terraced deck.
    c. A perpetual public access easement on the land within the RPA/Block 31 west of the existing ASA fence along the east side of Hooff's Run. The public access easement shall enable the open space are to be fully accessible to the public for hours and guidelines approved by the Directors of RP&CA, T&ES, and P&Z in consultation with the applicant.
    d. The existing emergency vehicle easement, ingress and egress license, and utility easement for Truesdale Drive shall be amended as necessary to reflect the new location. All of the rights granted in the original easements and license shall be granted in the new location.
    e. Dedication of the additional right-of-way along Limerick Street. * (P&Z)

36. The design of the bridge shall be submitted as part of the first final site plan for the tanks and may be revised to the satisfaction of the Directors of P&Z, T&ES, and RP&CA. The design of the bridge shall be consistent with one of the three options provided in Attachment #1. The WQIA and floodplain analysis shall be amended to reflect the proposed bridge design. (P&Z) (T&ES) (RP&CA)

37. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas.
    d. The applicant shall be permitted to install any facilities, utilities, paving or other structures within the area located to the east of the tank necessary for plant operations, with appropriate screening. (RP&CA)(P&Z)(T&ES)

38. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights (including field lights), shading back less relevant information.
    b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
    c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.

d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.

e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.

f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.

g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.

h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.

i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.

j. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)

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

40. With the completion of construction of each phase, the applicant shall submit complete as-builts for that phase. (T&ES) (P&Z)

H. CONSTRUCTION:

41. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)

42. The applicant shall apply for a comprehensive special permit from the City for construction activities that require a prolonged extension of construction hours beyond the normal hours stated in the City Code. The application shall be submitted a minimum of 90 days prior to the anticipated start of construction. The application shall, at a minimum, include; a) justification for extended construction hours b) a plan for noise monitoring and abatement/mitigation c) a dust control plan, d) a community outreach plan that includes a contact who is available during all extended construction hours and

e) proposed haul routes. Each of the above shall be addressed to the satisfaction of the Director of T&ES prior to approval of the permit. (T&ES)

43. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
    a. Include a plan for temporary pedestrian and vehicular circulation;
    b. Include the overall schedule for construction and the hauling route;
    c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
    d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)

44. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
    a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
    b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
    c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

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

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

47. No major construction staging shall be allowed within the public right-of-way on Hooff's Run Drive, Eisenhower Park Drive and Limerick Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

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

49. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

50. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

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

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

53. Temporary construction and/or on-site sales trailer(s) shall be permitted on either the property, the VA concrete property, or the northern 2 acre ASA property and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)

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

55. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered

architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)

56. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. Concrete trucks are exempt from this requirement. (T&ES)

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

I. STORMWATER:

58. The Preliminary Plan acknowledges intent to comply with the condition of Site Plan approval for Floodplain analysis. Per City of Alexandria practice, the Floodplain Study shall be completed in accordance with the following condition: Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. * (T&ES)

J. SOLID WASTE:

59. Provide and install a total of seven (7) (five (5) solid waste receptacles and two (2) recycling receptacles) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. Receptacles shall be generally located along the northern edge of the field and at strategic locations in the vicinity of the site as approved by the Director of T&ES. (T&ES)

K. STREETS / TRAFFIC:

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

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

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

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

64. 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)

65. 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)

L. UTILITIES:

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

M. SOILS:

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

N. WATERSHED, WETLANDS, & RPAs:

68. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

69. Provide documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES)

70. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

71. Wherever a RPA is shown the following note shall accompany it: "RPA buffer shall be vegetated with native riparian species and remain undisturbed. RPA is limited to water dependent facilities or limited redevelopment." (T&ES)

72. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) by the applicant as part of the approval and mapped wetland area by the following methods to the satisfaction of the Director of T&ES, which may include:
    a. Restoring streams subject to historic erosion damage.
    b. Increasing vegetation onsite and/or performing offsite plantings.
    c. Removal of invasive species.
    d. Contribution to T&ES/OEQ funds to stream restoration / water quality projects.
    e. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
    f. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
    g. Resource Protection Area Encroachments/Disturbances shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance Manual" by the Chesapeake Bay Local Assistance Department. (T&ES)

O. CONTAMINATED LAND:

73. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of T&ES, Office of Environmental Quality. (T&ES)

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

75. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.

d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.

f. Applicant shall submit 3 copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

P. NOISE:

76. Excluding emergency announcement and/or alarm systems, all exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

Q. AIR POLLUTION:

77. To the extent technologically and practically feasible and in accordance with best engineering practices as determined by the applicant, the applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

R. ARCHAEOLOGY:

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

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

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

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

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

F - 1. For all future/proposed conditions plans, provide proposed grading on all sheets which show the existing grading information, e.g. the civil site plans, environmental assessment plan, RPA restoration plan, civil site layout plans.

F - 2. Sheet 25 of the preliminary plan: clarify the grading contours elevations 17-20 at the west side of the bridge which appear as both proposed and existing. Remove the existing contour information which is duplicative.

F - 3. Clarify the material finish of the Field Access Ramp.

Transportation and Environmental Services

F - 1. Transit has no comments on the Preliminary Submission.

F - 2. DASH has no comments on the Preliminary Submission.

F - 3. VAWC has no comments on the Preliminary Submission.

F - 4. Water Quality Impact Assessment has been submitted but is incomplete. Compliance of the WQIA shall be determined at Final Site Plan. (T&ES-OEQ)

F - 5. Floodplain Study has been submitted but insufficient time for analysis has transpired for full consideration. Compliance of Floodplain Study shall be determined at Final Site Plan. (T&ES-OEQ)

F - 6. Applicant shall provide information on means and method of maintenance of the channel given the particular bridge that is proposed. Bridge design shall accommodate maintenance considerations and shall be determined at final site plan. (T&ES- OEQ)

F - 7. The issue of ownership and maintenance of the wet weather pump station shown on the plan at the ASA site will continue to be discussed by the City of Alexandria and the Alexandria Sanitation Authority (ASA) and will be resolved at a later date with mutual

consent by the City and ASA per the Memorandum of Understanding. (T&ES-Engineering)

F - 8. It is acknowledged that the centerline profiles of Truesdale Drive and Holland Lane are provided in the Preliminary Plan on Sheet 21. Provide stationing in plan for Truesdale Drive and correct the test in plan for Holland Lane that is upside down. (T&ES-Engineering)

F - 9. Two solid waste and two recycling receptacles shall be located on the northern side of the field. The remaining three solid waste receptacles shall be located along Limerick Street. (T&ES- Engineering)

F - 10. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 11. The Final Site Plan must be prepared in compliance with the requirements of Memorandum to Industry 02-09, *Design Guidelines for Site Plan Preparation,* dated December 3, 2009. The memorandum is available at the following web address of the City of Alexandria. (T&ES)
http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

F - 12. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 13. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 14. Include all symbols, abbreviations, and line types in the Legend and Abbreviations, including but not limited to NG, GS, PE, E, etc. (T&ES)

F - 15. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of

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

F - 16. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 17. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

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

F - 19. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 20. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 21. Stabilization of the run under and around the proposed bridge to be determined at final site plan. (T&ES)

F - 22. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 23. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 24. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 25. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 26. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

F - 27. The applicant has expressed the need for extended construction hours to assist in getting the plant expansion operational in the time required to meet Virginia Department of Environmental Quality water quality requirements. As such, the applicant will be required to apply for a comprehensive special permit to ensure that issues related to after-hours construction are addressed. (T&ES)

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

water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

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

C - 4 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 5 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)

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

C - 6 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and

Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 7 Americans with Disability Act (ADA) ramps shall comply with the latest requirements of Virginia Department of Transportation. . (T&ES)

C - 8 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

C - 9 The applicant shall be responsible to deliver the solid waste generated by the office uses, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. (T&ES)

C - 10 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.

C - 11 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 12 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 13 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)

C - 14 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 15 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. Since the Preliminary Plan has been prepared using vertical survey control based on NGVD 1929, the as-built drawings shall include a table converting all sanitary and storm sewer data in NAD 83 and NAVD 1988

per the requirements of Memorandum to Industry 02-09, dated December 3, 2009, Design Guidelines for Site Plan Preparation. (T&ES)

C - 16 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C - 17 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 18 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.

C - 19 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 20 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 21 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

C - 22 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)

C - 23 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

Code Administration (Building Code):

F-1 The following comments are for preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Thomas Sciulli, Plan Review Supervisor, at 703.746.4190 or thomas.sciulli@alexandriava.gov.

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

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

Police

R - 1. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

R - 2. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

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

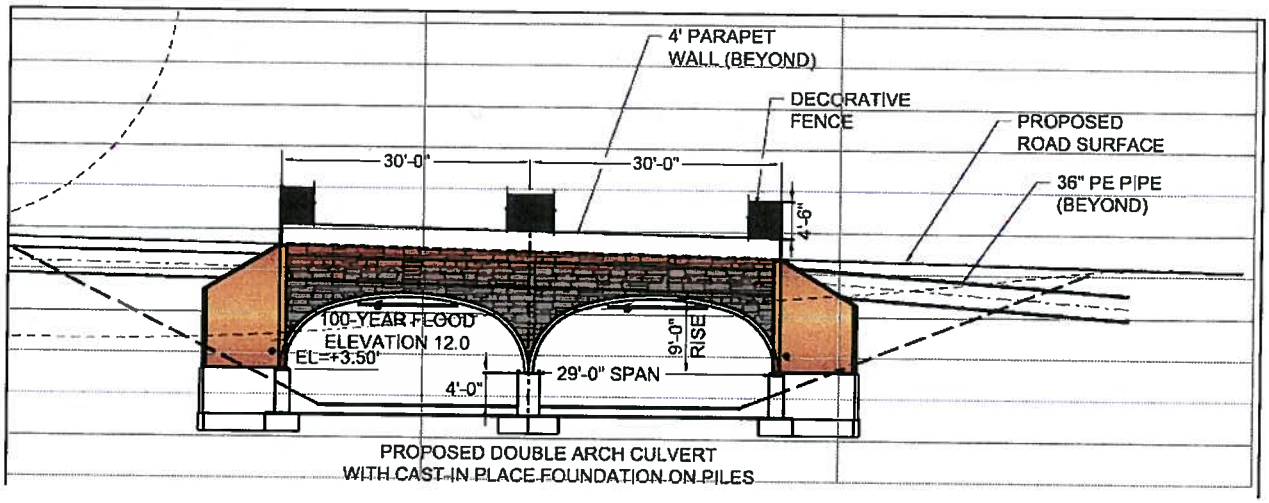
Archaeology

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

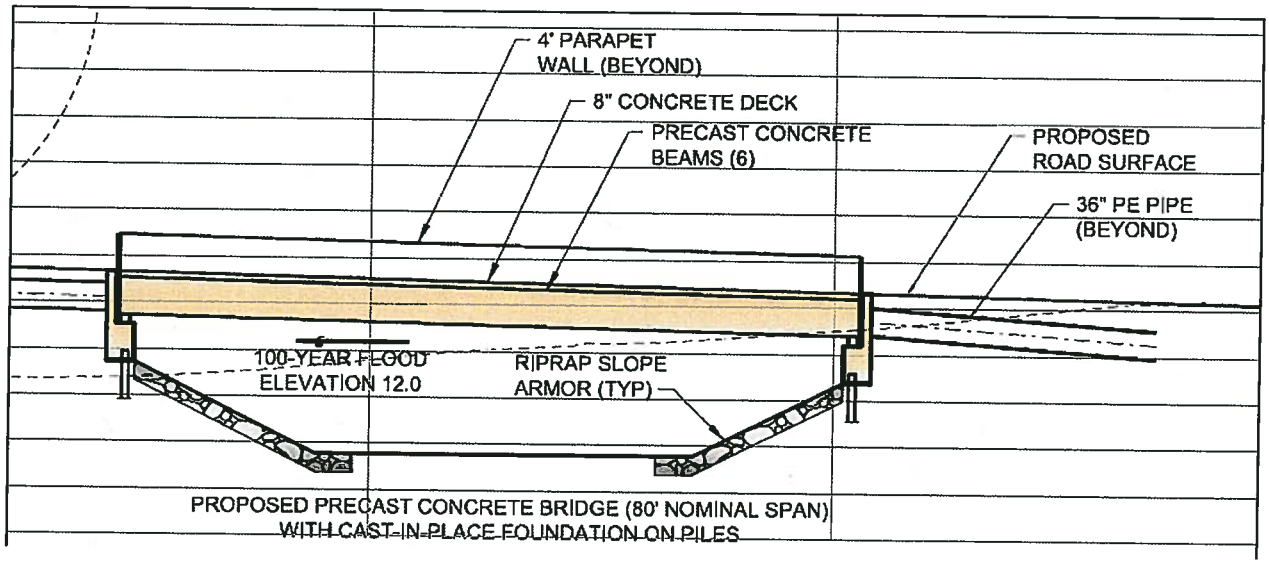
C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

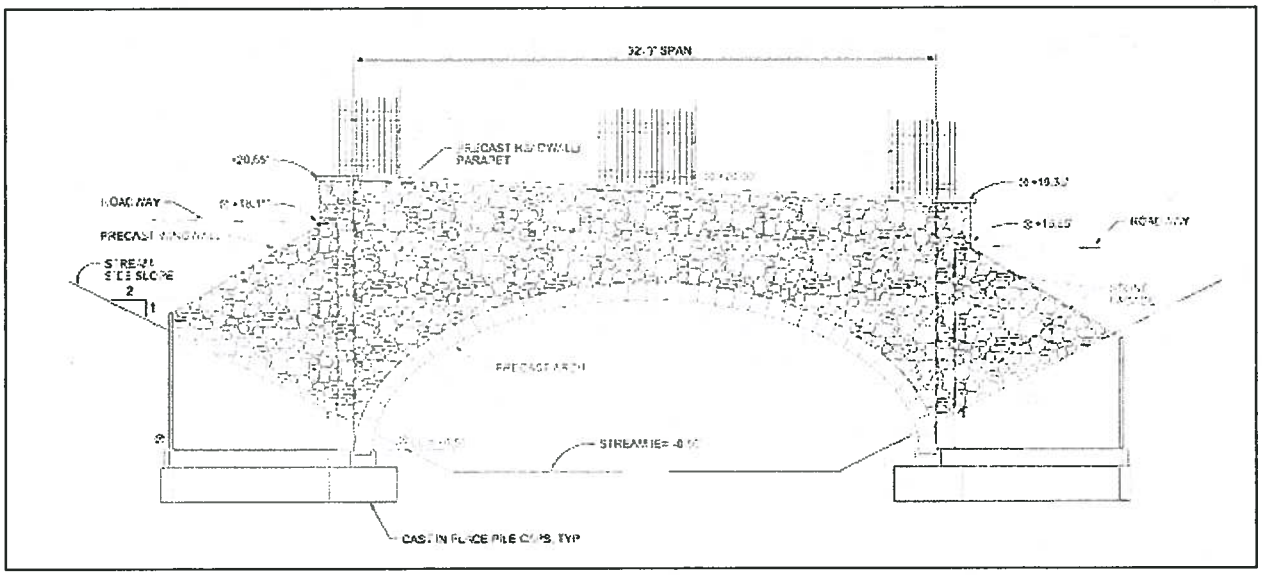
* Condition must be fulfilled prior to release of the final site plan
** Condition must be fulfilled prior to release of the building permit
*** Condition must be fulfilled prior to release of the certificate of occupancy
**** Condition must be fulfilled prior to release of the bond



Double Culvert Bridge



Spandrel Bridge



Single Culvert Bridge

CARLYLE/EISENHOWER EAST DESIGN REVIEW BOARD

DATE: September 23, 2011

TO: Alexandria Planning Commission and Alexandria City Council

FROM: Carlyle/Eisenhower East Design Review Board (Alvin Boone, Faroll Hamer, Roger Lewis, and Lee Quill)

SUBJECT: DSUP 2009-0019– ASA Expansion (Blocks 29 and 30)

The Carlyle/Eisenhower East Design Review Board (DRB) serves in an advisory capacity to the City Council and Planning Commission on the design of projects within the Eisenhower East Small Area Plan boundaries. In that role, the DRB met June 30, 2011 and August 3, 2011 to review the proposed ASA expansion for Blocks 29 and 30, in addition to reviewing the conceptual plan for South Carlyle at two meetings earlier in the year. The Board recognizes that this application will be the first development to implement the South Carlyle plan and it is extremely important to ensure the design is a successful interpretation of that plan.

At the meetings the Board discussed several issues with the applicant, including:

- Refining the western entrance to the field and the transition from grade to the top of the tank/field to create an inviting and complete entrance;
- Appropriate location of the restroom facilities;
- Locations and design (height, materials) of the fence and netting for the field;
- Treatment/screening of the tank walls for the interim and final conditions;
- Location of the odor control venting pipe; and
- Preliminary guidance for the direction of the design for the future administration building.

The revisions that were made to the plans as a result of the DRB meetings and feedback have significantly improved the proposal and have brought it closer into alignment with the conceptual South Carlyle Plan. In particular, the changes made to the western entrance will create a more natural arrival to the field that will be consistent through all phases of construction once the tank construction is complete. The considerations that went into the locations of the fencing and netting, as well as the treatment of the tank walls for various points around the site will improve the overall success of the development. Finally, the Board is comfortable with the responsibility for final approval of the design of the future administration when ASA is ready to proceed with that phase of development.

Following these discussions, the Board unanimously voted to **recommend approval** of the proposed revisions subject to the following:

1. The future seating area in the northeast corner and the connection to the pedestrian/bike trail and open space on the property to the north will need to be carefully analyzed and coordinated to ensure the transition is successful.
2. Provide more details for staff to review the treatment and/or screening of the exposed tank walls.
3. Continue to work with staff to provide an appropriate transition at the Truesdale Drive/Limerick Street/Eisenhower Park Drive intersection.
4. The design of the administration building should not replicate existing or historic architectural styles and should consider the context of the future buildings in the surrounding area.

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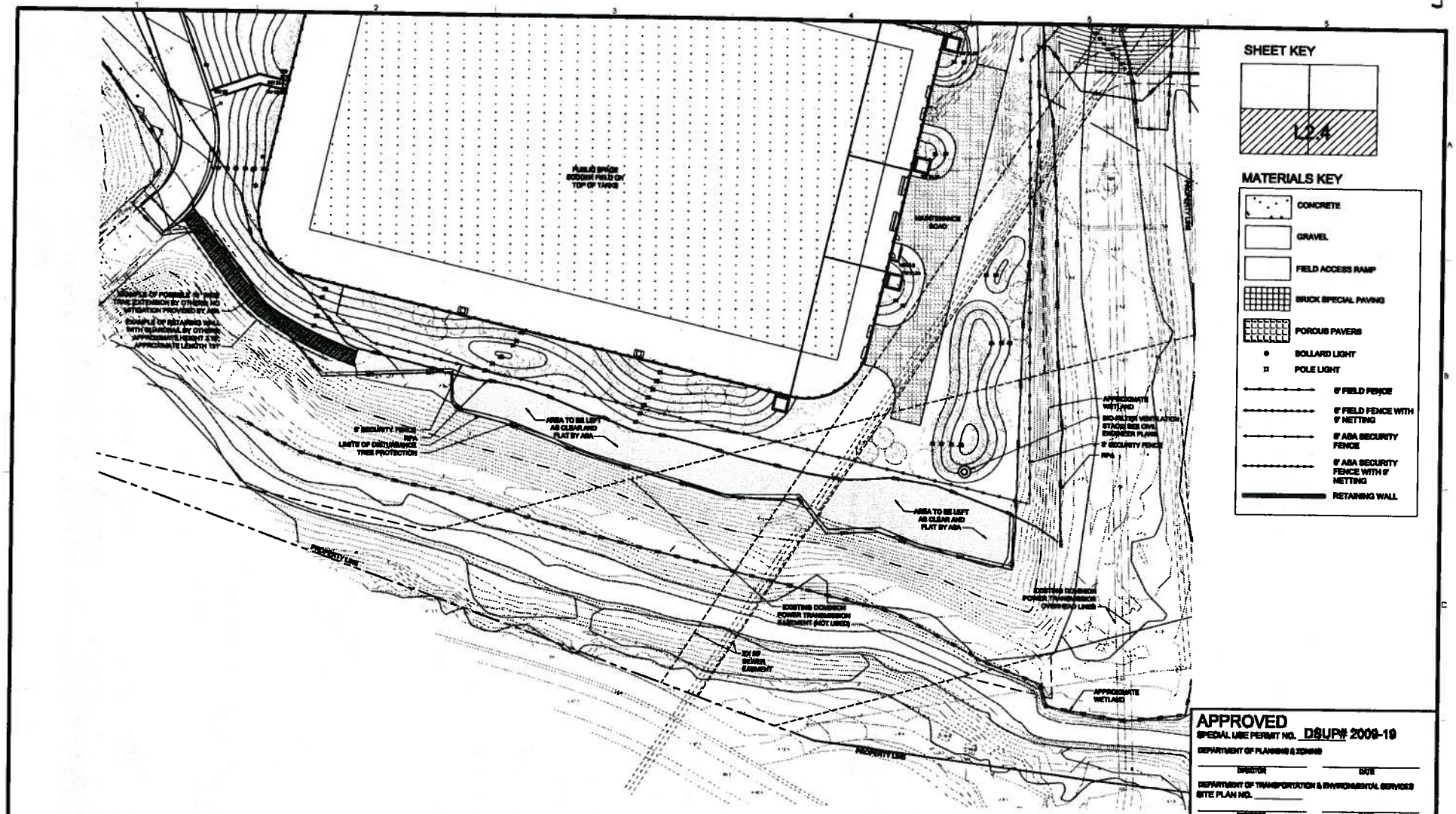

APPROVED
SPECIAL USE PERMIT NO. DSUP# 2009-19
DEPARTMENT OF PLANNING & ZONING
DIRECTOR DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO.
DIRECTOR DATE
CHAIRMAN, PLANNING COMMISSION DATE
DATE RECORDED
INSTRUMENT NO. DEED BOOK NO. PAGE NO.

PRELIMINARY
NOT FOR CONSTRUCTION

THIS PLAN FOR LANDSCAPE PURPOSES ONLY. ALL GRADES AS DEPICTED AND NOTED ON SHEETS L1.0 - L1.4 ARE PRELIMINARY AND SUBJECT TO CHANGE.

DSGN				
DR				
CHK				
APVD				
NO.	DATE	REVISION	BY	APVD

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

LandDesign.
299 S. Pegram St., Alexandria, VA 22314
V: 703.549.7704 F: 703.549.4704
www.LandDesign.com

ALEXANDRIA SANITATION AUTHORITY
STATE-OF-THE-ART
NITROGEN UPGRADE PROGRAM (SANUP)
ALEXANDRIA, VIRGINIA
PACKAGE C

LANDSCAPE ARCHITECTURAL
WEST PLANT
CLEAR AREA EXHIBIT

SHEET L2.4
DWG
DATE SEPTEMBER 30, 2011
PROJ 2011088

FILENAME: 1109-sa2n.dwg PLOT DATE: 9/30/11 PLOT TIME: 3:15 PM

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2009-0019 **Project Name:** ASA NMF Facility

PROPERTY LOCATION: 350 and 400 Hooffs Run Drive

TAX MAP REFERENCE: 079.02-01-09; 079.02-01-17 **ZONE:** CDD #11

APPLICANT:

Name: City of Alexandria Sanitation Authority

Address: 1500 Eisenhower Avenue, Alexandria Virginia, 22314

PROPERTY OWNER:

Name:

Address:

SUMMARY OF PROPOSAL approval for construction of above ground utility tanks, soccer field and administrative building

MODIFICATIONS REQUESTED

SUPs REQUESTED

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

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

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

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

Signature

1750 Tysons Blvd, Suite 1800
Mailing/Street Address

703.712.5362 Telephone #

703.712.5222 Fax #

McLean, Virginia 22102
City and State Zip Code

kwire@mcguirewoods.com
Email address

7/11/11
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received:

Fee Paid and Date:

Received Plans for Completeness:

Received Plans for Preliminary:

ACTION - PLANNING COMMISSION:

ACTION - CITY COUNCIL:

Development SUP # 2009-0019

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. *The applicant is: (check one)*

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

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

_____

_____

_____

_____

_____

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

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

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

Development SUP # 2009-0019

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

The applicant requests approval to construct a Nitrogen Management Facility with a soccer field to be constructed on top of the NMF and the ASA administrative building. The project will be constructed in phases with the NMF and soccer field in the first phase, with the connection of the soccer field to the development on the northern property and the relocation of the administrative building from the existing location to the property at a later date.

Development SUP # 2009-0019

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

4. *How many employees, staff and other personnel do you expect?*
Specify time period (i.e. day, hour, or shift).
NMF facilities will be managed by existing employees on the main plant 24/7.

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

Day	Hours	Day	Hours
24/7			

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Minor noise generated from within NMF by electrical pumps.

B. How will the noise from patrons be controlled?
Pumps are located entirely within the building shell.

7. *Describe any potential odors emanating from the proposed use and plans to control them:*
Venting of air from the NMF will be controlled by biofilters.

Development SUP # 2009-0019

8. *Provide information regarding trash and litter generated by the uses*

A. What type of trash and garbage will be generated by the use?
Typical trash for office building and soccer field patrons.

B. How much trash and garbage will be generated by the use?
Typical trash for office building and soccer field patrons.

C. How often will trash be collected?
As necessary.

D. How will you prevent littering on the property, streets and nearby properties?
Montiored by ASA employees.

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

[ ] Yes. [X] No.

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

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

[ ] Yes. [X] No.

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

Development SUP # 2009-0019

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

Property will be monitored by ASA employees, soccer field will be illuminated and controlled by City Parks and Recreation Department.

ALCOHOL SALES

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

[ ] Yes. [X] No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

B. How many parking spaces of each type are provided for the proposed use:
80 Standard spaces
____ Compact spaces *
____ Handicapped accessible spaces
____ Other

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

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

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

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

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1

B. How many loading spaces are available for the use? Are provided on existing plant.

C. Where are off-street loading facilities located?

At existing plant.

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

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

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

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD #_____

[*must use black ink or type*]

PROPERTY LOCATION: 350 and 400 Hooffs Run Drive

TAX MAP REFERENCE: 079.02-01-09, 17 **ZONE:** CDD#11

APPLICANT'S NAME: Alexandria Sanitation Authority

ADDRESS: 1500 Eisenhower Avenue, Alexandria, VA 22314

PROPERTY OWNER NAME: Alexandria Sanitation Authority

ADDRESS: 1500 Eisenhower Avenue, Alexandria, VA 22314

REQUEST: Approval of a CDD Concept Plan for construction of above ground utility tanks and other ASA facilities, soccer field and administrative building.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Kenneth W. Wire, Esquire	
Print Name of Applicant or Agent	Signature
McGuireWoods LLP	
1750 Tysons Boulevard, Suite 1800	703-412-5362 / 703-712-5222
Mailing/Street Address	Telephone # / Fax #
Tysons Corner, VA	22102
City and State	Zip Code / Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

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

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL _____

PC Docket Item No. 4
10/4/11 Hearing

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Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

Land Use and Environmental
jrak@mcguirewoods.com

October 3, 2011

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

RE: ASA Plant Expansion, DSUP 2009-0019

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of our client, the City of Alexandria Sanitation Authority ("ASA"), we are requesting the following revisions to the staff recommended conditions of approval:

Condition 7. ~~Provide an invasive species management plan for the RPA/Block 31 to the satisfaction of the Directors of RP&CA and T&ES prior to the release of the final site plan.~~ **As part of the RPA mitigation plan for restoring 1 acre of impervious area on the property, ASA shall consider making in-kind cost effective and environmentally appropriate alternative improvements to the RPA. Such alternatives may include selective invasive species management.** The City of Alexandria shall maintain the future trail portion of the RPA/Block 31 **and all portions of the RPA subject to a public access easement**. (P&Z)(RP&CA)

Condition 9. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and/P&Z and Code Administration.

a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs, ~~and~~ ground set hose connections **or other measures.**
b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all sides of the administration building.
c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
d. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)

Condition 18. The location, massing, and height of the future administration building shall be consistent with the plans provided in the preliminary plan dated August 18, 2011. The final design of the building shall be approved by the Eisenhower East Design Review Board per the following design guidelines:

a. The design of the building shall not replicate existing architectural styles and shall consider the context of the future buildings in the surrounding area.

b. The primary public entrance to the building shall be at either the terminus of Bartholemew Street or the northwestern corner of the building. Special entrance features, such as a canopy, change in materials, signage, wider sidewalk, etc., shall be incorporated to distinguish this portion of the building as the main public entrance.

c. The vehicular entrance to the garage shall not be located along the public portion of Limerick Street.

d. **Unique architectural details, educational display space, public art** or active uses, such as lobby/reception area, or other pedestrian oriented building elements, ~~such as educational displays or unique building textures/features~~, shall be provided along the Limerick Street frontage of the ground floor for the portion of the building west of the Limerick street/Bartholomew Street intersection.

e. The public restrooms for the field shall be incorporated into the floor plan of the building and be directly accessible from the field level.

f. The design of the building should work in harmony with the natural bleachers proposed east of the building.

g. Building exterior design and materials should relate to the proposed landscaped deck, as well as expressing the industrial process that is ASA's primary business. (P&Z)

h. **Decisions of the Board may be appealed to the city council by the applicant. Such an appeal shall be filed in writing with the Director of Planning and Zoning within 15 days of the Board's decision, and shall be heard by council within 45 days of the filing.**

Condition 19. ~~Building is over 50 feet in height and is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis and approved by the fire official. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.~~ **Adequate fire department vehicle access shall be provided to the administration building as approved by the fire official prior to the release of the final site plan for the building.**

Condition 23. ~~The stairwells within structured parking garages shall be visible, without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the~~

~~floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)~~

Condition 35. Submit plats of all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan. Plats should be provided for the following:

e. A public access easement on the field above the tanks, per the Memorandum of Understanding between the City and ASA. The public access easement shall enable the open space to be fully accessible to the public for hours and guidelines approved by the Directors of RP&CA and P&Z in consultation with the applicant.

f. A perpetual public access easement for the pedestrian/bike path and green canopy.

g. A perpetual public access easement on the land within the RPA~~/Block 31~~ **south of the proposed ASA bridge which is necessary, at the City's determination, to connect the proposed trail on Block 30 with the existing trail south of the ASA plant.** ~~west of the existing ASA fence along the east side of Hooff's Run.~~ The public access easement shall enable the open space are to be fully accessible to the public for hours and guidelines approved by the Directors of RP&CA, T&ES, and P&Z in consultation with the applicant.

h. The existing emergency vehicle easement, ingress and egress license, and utility easement for Truesdale Drive shall be amended as necessary to reflect the new location. All of the rights granted in the original easements and license shall be granted in the new location.

i. Dedication of the additional right-of-way along Limerick Street. * (P&Z)

Condition 42. **The applicant shall be permitted to perform construction activities until 10 pm provided that the applicant submit the following information to the City as part of an application** ~~The applicant shall apply~~ for a comprehensive special permit**:** ~~from the City for construction activities that require a prolonged extension of construction hours beyond the normal hours stated in the City Code. The application shall be submitted a minimum of 90 days prior to the anticipated start of construction. The application shall, at a minimum, include;~~ a) justification for extended construction hours b) a plan for noise monitoring and abatement/mitigation c) a dust control plan, d) a community outreach plan that includes a contact who is available during all extended construction hours and e) proposed haul routes. ~~Each of the above shall be addressed to the satisfaction of the Director of T&ES prior to approval of the permit. (T&ES)~~

Condition 60. Provide and install a total of **five (5)** ~~seven (7) (five (5) solid waste receptacles and two (2) recycling receptacles)~~ Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. Receptacles shall be generally located along the northern edge of the field and at strategic locations in the vicinity of the site as approved by the Director of T&ES. (T&ES)

Condition 77. To the extent technologically and practically feasible and in accordance with best engineering practices as determined by the applicant, the applicant shall control odors

and any other air pollution sources resulting from operations at the site and prevent them from ~~leaving the property or~~ becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

We look forward to discussing the above revisions and ASA's application with you at your October 4th hearing.

Sincerely,

Jonathan P. Rak

Jonathan P. Rak

cc: Karen Pallansch, Engineer- Director, ASA

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