



Docket Item #12
Development Special Use Permit #2011-0033
5225, 5249 and 5261 Eisenhower Ave –Eisenhower Avenue
Fire Station

Application	General Data	
Project Name: Eisenhower Avenue Fire Station #210 with associated changes to the City Impound Lot and Police Firing Range	PC Hearing:	May 1, 2012
	CC Hearing:	May 12, 2012
	If approved, DSUP Expiration:	May 12, 2015
	Plan Acreage:	3.32 Acres (144,595 S.F.)
Location: 5225, 5249 and 5261 Eisenhower Ave	Zone:	OCM-100
	Proposed Use:	Public Building
	Dwelling Units:	NA
	Gross Floor Area:	39,702 GFA
Applicant: City of Alexandria Department of General Services	Small Area Plan:	Landmark / Van Dorn
	Historic District:	NA
	Green Building:	Compliance with the City's Green Building Policy

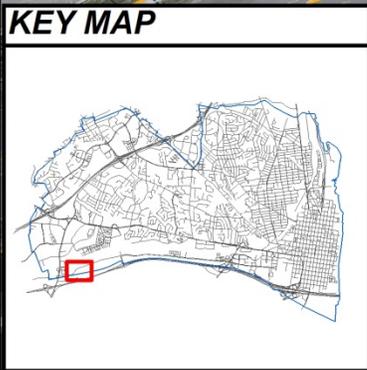
Purpose of Application: request approval to construct a new fire station in the Eisenhower Valley to reconfigure the parking areas for the existing City Impound Lot and Police Firing Range and subdivision of two City-owned parcels.

Special Use Permits and Modifications Requested:

1. Special Use Permit for a public building within the OCM-100 Zone, per Zoning Ordinance Section 4-1003(Y), including a plat of resubdivision of two existing lots;
2. Modification for percentage of tree canopy coverage, per the Landscape Design Guidelines;
3. Modification for placement and number of street trees, per the Landscape Design Guidelines;
4. Modification for parking lot landscape requirements, per the Landscape Design Guidelines; and
5. Modification for parking lot landscape strip, per the Landscape Design Guidelines.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Dirk H. Geratz, AICP; dirk.geratz@alexandriava.gov
 Maya Contreras; maya.contreras@alexandriava.gov



DSUP #2012-0033

5/1/2012



I. SUMMARY

A. Project Description and Summary of Issues

The proposal consists of a series of approvals to build a new three-story fire station and fire training facility annex, to reconfigure the parking lots for the existing City Impound Lot and Police Firing Range in order to accommodate this new use, and an associated subdivision to shift an existing property line. The fire station building will be located in the Eisenhower Valley on a portion of the City Impound Lot, to the east of the Police Firing Range. The requested approvals consist of the following:

1. Development Special Use Permit with a site plan for a public building within the OCM-100 Zone, per Zoning Ordinance Section 4-1003(Y), including a plat of resubdivision of two existing lots;
2. Modification for percentage of tree canopy coverage, per Zoning Ordinance Section 7-2507;
3. Modification for placement and number of street trees, per the Landscape Design Guidelines;
4. Modification for parking lot landscape requirements, per the Landscape Design Guidelines; and
5. Modification for parking lot landscape strip, per the Landscape Design Guidelines.

Key issues, which were considered with this application and are discussed in greater detail in the staff analysis, include the following:

- Fire Station was recommended per the City's Needs Assessment for additional fire protection and EMS services in the City's western end;
- Consistency with the City's approved plans and policies, including the Landmark / Van Dorn Neighborhood Plan and the City's Green Building Policy;
- Future Pickett Street multi-modal bridge connection;
- Compatibility with neighboring uses; and
- Community benefits include a regional Fire-EMS training space annex and a meeting facility available for public use

B. Recommendation

Staff recommends approval of the development special use permit with associated modification and subdivision requests, to construct Fire Station #210, subject to compliance with the staff recommendations and conditions.

II. BACKGROUND

A. Site Context

The project is located in the southwest corner of the City within the Eisenhower Valley at 5225, 5249 and 5261 Eisenhower Avenue, on a rectangular 3.8 acre paved site, zoned Office

Commercial Medium-100 (OCM-100). The subject property consists of two City-owned lots. Lot 700 is a 3-acre (131,357 sq. ft.) site and is currently occupied by two City uses. Approximately two-thirds of the site is a parking lot that functions as the City's impound facility for automobiles, with an 819 square-foot office structure that serves the impound operations on the eastern side of the site. The adjoining Lot 701 is a .85-acre parcel that wraps around Lot 700 to the east and the north and serves as access to the adjoining Covanta plant.

The impound lot exists as a legal nonconforming use that is no longer permitted in the OCM-100 zone. With this approval, the impound lot use will be retained with this site reconfiguration to accommodate the new fire station. The impound lot will be reduced from occupying approximately 77% of the site to approximately 28% of the site. The Police Pistol Firing Range occupies about one-third of the site on the western end of the property, and will remain unchanged, except for a reconfiguration of the existing parking lot and access.

As part of the approval, a subdivision will occur to shift the property line between Lots 700 and 701. This shift will add 13,240 square feet to Lot 700 (which will be renamed Lot 800), for a total lot size of 3.32 acres (144,595 sq. ft.). Lot 701 (which will be renumbered Lot 801) will be reduced in size from .85-acres (36,879 sq. ft.) to about a half-acre (23,639 sq. ft.). This subdivision will permit all of the parking area associated with the fire station to be accommodated on a single lot.

To the south, across Eisenhower Avenue, is a warehouse cluster with a variety of businesses, including auto repair, gyms and equipment rentals. The Victory Center office building is located to the east, and the Covanta plant is to the west. The long northern edge of the site is bordered by WMATA and CSX tracks, which are parallel to Backlick Run, with the Cameron Station neighborhood on the opposite side of the Run. The Eisenhower Valley has been slowly transiting from primarily warehouse and industrial uses to residential, office and other related uses.

B. Project Evolution

In 2005, the City began a comprehensive needs assessment for additional fire stations. As a result of this study, it was determined that a new fire station was needed in the western end of the Eisenhower Valley to meet demand from increased development in the western part of the City. In 2008, the City Council authorized funding and the City Manager formed an inter-departmental staff work group to look at utilizing the existing City-owned impound lot for a new station. In 2009, program and schematic design development were prepared in order to put forth Requests for Qualifications (RFQ) and Requests for Proposals (RFP) solicitations for a Design Build Project team. In 2010-2011, four teams were evaluated and the contract was negotiated and awarded to Scheibel Construction, the Design Build Team which received the highest rating during the evaluation process.

If approved, overall construction would be completed in three phases. Phase I is the separate, but associated construction of a temporary impound lot at Business Center Drive to be built this spring, as approved in May 2011 (DSUP2011-00008). Work would not begin at the Eisenhower property (Lot 700) until the Business Center Drive site was completed and operational, which is anticipated to be in Fall 2012.

Phase II would involve site work at Eisenhower Avenue, which would begin on the eastern end of the site, reconfiguring the impound lot. Phase III would entail the physical construction of Fire Station #210 and the associated parking lot improvements at the firing range. It is anticipated that this phase would extend from Winter 2013 through Winter 2014.

C. Detailed Project Description

The new station will provide services to a portion of the city which is currently underserved by the Fire Department and where additional growth is projected. To meet the demand, a 39,702 square foot fire station is proposed which will include engine units, medic units and ethanol response/foam units within four operational bays that front Eisenhower Avenue. The three-story station will house 18 bunk rooms, two training bays and a training tower, technical and classroom training facilities, and a meeting room that will be available for public use.

In order to accommodate the new fire station, part of the current impound parking lot will need to be removed and relocated. The City plans to maintain a portion of the impound lot operations at the Eisenhower Avenue location with a reconfigured lot to the west of the new fire station. This lot will be about half the size of the current lot with space to accommodate 124 vehicles and will be used for the storage of cars on a shorter term basis. The existing small administrative office will remain to serve impound storage operations and the lot will be improved by a new fence and gate.

The remainder of the impound spaces will be relocated to vacant land associated with the DASH bus operations facility on Business Center Drive, as approved in May 2011 (DSUP2011-00008). The DASH location is about 1.191 acres and will accommodate approximately 108 cars that are planned for auction or other disposal. This is a temporary location expected to occupy this site until such time that the DASH expansion requires use of this land. At that time, the City will relocate this impound operation to another site.

The existing firing range operated by the Police Department will remain unchanged. The firing range occupies approximately 13,960 square feet of which only 2,949 square feet is under roof. As part of the fire station construction, the existing parking lot and the vehicular and pedestrian access to the firing range will be reconfigured and enhanced.

III. ZONING

Property Address:	5261 Eisenhower Ave	
Total Site Area:	3.32 Acres (144,595 S.F.)	
Zone:	OCM (100)	
Current Use:	Public Uses (Police Firing Range & City Impound Lot)	
Proposed Use:	Public Uses (new use: Fire Station, continuing uses: Police Firing Range & City Impound Lot)	
	Permitted/Required	Proposed
FAR	1.5	.377

Setbacks	Not required for non-residential use	
Open Space	Not required for non-residential use	
Building Height	100 feet	62.5 feet
Parking	60	101
Carpool Spaces	3	3
Accessible (including van accessible)	5	5
Total Parking Spaces	60	101
Loading Spaces	0	0

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

The subject site is located in the Landmark – Van Dorn Small Area Plan, and construction of the fire station is in keeping with the community and planning goals of the Plan. A new fire station serves as a civic amenity for the neighborhood on a large and small scale, from providing faster response times to emergencies to meeting rooms for new community gathering space. The infill building will transform a portion of an existing impound parking lot into a critically important public safety building with an attractive and colorful design and updated landscape and pedestrian improvements for the entire site. The building has been designed to achieve a LEED-Silver rating, in keeping with the environmental and sustainability goals of the Plan. Finally, the security provided by a new fire station, particularly with training facilities and with capabilities to combat ethanol fires, improves and enhances public safety for the community and the entire City.

One item of particular community interest from the plan, is a future multi-modal bridge connection from Pickett Street to Eisenhower Avenue to facilitate access to the Van Dorn Metrorail Station. Specifically, this bridge is described in the plan as:

A bridge near Pickett Place that spans over Backlick Run, the Virginia Paving site, and the Norfolk-Southern railway tracks that connects the new street east of Van Dorn Street to the Van Dorn Metro Station.

The plan calls for construction of the multi-modal bridge to be completed when there has been “development along Pickett Street east of Van Dorn and first phase of Landmark Mall redevelopment (or approximately 25% of Plan increased development potential).” Detailed plans for the multi-modal bridge have not yet been developed, but it is important to note that construction of the fire station at this location does not preclude this future bridge connection.

B. Building Design

The design of the station is contemporary with a varying roofline reflective of the different functions within the building. The flat-roofed structure will be punctuated with two vertical

elements, a 62-foot tall stair and training tower at the rear of the building and a smaller 37-foot tall stair tower at the front of the building. The building will be constructed primarily of concrete block, metal panels and translucent fiberglass panels. Two different finishes are proposed for the concrete block, a ground face or smoother surface and a split face which will have a more three-dimensional and rougher texture. These masonry finishes will be used in alternating bands, consisting of five (5) to 12 courses of block per band, around the building creating strong horizontal lines. The concrete block is envisioned to be a lighter neutral color with a contrasting red accent color for the engine bay doors and the metal panels. Other metal accents such as service doors, window trim and stair railings will be grey.

The new fire station will be larger than a typical neighborhood station because it will include a training facility annex, in addition to the other uses. The building reaches to maximum height of 62.5 feet for the training tower, with the main structure roofline at approximately 35 feet. The architectural design takes advantage of the site slope, which drops from Eisenhower Avenue towards Backlick Run at the rear. Along Eisenhower Avenue, the front of the building will be two stories in height; while an additional lower level will be accessible from the rear of the site.

The main or middle level will contain the four engine bays, administrative offices, and common functions such as a day room, kitchen and dining room. The top floor or third level will contain the bunk rooms and bathrooms as well as an audio/visual studio. The lowest level at the back of the site will be devoted to training, and will contain two engine training bays, classrooms, a public conference room available for community meetings and some ancillary administrative space.

C. Green Building and Sustainable Design

In compliance with the City's Green building Policy, the new station will include a number of sustainable initiatives planned to meet the LEED Rating System. The project will achieve a minimum LEED Silver rating, as is required of all non-residential projects. These initiatives will be finalized during the final site plan review but are anticipated to include the following:

- Reduced heat-island effect through the use of a high albedo roofing membrane (white roof);
- Reduction in water use through water efficient fixtures;
- Reduced energy costs for heating and cooling through the use of a geothermal heating and cooling system;
- Enhanced building commissioning and refrigerant management practices;
- Use of sustainable products, including products with a high percentage of recycled content, materials produced and manufactured within a 500 mile radius, and use of certified wood products;
- Use of only low VOC-emitting products to control interior air quality; and,
- Provision of carpool parking spaces to encourage carpooling.

D. Landscape Modifications

Due to the confined nature of the site and the building program for the fire station, a total of four modifications are necessary. All four modifications are related to on-site landscape requirements pursuant to Section 11-410(CC) of the zoning ordinance. Specifically, these include modifications to:

- Reduction of percentage of tree canopy coverage from 25% to approximately 9.4%;
- Reduction in the placement and number of street trees along Eisenhower Avenue from approximately 15 to 7 trees to accommodate the large engine bay driveway and visibility when exiting the driveway onto Eisenhower Avenue;
- Reduction of the parking lot landscape requirements of one tree for every ten parking spaces for the rebuilt impound lot only; and
- Reduction of the parking lot landscape buffer strip between the sidewalk and parking areas from six (6) feet to three (3) feet for the three space parking area to the west of the engine bay driveway.

Section 11-416(B) allows the Planning Commission to modify minimum requirements imposed by the zoning ordinance provided the modifications meet three standards:

- That strict application of the requirements would effectively prohibit or unreasonably restrict use of the property;
- That a modification of those requirements would not be of substantial detriment to adjacent property; and
- That the modification would not violate the intention of Section 11-410(CC).

Staff has reviewed the request for a reduction in the landscape requirements and finds that the modifications meet the standards noted above. The subject site for the new station is small and will share the property with two other distinct City functions, a firing range operated by the Police Department and the Impound lot operated by the Transportation & Environmental Services Department, limiting the land area available for the fire station and open space.

The program for the fire station requires a very large driveway apron to provide access to the engine bays, access to maneuver fire equipment to the rear-loaded training bays and added parking for the training facility. The combination of these paved surfaces leaves minimal open space for achieving the landscape requirements. Though modifications are required, staff has worked to ensure that, whenever feasible, all four landscape standards will be met to the greatest extent possible. Without relief from these requirements, the project could not be built.

Detriment to adjoining properties will not be apparent as the property will be significantly improved from the current condition of a single large parking lot without landscaping to a redeveloped site which will include trees and shrubs. Staff also finds that the reduction in the landscape requirements will not violate the intent of the Section 11-410(CC) as the noted four modifications are only for a reduction in the standards and not a complete waiver of the requirements.

E. Fiscal Impact

Total project budget is approximately \$15 million dollars. Design and construction costs for the fire station and the two impound lots are approximately \$12 million. Additional funds are allocated as follows: \$1.3 million for vehicles (Fire Engine and Medic Unit) and fire equipment; \$1.5 million for construction management, and environmental and inspections services; and about \$300,000 for project contingency. To date, \$13.0 million has been allocated for the project; the remaining \$2.0 million is proposed for availability in fiscal year (FY) 2013. The \$15.0 million cited above does not include funds for operation of the station, such as total compensation for Firefighters and Medics who will be hired for, and assigned to, the station and for associated non-compensation costs such as uniforms and protective equipment for the Firefighters and Medics. These operational costs are proposed for funding in the FY 2013 budget request of the City Manager.

F. Parking

This project will exceed the parking requirements and thus no parking reduction is requested. The parking requirements for the site will be provided for each of the three distinct uses shown in the table below, which include five handicapped accessible spaces and three carpool spaces per the Zoning Ordinance. The increase above the standard number of spaces is needed because of overlapping shifts as well as the large training facility, which will bring in fire personnel from across the city and neighboring jurisdictions. Additionally, this location does not have on-street parking available for overflow spaces.

	EXISTING	REQUIRED	PROPOSED
New Fire Station	0	53	60
Police Firing Range	27	5	33
Impound Lot Office	12	2	8
Totals	39	60	101

G. Environmental Impacts and Noise

At this time, the majority of the site is an unimproved gravel parking lot. Conversion of a portion of this parking lot (outside the Resource Protection Area (RPA)) to a LEED-Silver building with associated stormwater improvements will be of benefit to the nearby waterways and the community overall. The rear of the site includes an existing Resource Protection Area (RPA) associated with a small tributary to Backlick Run. The RPA extends across an area that serves as an asphalt-driveway for the adjacent Covanta Plant, and into the northern edge of the subject property. Based on the percolation rates of the underlying soils and the perched groundwater table below, it is inadvisable to employ pervious pavement in this RPA. Therefore, with this redevelopment, portions of the fire station and impound lot parking (no basic change in use) and a dumpster enclosure will be permitted within the RPA, with mitigation measures as directed by the Office of Environmental Quality. These include requiring additional plantings to be located off-site, in coordination with the Office of Environmental Quality and limiting the disturbance as much as possible within the RPA.

Noise levels will be as typical of noises associated with a fire station, including sirens, with some noise from vehicles and fire trucks. One of the benefits of the site is the absence of any adjoining residential uses. The nearest homes are located at Cameron Station, on the opposite side of the rail tracks and Backlick Run.

H. Pedestrian and Streetscape Improvements

The entire frontage of the site will be reconstructed. This work will include increasing the existing sidewalk to a six-foot wide concrete sidewalk separated from the street by a four-foot wide planting strip. Street trees are proposed within the green strip. Due to existing overhead utility lines, a smaller tree species will be used to prevent future conflicts with the power lines. A planted buffer is proposed between the sidewalk and the parking areas, providing visual relief between these paved areas.

Appropriate pedestrian connections will be made between the new sidewalk and the formal entry to the fire station, as well as to the rear entry which provides access to the public meeting room and training rooms.

I. Traffic

The firing range and impound lot will remain in operation. Both uses generate minimal traffic, and the traffic generated by these uses is evenly spread out throughout the day as opposed to being concentrated at peak rush hours. The fire station will operate 24 hours per day with three shifts of between 7-12 persons per shift. Up to six additional personnel may be on-site between the hours of 7AM to 6PM. Additional persons may be on-site during training; the facilities will accommodate up to 50 people at a time. The parking to be constructed with the new building should be adequate to serve the needs of the users. Traffic associated with the new fire station can be easily absorbed with the existing transportation infrastructure.

Part of the site updates will include design and construction of a new emergency traffic signal to be located on Eisenhower Avenue, which will facilitate the safe exit of fire and Medic vehicles during emergencies. The traffic signal will only be utilized by emergency vehicles; the parking lots for the firing range, fire station, and impound lot will be stop sign controlled.

Finally, the Landmark/Van Dorn Corridor Plan references a multimodal bridge to connect to Eisenhower Avenue. The final location of this bridge landing has not yet been determined. Construction of the fire station at this location does not preclude the eventual siting and construction of the planned bridge.

V. COMMUNITY

City staff has been in regular contact with the communities of the Eisenhower Valley and the West End for several years with regards to future station locations. A full community meeting was held on Monday, January 23, 2012 at Samuel W. Tucker Elementary School. Additional meetings were held with the Cameron Station HOA (February 28, 2012), and Summers Grove

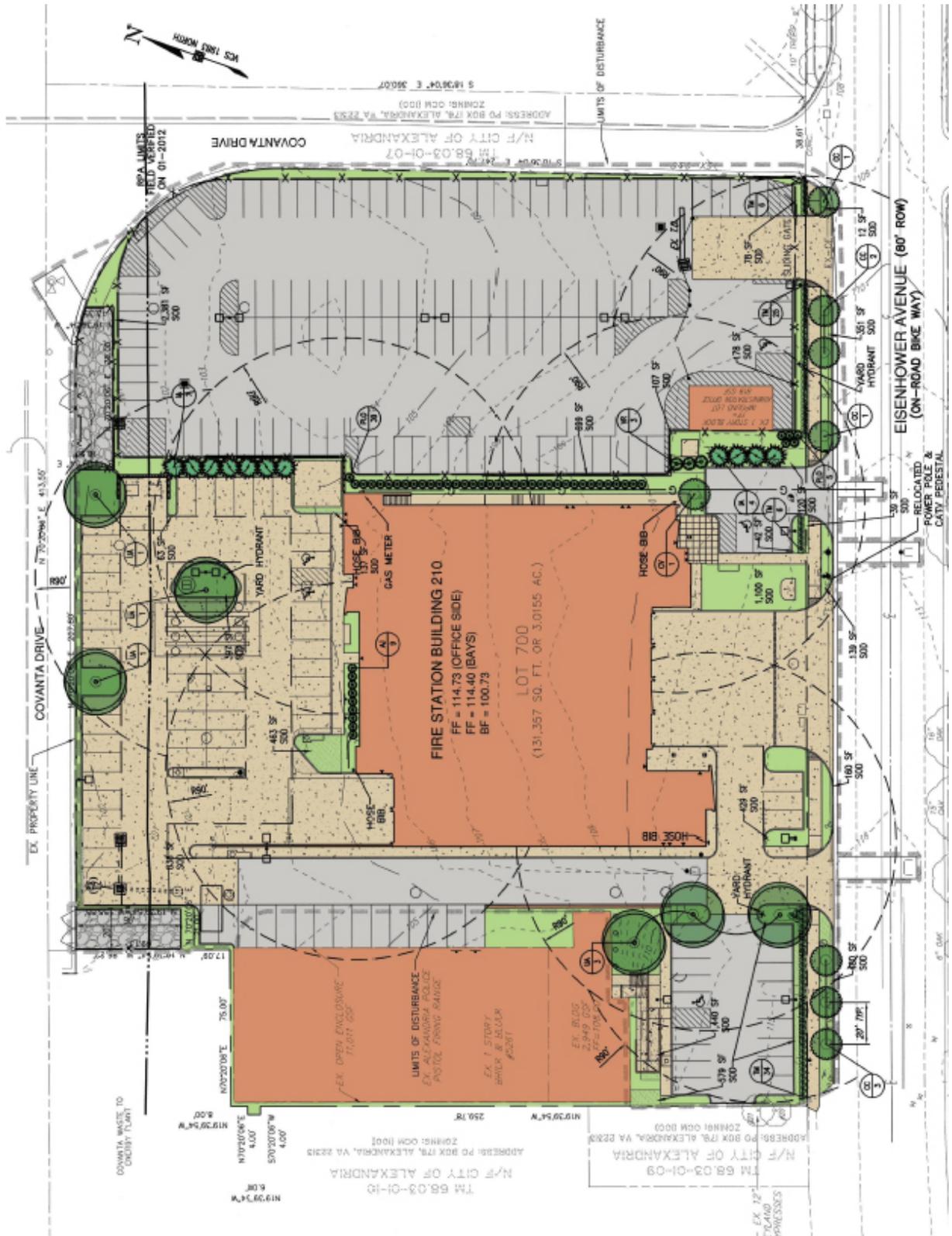
(March 1, 2012). Outreach and a meeting invitation were also provided to the Cameron Station Civic Association.

The community has been generally supportive of the new fire station. Questions at the meetings were focused on programming, the number of firefighters on duty, construction schedules, whether equipment to combat ethanol fires would be on-site, and whether construction at this site precluded future construction of a multimodal bridge, as referenced in the Landmark-Van Dorn Small Area Plan.

VI. CONCLUSION

Staff recommends **approval** of the development special use permit, with associated modification requests and resubdivision plat, to construct Fire Station #210, subject to compliance with all applicable codes and the staff recommendations and conditions found under section VIII of the staff report.

VII. GRAPHICS



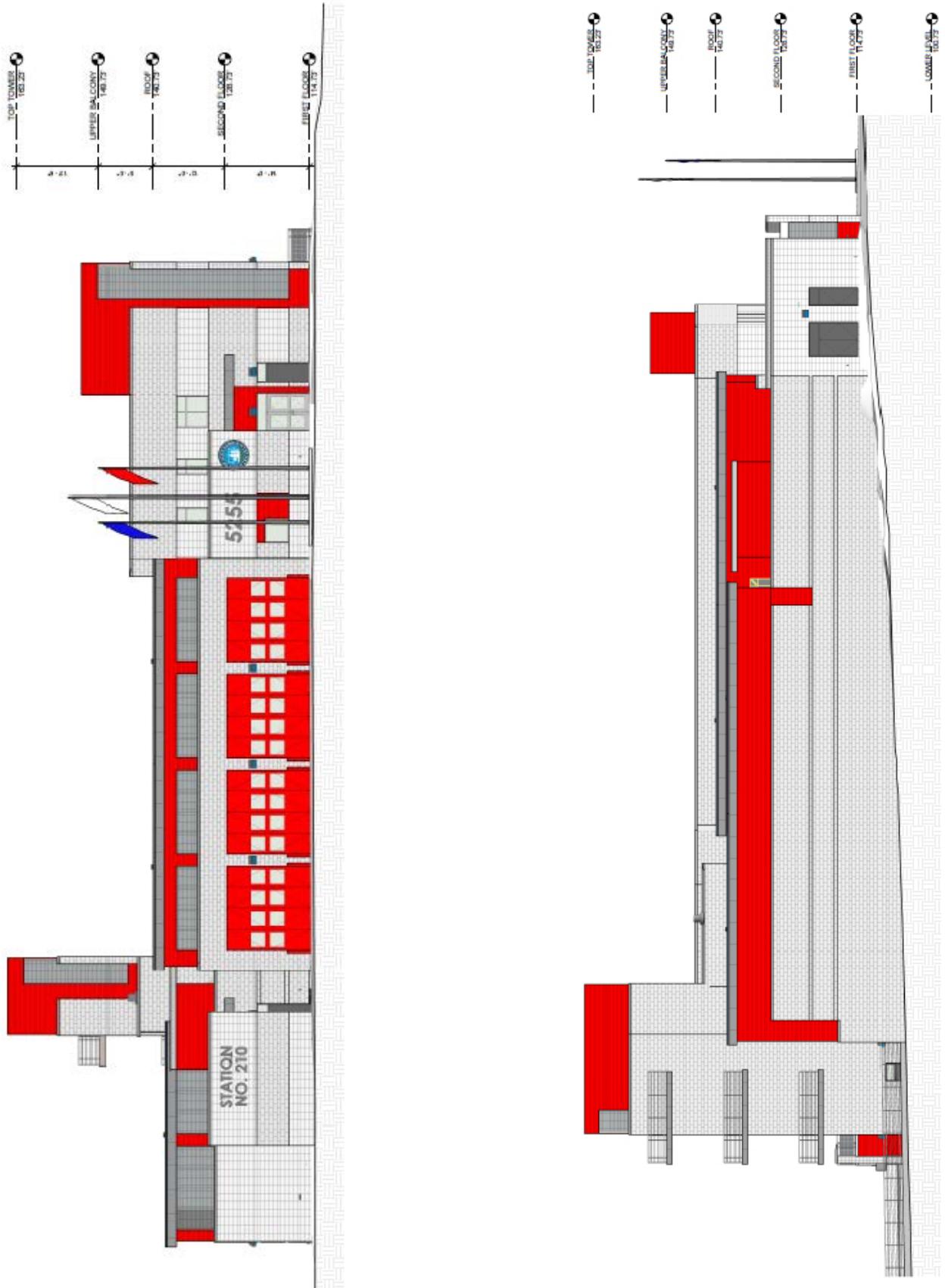


Figure 2: South Elevation (Left) and West Elevation (Right)

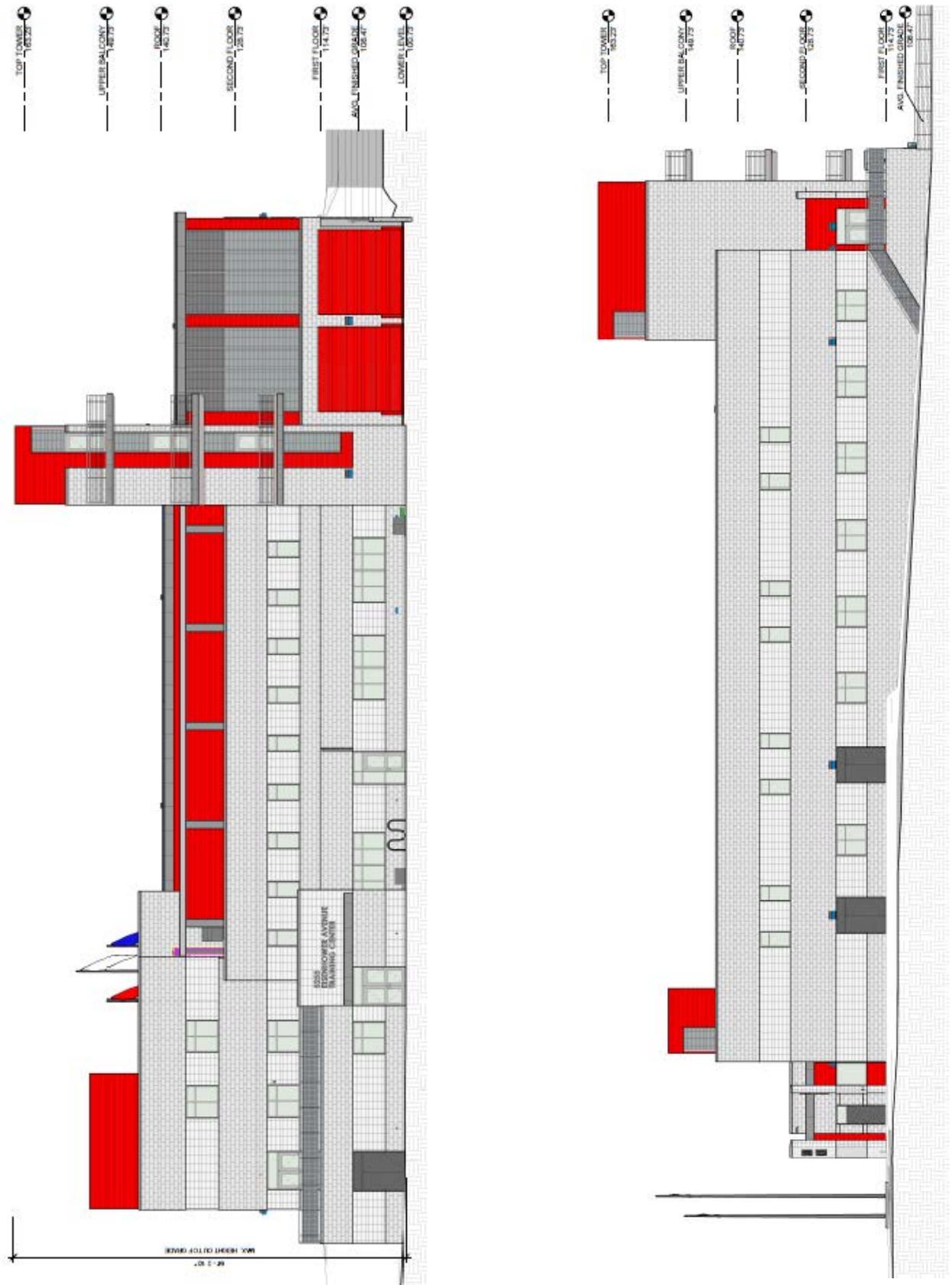


Figure 3: North Elevation (Left) and East Elevation (Right)



Figure 4: Front View from the Southeast



Figure 5: Front View from the Southwest



Figure 6: Rear View from the Northeast



Figure 7: Rear View from the Northwest

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated March 30, 2012 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. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks within the public right of way shall be 6 feet.
 - c. Sidewalks shall be flush across all driveway crossings, except for the primary emergency vehicle driveway.
 - d. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards. *** (P&Z)(RP&CA)(T&ES)

B. *OPEN SPACE/LANDSCAPING:*

3. Develop, provide, install and provide maintenance by the Fire Department of an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail 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. In particular, consider adding plantings within the rear parking lot islands and within the sod areas located to either side of the driveway to the engine bays, with ground covers, low growing shrubs and perennials.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)(RP&CA)
4. Install a site irrigation and/or water management plan and maintain it to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.

- b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)
5. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
6. 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)
7. Provide the following refinements to the landscape plan and supporting drawings:
 - a. Consider providing a parking screen hedge in center island with plantings to match position and spacing of other screen hedge areas adjacent to Eisenhower Avenue.
 - b. Provide *Taxus media x densiformis* at spacing not greater than 30 inches on center. Adjust quantities as appropriate.
 - c. Remove *Viburnum rhytidophyllum* from plan. Location blocks access to transformer.
 - d. Remove label from shrub planting detail indicating, "see plant schedule for spacing". Label is not coordinated with drawings.
 - e. Provide suitable alternative for *Acuba japonica*. Plant is not horticulturally acclimatized for location indicated on drawings.
 - f. Move parking lot light in center island to easternmost island. Provide shade tree in westernmost island. Coordinate this with the Fire Department to ensure this change does not impact visibility.
 - g. In rear parking area, move double headed parking lot light approximately 45 feet westward to eliminate conflict with shade tree. (RP&CA)
8. Amend Crown Coverage Calculations to reflect actual quantities. If the crown coverage continues to be less than required, then the following applies:
 - a. Consistent with City of Alexandria Landscape Guidelines, provide remedy for crown coverage differential at a rate of 1,250 square feet per large shade tree (20 trees).
 - b. At a cost of \$300 per tree, provide a total of \$6,000 to the City's Living Landscape Fund dedicated to provision of remedy tree canopy for this project.
 - c. Funds shall be provided prior to release of Final Site Plan. * (RP&CA)

C. BUILDING:

9. Continue to work with staff during final site plan review to address design details and provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Prepare detailed sketches at a larger scale of the exterior masonry units with regards to coursing pattern and treatment of the mortar joints and color options.
 - b. Consider the size and placement of windows on the east elevation, and increase the total number of windows, where possible. (P&Z)

10. 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)

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

12. The applicant shall work with the City for recycling and/or reuse of the leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
13. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)

D. SIGNAGE:

14. 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)
15. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
16. A freestanding identification sign shall be prohibited. (P&Z)
17. 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)

E. PARKING:

18. Provide two (2) bicycle parking spaces per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

F. SITE PLAN:

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

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

21. 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. (RP&CA)(P&Z)(T&ES)

22. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria's 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)

23. The applicant has indicated that the existing black metal security fencing surrounding the impound lot will be retained and reused at the site. If any changes or adjustments to the fencing are requested, they shall be provided during the Final Site Plan process and reviewed to the satisfaction of the Directors of P&Z, T&ES and Code Administration.
24. Chain link fencing material shown at the northeast and northwest corners of the property shall be specified as black PVC-coated with black posts with no associated fabric.

G. CONSTRUCTION:

25. 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)
26. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;
 - d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
27. 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)

28. 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)
29. No major construction staging shall be allowed within the public right-of-way on Eisenhower Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
30. 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)
31. 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)
32. 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, the 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)
33. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
34. 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)
35. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)

36. 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)
37. 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)
38. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

H. *STORMWATER:*

39. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI, Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. (T&ES)

I. *SOLID WASTE:*

40. In order for the City to provide solid waste service, the fire station must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The applicant must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. (T&ES)
41. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of one (1) receptacle-Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

J. *STREETS / TRAFFIC:*

42. 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)

43. 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)
44. 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)
45. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, who shall be registered in the Commonwealth of Virginia. (T&ES)
46. Show turning movements of standard vehicles in the parking lots. Show turning movements of the largest fire truck projected to use the station. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
47. Design and construct a fully operational traffic signal at the Fire Station designed to alternate right-of-way between Eisenhower Avenue and the primary emergency vehicle driveway. The minor driveways for the impound lot, the firing range and fire station parking lots shall be stop sign controlled. (T&ES)
48. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet in width shall have wheel stops. (T&ES)(RP&CA)

K. SOILS:

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

L. WATERSHED, WETLANDS, & RPAs:

50. The storm water collection system is located within the Backlick Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
51. 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)

52. Wherever a RPA is shown on the final site plan, 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)
53. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:
 - a. Restoring streams subject to historic erosion damage.
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contribution to T&ES/OEQ funds to stream restoration / water quality projects.
 - d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
 - i. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
 - ii. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the “Riparian Buffers Modification & Mitigation Guidance Manual” (Table A or Table B(1a)) by the Chesapeake Bay Local Assistance Department. (T&ES)
54. Water quality impacts shall be mitigated by stream restoration / stabilization equal to the linear distance to that of the linear encroachment into the RPAs on-site. (T&ES)

M. BMP FACILITIES:

55. The City of Alexandria’s storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site’s proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
56. Provide BMP narrative and complete pre- and post-development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
57. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his/her designated representative. Prior to project completion, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

58. The BMPs and Stormwater Detention facilities shall be added to the General Services list of BMPs to be determined prior to release of the Final Site Plan. * (T&ES)
59. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual – all of which shall be submitted to the Office of Environmental Quality prior to release of the Final Site Plan. * ***(T&ES)
60. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to project completion. ****(T&ES)
61. Prior to project completion, 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)

N. CONTAMINATED LAND:

62. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
63. 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)
64. 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 two (2) feet and backfilled with "clean" soil.
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
- e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
- f. Applicant shall submit three (3) hard copies and two (2) electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

O. NOISE:

65. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
66. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

P. AUTOMOTIVE:

67. Any vehicle washing activity must drain to the sanitary sewer system with prior approval from ASA, or be covered by a VPDES permit for discharge into the storm sewer. (T&ES)
68. Provide a plan that shows the method of connection for the discharge of vehicle wash to an approved sanitary sewer system and proper disposal of rainwater to the storm sewer system. In case the applicant chooses to install commercial car washing equipment, such equipment shall be equipped with a water recycling system approved by the building official. (T&ES)
69. All waste products including but not limited to organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground. (T&ES)
70. Comply with the City of Alexandria Best Management practices manual for automotive related industries. A copy can be obtained by contacting the Division of Environmental Quality at 703-746-4065. (T&ES)

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 to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- S - 1 Work with City staff to determine ways to incorporate public art elements within the site. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, grates, landscaping or other design elements, if designed by an artist as a unique and prominent feature of the project. A broad range of art types should be considered. The public art proposal shall be reviewed by the Public Art Committee prior to release of the final site plan and the applicant shall consider the Committee’s comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy for each phase, or prior to the first certificate of the final phase for elements shared between the buildings, to the satisfaction of the Directors of P&Z and/or RP&CA. City staff and the Public Art Committee are available as a resource throughout the process. * ***(P&Z)(RP&CA)

Transportation and Environmental Services

- F - 1. City Staff will communicate with Fairfax County to discharge additional municipal wastewater flow into the County’s sanitary system on the basis of the sanitary sewer analysis presented in the Development Site Plan. (T&ES- Engineering)
- F - 2. WQIA plantings are based on 31 “units” not 16. The point of the landscaping is to create a forested environment in the RPA. The mitigation manual has determined that for each 400 square feet, the plantings of one canopy tree, two understory trees and three shrubs are adequate to provide the proper level of forested protection. Revise planting schedule as stated.
- F - 3. State in the WQIA where these planting will be located.
- F - 4. Sheet C0.3: Environmental Notes states that there are no highly erodible/permeable soils or buffer areas associated with shores, streams... Correct as appropriate.
- F - 5. Sheet C0.1, C2.0: Remove all references to porous paving providing “mitigation” for development within the RPA. This is not correct. Mitigation is for disturbance/encroachment in the RPA, which is not the same thing as using porous paving to achieve no increase in impervious surface within the RPA. Mitigation planting

is determined by the requirements outlined in Table A, page 94 of the Chesapeake Bay Buffer Mitigation Manual.

- F - 6. Sheet C4.0: Worksheet C, which staff assumes is the block under Worksheet B needs to have ALL the components of worksheet C. The purpose of this worksheet is to check to be sure that the phosphorous removal is met. The applicant needs to compute the phosphorous removal of each BMP and create a tally to see if the P removal is met. The block provided does not accomplish this.
- F - 7. Sheet 4.0: The drainage areas flowing to the BMPs add up to the total parcel area (3.32 acres). However, the Project Description block states that there are 0.03 acres not being treated. The treated and untreated areas should add up to 3.32 acres.
- F - 8. Sheet 4.0: Water Quality Treatment Narrative: Treated impervious area is 2.97 based upon the Project Description Block and Worksheet C.
- F - 9. Sheet 4.0: Should the pervious pavement be converted to impervious asphalt the computations provided should change. Applicant is cautioned to carefully evaluate phosphorous removal compliance with these increases in impervious areas.
- 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 per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 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. (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. Dimensions of parking spaces, aisle widths, etc. shall be provided on the plan. (T&ES)
- F - 22. 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 - 23. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 24. 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 - 25. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall - even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 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 - 6 (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 - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts,

Foundation Drains, and Sump Pumps, dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable, after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

- C - 8 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](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)

- C - 9 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 - 10 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 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

- C - 11 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 - 12 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

- C - 13 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

- C - 14 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 - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

- C - 16 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 17 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 the 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 - 18 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 - 19 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travel ways unless otherwise permitted by the City Code. (T&ES)
- C - 20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 22 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 - 23 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 - 24 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

- C - 25 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, US Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

VAWC Comments:

- F - 1. Developer shall submit a Needed Fire Flow (NFF) calculation to Code Administration on Final Review. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.
- F - 2. Please indicate whether to reuse or abandon the existing water service line and meter.
- F - 3. Provide a profile for the new hydrant on Eisenhower Ave.
- F - 4. The proposed 6" fire service line will be private, and shall be an independent tap on the street main. The wet-tap on street main shall be a 12"x6" tapping sleeve and a 6" tapping valve. Also, provide a profile for this 6" water line.
- F - 5. An independent 8" water line shall be dedicated to the private hydrant inside the property. This water line will be private. The wet-tap on street main shall be a 12"x8" tapping sleeve and an 8" tapping valve. The hydrant lateral shall be 6", via an 8"x6" reducer & a 6" gate valve (locate reducer & valve adjacent to the hydrant). Also, provide a profile for this 8" water line.
- F - 6. VAW does not install a 3" or 10" pipe. The standard size shall be copper (3/4", 1", 1.5", and 2") or DICL (ductile iron cement lining, 4", 6", 8", 12", 16" etc.).
- F - 7. Please indicate the domestic daily average and peak flow, in order to size a meter. A 2" meter or smaller shall be installed in an outside meter box. A 4" meter or larger shall be installed inside (sketch provided to applicant). VAW does not offer a 3" meter. We may offer two 2" meters (battery install, reference photo provided to applicant) in a 36" concrete meter box.
- F - 8. Do not locate an outside meter box on a drive way or a sidewalk. Try to locate it in a grass area (SOD).

Fire Department:

- C - 1 Where applicable, provide vehicle turning radius information based on the following specifications:
- a. Based on the information provided here, applicant shall show all turning radius for Truck 208, Truck 204 and Tower 203. Tower 203:

- b. Turning Radius –
 - i. Wall to wall turning radius – 54.98 feet
 - ii. Curb to curb turning radius – 51.33 feet
 - iii. Inside turning radius – 37.73 feet
 - iv. Bumper extension 18 inches
 - v. Wheelbase 269 inches
- c. Overall Length – 47' – 4 ½"
- d. Overall Width – 98"
- e. Wheel Bases from front axle to both rear axles – 240"
- f. Tandem axle spacing – 56" CL of axle to CL of axle
- g. Gross Weight – As built with no equipment or water gross weight = 66,000#
- h. Angle of Approach – 13 Degrees
- i. Angle of Departure – 11 degrees
- j. Ramp Break Over – Break over angle is 9°

Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 98" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 5") from front steer axle to drive axle.
Trailer - 308" (25' 5") from drive axle to rear steer axle.
GVW: 64,500#
Angle of Approach¹: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure²: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover³: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius⁴: Within 45' wall to wall.
2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 496" (41' 4")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 60,500#
Angle of Approach¹: 11 degrees
Angle of Departure²: 10 degrees
Ramp Breakover³: 6 degrees
Turning radius⁴: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 206
Overall Length - 390" (32' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach¹: 11 degrees
Ramp Breakover³: 8 degrees
Turning Radius⁴: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- F - 2. New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2. The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use; and, g) fire protection system requirements.
- C - 3. A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4. The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5. Where required per the current edition of the Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6. All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7. Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9. A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Landscape Recommendations

- 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.

Miscellaneous

- R - 1. It is recommended that the buildings have an address number which is contrasting in color to the background, at least three (3) inches high, reflective, and visible from the street placed on the front and back of the facility. It is strongly suggested that no brass or gold colored numbers be used. This aids in a timely response from emergency personnel should they be needed.
- R - 2. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.

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 project completion.

REVISED
7/18/12

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP #2011-0033

PROJECT NAME: Station 210 and Impound Lot

PROPERTY LOCATION: 5225, 5249, 5261 Eisenhower Avenue

TAX MAP REFERENCE: 068.03-01-08 ZONE: OCM-100

APPLICANT Name: Department of General Services

Address: 110 North Royal Street, Suite 300 Alexandria, Virginia 22314

PROPERTY OWNER Name: City of Alexandria

Address: 301 King Street, Alexandria, Virginia 22314

SUMMARY OF PROPOSAL: Construct Fire Station and modify existing impound lot and

Police firing range.

MODIFICATIONS REQUESTED: Landscape modification to waive requirements for: street trees,

tree canopy crown cover, parking lot landscape islands (at impound lot), and landscape strip.

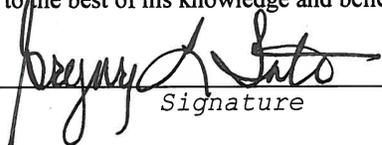
SUP's REQUESTED: Amendment to DSUP#2006-0025 to allow interim use of the site for impound lot storage operations with subsequent use for storage of City owned vehicles and buses

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions 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 knowledge and belief.

Gregory Tate
Print Name of Applicant or Agent


Signature

110 N. Royal St., Suite 300
Mailing/Street Address

703-746-3222
Telephone #

703-519-3332
Fax #

Alexandria, Virginia 22314
City and State Zip Code

January 30, 2012
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid & Date: \$ _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

\\Sitschfilew001\deptfiles\PNZ\pc\PC-APPL\FORMS\APP-SP2.WPD

2
41

Development Special Use Permit with Site Plan (DSUP) #2011-0033

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 the (*check one*):

Owner Contract Purchaser

Lessee Other: _____

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.

CITY OF ALEXANDRIA

301 KING STREET, ALEXANDRIA, VIRGINIA 22314

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?

N/A

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.

742.

Development Special Use Permit with Site Plan (DSUP) #2011-0033

NARRATIVE DESCRIPTION

2. 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 4-7.
(Attach additional sheets if necessary)

The Fire Station will include six (6) bays (four for operations and two for training), offices, residential amenities (e.g., day room, kitchen, dining area, sleeping areas, bathroom facilities and laundry room), classrooms and exercise room. Associated with the Station will be separate parking for approximately 85 parking spaces. A diesel generator will provide 100 percent backup power with a fuel supply for a minimum 48 hours continuous operation. The new Fire Station will be adjacent to the existing City of Alexandria Police Firing Range located at 5261 Eisenhower Ave. (on the west side) which will remain in operation during the entire Project. The project site is bounded on the east and north sides by Covanta Drive which will continue to be used daily by trucks delivering solid waste to the Covanta Waste-to-Energy Plant. Also, the existing Impound Lot Administrative Building located at 5249 Eisenhower Ave. will remain in operation during the Project. The work at 5255 Eisenhower Avenue will require site grading, storm and sanitary sewer service, natural gas service, electric service, water service and data/telephone service. Contaminated soils are present and will require remediation. The new Fire Station may be heated and cooled using a geothermal water source heat pump system with an on-site vertical well field under the parking lot. The Fire Station will achieve a minimum LEED Silver rating with the USGBC and shall include Enhanced Commissioning.

Development Special Use Permit with Site Plan (DSUP) #2011-0033

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

The classroom and training facilities may accommodate up to 50 and will also be available for use by firing range personnel. The meeting room which will be available for community use in the evenings may accommodate up to 30 persons.

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

The fire station will operate with three (3) 24-Hour shifts of between 7 to 12 personnel per shift. Other personnel include one (1) staff person for the Self Contained Breathing Apparatus facility, one (1) for the audio visual facility and up to four (4) staff persons for the Profession Development Center. These administration functions will operate Monday through Friday between the hours of 7:00 AM to 6:00 PM.

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

Day	Hours	Use
<u>Monday – Sunday</u>	<u>24</u>	<u>Fire Station</u>
<u>Monday - Friday</u>	<u>8:00 AM to 6:45 PM</u>	<u>Impound Lot (existing operation)</u>
<u>Monday – Saturday</u>	<u>7:00 AM to 9:00 PM</u>	<u>Firing Range (existing operation)</u>

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

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

Noise emanating from sirens and typical noises generated by vehicles and trucks.

- B. How will the noise from patrons be controlled?

No noises are anticipated by patrons

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

None anticipated other than normal exhaust fumes from fire equipment and vehicles.

Development Special Use Permit with Site Plan (DSUP) #2011-0033

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

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

Typical office and packaging waste from the firing range; office and household type waste from the fire station; and office waste from the impound lot.

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

Trash volume anticipated to be moderate.

C. How often will trash be collected?

Weekly or as needed if volume is greater than anticipated.

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

To be monitored by personnel.

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

Yes. No.

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

Limited to any leaking vehicle fluids at the impound lot.

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

Yes. No.

Development Special Use Permit with Site Plan (DSUP) #2011-0033

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

None anticipated with regard to impound lot vehicle storage.

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

Impound lot is to be secured by a minimum six foot tall security fence with site

lighting. Fire station is manned 24 hours per day seven days per week, Firing range is

to be secured and monitored by video recording.

ALCOHOL SALES

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

Yes. No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

60 spaces

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

55 Standard spaces

0 Compact spaces

5 Handicapped accessible spaces.

646

Development Special Use Permit with Site Plan (DSUP) #2011-0033

_____ Other.

- C. Where is required parking located? (*check one*) N/A [] 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? N/A

- B. How many loading spaces are available for the use? N/A

- C. Where are off-street loading facilities located? N/A

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

Tow truck operations to occur 24-hours per day, seven days a week and fire
station Self Contained Breathing Apparatus (SCBA) fill station to operate
during normal business hours Monday through Friday.

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

Development Special Use Permit with Site Plan (DSUP) #2011-0033

No fixed frequency but tow truck operations to occur 24-hours per day, seven days a week and Fire Station Self Contained Breathing Apparatus (SCBA) fill station to fluctuate with demand during business hours Monday through Friday.

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?

Vehicular access provided from Eisenhower Avenue is adequate to serve existing and proposed uses with no needed road improvements.