Docket Item #10 A-C
100 South Pickett Street - The Delaney
Master Plan Amendment #2012-0002
Rezoning #2012-0001
Development Special Use Permit #2011-0007

Application	*General Data*	
Project Name: The Delaney	PC Hearing:	June 5, 2012
	CC Hearing:	June 16, 2012
	If approved, DSUP Expiration:	June 16, 2015 (three years)
Location: 100 South Pickett Street	Zone:	Existing: CG/Commercial General Proposed: CRMU-M with proffer
	Proposed Use:	Mixed Use (residential and retail)
Applicant: CIA - Pickett Street, LLC., represented by Duncan Blair of Land, Clark, and Blair	Small Area Plan:	Landmark/Van Dorn
	Historic District:	Not Applicable
	Green Building:	Compliance with the City's Green Building Policy - Equivalent of LEED Certification for residential portion and LEED Silver for retail portion

Purpose of Application

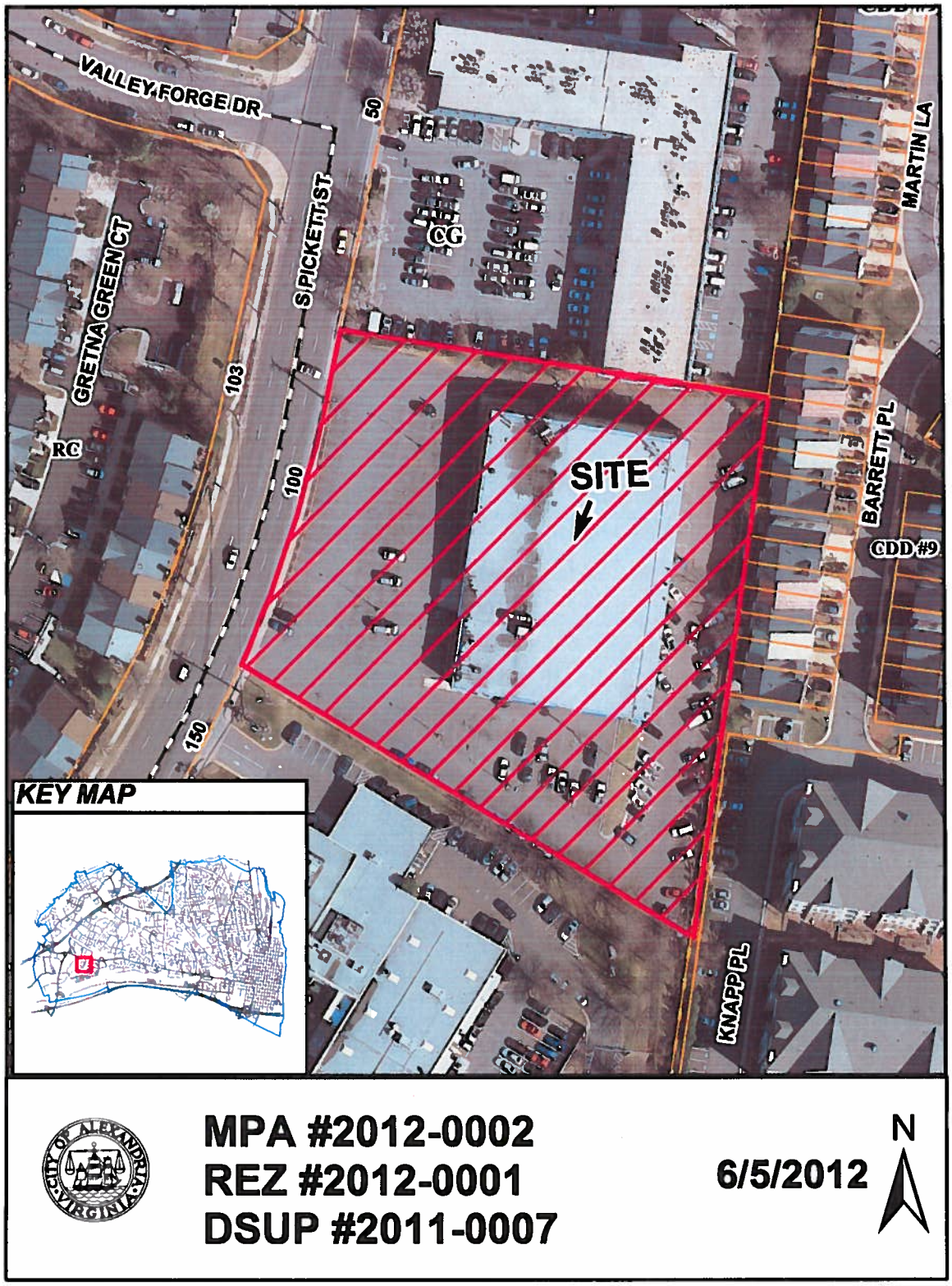
A consideration for requests to implement the following:

1. Master Plan Amendment to change the land use designation as shown on the small area plan maps from CG/ Commercial General to CRMU-M/Commercial Residential Mixed Use-Medium Density;
2. Master Plan Amendment to amend the building height map in the Master Plan from 50 feet to 77 feet for this property only, consistent with the CRMU-M zone provisions;
3. Rezoning from CG/Commercial General to CRMU-M/Commercial Residential Mixed Use-Medium Density with proffer for the provision of on-site affordable housing units and adherence to the submitted plan;
4. Development Special Use Permit with Site Plan to construct approximately 189 residential units and approximately 8,994 sq. ft. of retail; and
5. Special Use Permit for an increase in Floor Area Ratio (FAR) from 0.75 to 2.0 for a mixed-use development in the CRMU-M zone.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewer(s):

Patricia Escher, AICP; patricia.escher@alexandriava.gov,
Colleen Willger, AICP, LEED AP BD+C; colleen.willger@alexandriava.gov
Faroll Hamer, Director of Planning and Zoning
Tom Canfield, City Architect; Gwen Wright, Chief, Development Division; Dr. Satya Singh, Transportation and Environmental Services; Matt Melkerson, Transportation and Environmental Services; Megan Cummings, Transportation and Environmental Services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I. SUMMARY

The subject parcel is located within the larger planning area of the Landmark/Van Dorn Small Area Plan, adopted in 1992. While the property is located on South Pickett Street, it is situated outside the boundaries of the more limited Landmark/Van Dorn Corridor Plan that was adopted in 2009. In this report, staff refers to both of these documents, along with the criteria set forth by City Council for rezoning requests.

A. Recommendation

Staff recommends **approval** of the submitted applications. The submitted proposal would amend the Landmark/Van Dorn Small Area Plan and rezone the property from Commercial General (CG) to the Commercial Residential Mixed-Use - Medium (CRMU-M) Zone District with a proffer to provide on-site affordable housing units and to comply with the submitted plan. In addition, the height map in the Landmark/Van Dorn Small Area Plan would be amended to change the maximum height for this property from 50 feet to 77 feet. Staff also recommends approval of the applications that allow the construction of approximately 189 residential units, 8,994 sq. ft. of retail, 44,024 sq. ft. of open space, and associated parking at 100 South Pickett Street, subject to compliance with staff recommendations. The proposal provides a number of benefits to the community, including the following:

- Demolishing an existing, outdated, bowling alley with a large surface parking lot and replacing it with a mixed-use residential/retail use that is consistent with the goals of the Master Plan;
- Providing 23 units of on-site affordable housing;
- Enhancing the streetscape and pedestrian environment along South Pickett Street by providing a twelve foot wide sidewalk, on street parking, street trees and landscaping;
- Providing 44,024 sq. ft. of open space with significantly more pervious surface than currently exists;
- Enhancing the transportation system by participating in a Transportation Demand Management Program;
- Providing an attractive architectural design; and
- Constructing an environmentally sustainable building and site.

B. Summary of Issues

The applicant and developer, CIA-Pickett Street LLC., has submitted a request to rezone and redevelop a single parcel containing the existing bowling alley near the intersection of Duke Street and South Pickett Street. The applicant seeks to demolish the aging bowling alley and construct a 77-foot tall mixed-use building consisting of approximately 189 dwelling units and 8,994 sq. ft. of retail.

The site is currently zoned Commercial General which has a 50-foot height maximum and a 1.0 floor area ratio. The applicant is requesting a master plan amendment to increase the building

height to 77 feet and a rezoning to Commercial Residential Mixed-Use - Medium (CRMU-M). The rezoning request includes a provision within the CRMU-M zone district that allows for an additional increase of the FAR to a maximum of 2.0 for mixed-use projects with review and approval of a special use permit. Additionally, the rezoning request includes voluntary proffers to provide approximately 23 on-site affordable housing units, as well as limit the development to this specific application. Further analysis regarding the rezoning request will be discussed later in the report.

Parking is proposed to be along an internal "street" on the southern portion of the site as well as within the building envelope with an at-grade parking lot which will primarily service the commercial/visitor component of development. Additionally, two levels of residential parking are located below grade. A large open space is provided along the eastern boundary, providing a buffer between the new building and the existing Cameron Station townhomes and multi-family buildings.

To construct the project, the applicant has requested the following:

- Master Plan Map Amendment for increase in height and changing the land use designation in the plan;
- Proffered rezoning of the property; and
- Development Special Use Permit with Site Plan within the CRMU-M zone district for a mixed use development with maximum of a 2.0 FAR.

Key issues that were considered with this proposal, which are discussed in more detail later in the report include the following:

- Master Plan Amendment and Rezoning;
- A voluntary zoning proffer that would provide 23 affordable housing units and compliance with the submitted plan set;
- Increase in the Floor Area Ratio pursuant to a special use permit for a mixed use development;
- Analysis of transportation demand management program;
- Building design;
- Environmental benefits;
- Pedestrian and streetscape improvements; and
- Design and function of the proposed open space.

II. BACKGROUND

The site is located on one lot of record in the Landmark/Van Dorn area of the city. The approximately 2.4 acre property is currently occupied by an old bowling alley that is surrounded by a large, surface parking lot. The site is bounded by South Pickett Street and the Wapleton Condominiums to the west; the Pickett Center - a small retail shopping center to the north;

Cameron Station residential development to the east; and the Passport Nissan car dealership to the south. Land uses surrounding the site i .clude residential, commercial, and retail. The site is also located approximately 600 feet from the Duke Street transit corridor.

The existing bowling alley has been at this location for many decades serving the surrounding community. Throughout the life of the building, built in 1961, there have not been any exterior building renovations and the building is in disrepair. Currently, the building is surrounded by a large, surface parking lot. The sidewalk along the entire street frontage is narrow, approximately four feet wide, and directly abuts the curb along South Pickett Street. There are few trees or other vegetation on the site. The overall site layout is a suburban-style character which is typical of the surrounding area.

III. PROJECT DESCRIPTION

The proposal consists of constructing an approximately 229,217 sq. ft. building that will be 77 feet tall, contain approximately 189 dwelling units and 8,994 sq. ft. of retail space. The rental units are a mixture of one bedroom and two bedroom units. The proposal would include such residential amenities as rooftop terrace spaces, an internal courtyard, and a fitness area. The ground-floor retail area presently does not have a specified tenant; however, the applicant has indicated that the space will be designed to potentially accommodate a family-style restaurant.

The proposed building design is contemporary and utilizes brick, hardie-cement fiber panels and clapboards, glass, and metal for a variety of colors and textures. Along Pickett Street, the building has a curvilinear element at the northwest corner and an arcade at the base that peels away from the building and follows the curvature of the street. Multiple bays project from the facade and extend above the roof line, providing an articulated face and rooftop. The building's base materials extend at key locations above the second floor and onto the third and fourth floors, creating a layered look. Additionally, large, glass windows are provided, enhancing the contemporary architectural style.

Parking is provided within the building envelope, as well as on a small internal "street" on the southern portion of the site. The retail and visitor parking is at-grade within the building, while the majority of the residential parking is underground. Vehicular access to the site is provided on either side towards the rear of the building. The building is positioned near the front of the property to create a strong streetwall along South Pickett Street with the ground floor retail activating the street. The right-of-way along South Pickett Street will be extended to the east, which will allow for seven on-street parking spaces, an enhanced streetscape, and eight-foot wide sidewalk. The building setback and the on street parking allow for a buffered space in front of the building as well, creating an opportunity for outdoor dining.

A large, heavily landscaped, open space is also proposed on the eastern portion of the site next to the existing Cameron Station townhomes and apartment buildings. This open space will provide

pedestrian access to the existing neighborhood via a new pathway. The path will connect from Knapp Place in Cameron Station through the proposed development and then on to South Pickett Street, where pedestrians can then walk to shops and/or the Trade Center. This new pedestrian path will also enable Cameron Station residents to have convenient access to the proposed new bus stop on Pickett Street or they can continue walking to the Duke Street transit corridor.

The open space also contains a series of landscaped terraces that screen the parking garage and break up the height and mass of the building. The topography of the site slopes downward approximately 33 feet from the street level. The underground parking is partially exposed, given this change in grade. In addition to the building design addressing the exposed structured parking by architecturally treating the façade, the landscaped terraces provide a soft, visual relief with their dense plantings and masonry walls. The terraces also provide an interesting accessible environment, giving pedestrians an elevated garden experience as they circulate through the open space.

IV. MASTER PLAN AND ZONING

A. Master Plan

Prior to the City's 1992 update to the Master Plan, the site's land use was designated as I-1/Industrial. The types of land uses found in the I-1 zone included warehouse, storage, and retail uses and relatively high-density commercial office uses. As part of the 1992 updates to the City's governing documents, the subject parcel's land use was reclassified. The resulting land use designation in the Landmark/Van Dorn Small Area Plan for the site is CG/Commercial General. Additionally, the plan designates Pickett Street as a primary collector, however, unlike recent plans, a clear vision is not laid out as to how the entirety of Pickett Street will look or function.

While this property is outside the more condensed Landmark-Van Dorn Corridor Plan that was completed in 2009, the property is very near other parcels on Pickett Street that were addressed in this plan. The corridor plan begins to lay out a vision for the transformation of Pickett Street from an area of semi-industrial and big box uses to a more urban community with multiple uses including mid-rise residential. The current proposal does contain some elements recommended within the corridor plan as they relate to site design, building heights, scale, massing, as well as the retention and provision of on-site affordable housing units.

B. Zoning

Similarly, the City's Zoning Ordinance was also updated in 1992. These updates impacted the site by rezoning the land from an I-1/Industrial Zone classification to the CG/Commercial General Zone in an effort to acknowledge the existing commercial uses along Pickett Street. Additionally, the rezoning reduced the amount of density permitted on the property. For instance, the I-1 zone permitted a 2.5 FAR and building heights of 77 feet. Alternatively, the new zone classification of Commercial General reduced the FAR to 1.0 and the building height maximum to 50 feet.

The purpose of the CG zone district is to, "provide for retail and service uses, including automobile oriented businesses, in community serving shopping centers along major roads. Although office uses are permitted, the zone is not intended as an area for office centers" (Section 4-400). The CG zoning classification is used throughout the city, mostly along arterial corridors. For more detailed zoning information see Table #1 below.

Table 1. Zoning Tabulations

Property Address:	100 South Pickett Street		
Total Site Area:	2.4 acres or 101,351 sq. ft.		
Zone:	CG (existing) CRMU-M (proposed)		
Current Use:	Commercial		
Proposed Use:	Mixed-Use (residential and retail)		
	Permitted/Required – CG Zone	Proposed Zone Requirements – CRMU-M Zone	Provided with Site Plan Proposal
FAR:	0.5	If at least 50 percent of the floor space is residential and if commercial use within development does not exceed 0.75 FAR, then, with a special use permit, the maximum permitted floor area ratio may be increased to an amount not to exceed 2.0.	1.92 with SUP
Height:	50	That height indicated in the Small Area Plan (50)	77 with Small Area Plan Map Amendment
Yard Setbacks:	*Front:* 20 feet *Rear:* Minimum 8 feet with 1:1 ratio *Side:* Minimum 16 feet with 1:2 ratio	*Front:* 20 feet *Rear:* Minimum 8 feet with 1:1 ratio *Side:* Minimum 8 feet with 1:3 ratio	*Front:* 26 feet *Rear:* 57 feet *Side:* 31 feet
Open Space:	40%	40%	43%
Parking:	Residential: 276	Residential: 276	Residential: 276

	Retail: 50 Visitor: 37	Retail: 50 Visitor: 37	Retail: 50 Visitor: 7
Loading spaces:	2	2	2

V. STAFF ANALYSIS

A. Master Plan Amendment and Rezoning Request

The proposal includes a request for amendments to the Landmark/Van Dorn Small Area Plan to (1) change the land use designation of the property from Commercial General (CG) to Commercial Residential Mixed-Use – Medium (CRMU-M), (2) to change the allowable building height from 50 feet to 77 feet for the subject property only, and (3) to amend the Small Area Plan maps to show these changes. Concurrent with the Master Plan amendment request is the actual rezoning of the property from CG to CRMU-M with a voluntary proffer. The voluntary proffer is for 23 on-site affordable housing units and ties the development of the parcel to this specific development proposal. The applicant will have to proceed with this exact proposal as presented or the applicant would have to go through another public process to amend the zone district, similar to the Safeway proposal on King Street or the Nordic Press site on Slaters Lane.

Staff supports the request to rezone the property for various reasons but specifically the following: (1) the proposal is consistent with the Master Plan; (2) the proximity to transit; and (3) the proposal contains the right mixture of uses, density, and height for this part of Pickett Street.

First and foremost the amendment and rezoning are consistent with the goals of the City's Master Plan and adhere to the rezoning criteria set forth by City Council. These criteria were established by City Council to provide guidance for rezoning applications for locations that are not designated to undergo a Small Area Plan update in the near future and are of a lesser scale in that the proposal on its own would not warrant a new plan or study. A more thorough analysis is provided below and each criterion is met, however the intent of both guiding documents is met as well in so far as the proposal does not adversely impact the surrounding neighborhood and provides a context-sensitive solution for an outdated use.

Secondly, the CRMU-M zone provisions are intended to promote a mixture of uses to conserve land resources, encourage the reduction of automobile usage, and promote the development of mixed-use projects by allowing greater density than would otherwise be permitted. The Master Plan map amendment and rezoning together will permit the redevelopment of an underutilized parcel into a mixed-use building along a primary collector street and within close proximity to a designated transit corridor. The location of mixed-use development near transit is a good planning practice as it reduces the use of automobiles, encourages round-the-clock activity, and meets the intent of the zone provisions.

Thirdly, staff supports the request in terms of the type of land uses being combined, the amount of density, and the height of the building, as the location is suitable for this type of proposal. The proposed residential units will be located within a predominantly residential neighborhood, while the retail will serve the community; both uses supporting each other. The amount of density is appropriate for the area given the proximity to existing transit services and the planned transit corridor. The amount of density and building height are compatible with the neighborhood and addressed through the site planning and building design. By siting the building and stepping the building back away from existing townhomes the development is respectful of the surrounding context.

Additional analysis is discussed in further detail below:

Consistency with Master Plan
The Landmark/Van Dorn Small Area Plan was adopted in 1992 and has seven goals for the area, five of which are achieved in conjunction with this development proposal:

1. Goal #1: Protect existing residential uses by rezoning those with commercial zoning to residential zoning.
2. Goal #2: Ensure the provision of substantial open space, particularly along the City's stream system to expand the stream valley park system.
3. Goal #3: Discourage major office development in general commercial, retail-oriented areas by rezoning these areas to appropriate zones.
4. Goal #4: Consolidate commercial activity on those sites with the best access to major transportation facilities.
5. Goal #7: Initiate study of the Van Dorn corridor to find ways to alleviate traffic congestion.

Goal 1: Protect existing residential uses by rezoning those with commercial zoning to residential zoning.

This application is in strict adherence to this goal by proposing to rezone the property from a commercial zone to a mixed-use residential zone. The introduction of residential and small neighborhood serving retail uses is compatible to the area where there already exist two large residential developments to the west and east (Cameron Station & Wapleton Condominiums). The mixture of uses and unit types will provide for an integrated development that protects the existing residential uses through sensitive site planning, building design, scale and massing. The site layout and building design provide a strong streetwall along South Pickett Street by placing the building close to the street and having the building step down in height as it approaches Cameron Station. Additionally there is a large open space in the rear of the property that functions as a green buffer.

Goal 2: Ensure the provision of substantial open space, particularly along the City's stream system to expand the stream valley park system.
The proposal includes approximately 43% of the site area (44,024 sq. ft. or 1.01 acres) as open

space. The majority of the open space is located on the east side of the site, next to existing rear yards of several Cameron Station town homes and apartments. The open space will provide a pedestrian amenity and link the new development with the existing neighborhood. The area will be heavily landscaped and includes a series of terraces that provide seasonal interest throughout the year.

Goal 3: Discourage major office development in general commercial, retail-oriented areas by rezoning these areas to appropriate zones.

The proposed rezoning will be for a residential and retail development. The rezoning is proffering the development plan, including the land uses, and any changes to allow an office use would require a public hearing process. Staff believes the proffer gives the City and community assurances that the only land uses permitted are residential and retail. The applicant is voluntarily limiting themselves to this development proposal should the rezoning request be approved. Any deviation from the development proposal would require a re-review by Planning Commission and a re-approval by the City Council.

Goal 4: Consolidate commercial activity on those sites with the best access to major transportation facilities

The proposal is primarily comprised of residential development with a small, neighborhood-serving retail space. Although the site is well-placed near transit, the Landmark/Van Dorn Small Area Plan delineates commercial activity in other locations. However, as indicated by previous planning studies, retail is more successful when located adjacent to other retail uses. In this instance, the proposed retail space will be directly adjacent to the existing Pickett Center and near the Trade Center. As noted previously, the site is approximately 600 feet from the Duke Street transit corridor, thereby being accessible to a variety of patrons.

Goal 7: Initiate study of the Van Dorn corridor to find ways to alleviate traffic congestion.

The Landmark/Van Dorn Corridor Plan, completed in June 2009, set forth various goals to change the "automobile oriented" nature of the west end of the city into a more pedestrian and transit oriented place. Some of these goals are:

- Provide more pedestrian interparcel connections, wider sidewalks, and more open space;
- Promote better transit usage;
- Require neighborhood serving retail in both office and residential projects;
- Focus redevelopment at higher densities with best transit services; and
- Remove pedestrian impediments "to the extent possible", by placing parking underground and line at-grade parking structures with active uses.

The proposal includes some of these measures such as:

- Redeveloping a site at a higher density near the Duke Street transit corridor;
- Constructing a new bus shelter;
- Relocating an existing bus stop across Pickett Street to a location with better sight distance;
- Participating in a transportation demand management plan;
- Providing bicycle parking and storage; and
- Providing enhanced pedestrian access through the site, within close proximity to the Duke Street transit.

Rezoning Criteria

The City Council adopted a policy to help guide staff and applicants when considering a rezoning request. These criteria are used when considering if an application can proceed without a master plan study for the area.

The five criteria include the following:

1. *Consistency with Small Area Plan*
   The application is consistent with the intent and goals of the Landmark/Van Dorn Small Area Plan as it is providing a substantial amount of open space and encouraging compatible mixture of uses that protect the existing residential neighborhoods; the proposed development will participate in a transportation demand management plan to assist with alleviating traffic congestion.

2. *Consistency with Type of Area*
   The Landmark/Van Dorn area is typified by large, commercial buildings on major corridors and surrounded by stable residential neighborhoods. This project is replacing a neglected commercial use with a new mixed use, multi-family residential building. This proposal is similar in mass and scale to the existing multi-family residential units in Cameron Station and the Wapleton Condominiums. Overall the residential and retail uses proposed are appropriate given the proximity to similar uses that will support one another.

   The proposed building height is also consistent with the area and utilizes the site topography and building stepbacks to integrate into the surrounding area. The proposed building is setback approximately 75 feet from the Cameron Station property line, with the

tallest portion of the building stepping back away from the neighboring units approximately 123 feet from the property line. Likewise, the existing townhouses across from the building on Pickett Street are approximately 128 feet away from the building face and located on a hillside with elevations as high as 48 feet higher than the average finished grade of the proposed building site. Additionally, the Wapleton Condominiums are within the RC zone and are permitted to be as tall as 150 feet in building height with some of the towers ranging from 9 to 16 stories.

Figure 1. Topography of Surrounding Context and Site

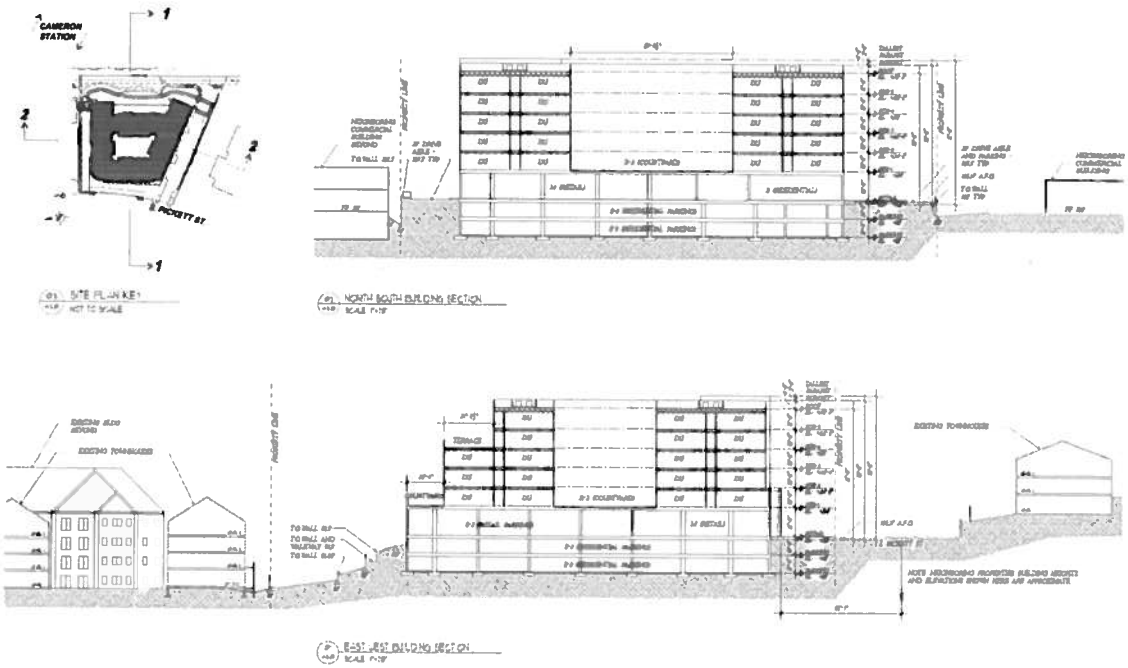


Figure 2. Cross Sections of Site and Building

3. *Isolated Parcel*

The parcel is an isolated redevelopment opportunity with sole ownership of CIA-Pickett Street LLC., and surrounded by established commercial and residential uses. The City has reviewed some limited development proposals within the Landmark/Van Dorn Corridor plan area, such as the Landmark Gateway project. However, other parcels along South Pickett Street are outside the Corridor Plan and are long established commercial lots, such as the Trade Center and the two auto dealerships and are not envisioned to redevelop any time in the near future. Furthermore, any other potential remaining parcels along Pickett Street are fairly small and have limited redevelopment potential. Finally, the Corridor Plan recommends the establishment of a more urban street grid and envisions the creation of a future parallel road running north-south between South Pickett Street and Cameron Station that would eventually connect the Trade Center and auto dealership sites with sites within the Corridor Plan Area. Yet this future road would be limited in nature due to the narrowing property widths as they approach Duke Street. So this potential parallel road would have to return to South Pickett Street, creating a new intersection just before the subject property. Thus, there is no new public street or infrastructure contemplated for this parcel and it does not need to be planned with this type of coordination in mind. (Shown in Figure 3 below)

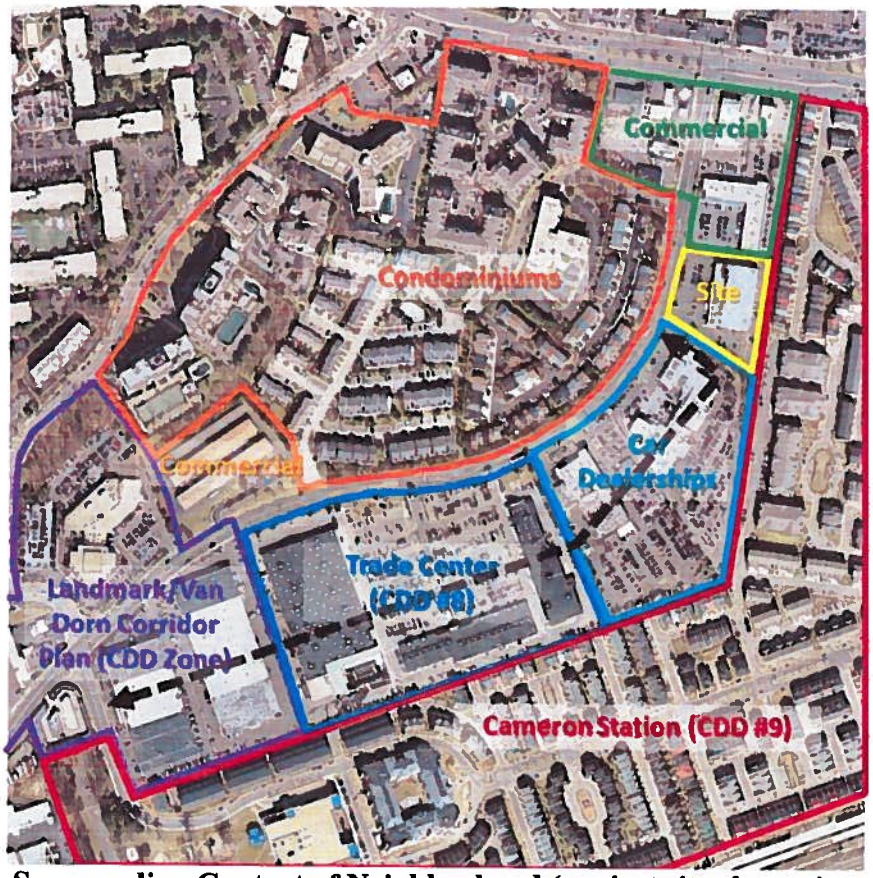


Figure 3. Surrounding Context of Neighborhood (project site shown in yellow)

4. *Status of Planning for Area*
The Landmark/Van Dorn Small Area Plan remains the governing document for the area with no future planning studies in this area slated to begin within the next several fiscal years. The most recent planning study was done with the Landmark/ Van Dorn Corridor Plan in 2009. This plan has provided additional guidance for land within the Van Dorn Street Corridor and the Landmark Mall; however the only planning study that has been contemplated in the general vicinity is a study for the Duke Street Corridor. Nevertheless, there is no anticipated date for the initiation of such a study.

5. *Application's Consistency with City Goals*
In addition to being consistent with the vision in the Landmark Van Dorn Small Area Plan, this proposal meets other City goals such as the Affordable Housing Policy, the Green Building Policy, and Economic Sustainability.

Special Use Permit for Increase in FAR

Similar to the goals of the Master Plan and rezoning criteria, the Zoning Ordinance provides guidance on requests for increases in FAR in the CRMU-M zone. The proposal includes a request for approval of a special use permit to increase the Floor Area Ratio (FAR) from 0.75 to 2.0 for a mixed-use proposal. Based on the compatibility of the design and uses of the proposal with the existing neighborhood context, staff supports the request for additional FAR.

Section 5-209 of the Zoning Ordinance stipulates several criteria for the approval of such a special use permit. The criteria include:

- Compatibility of the uses and how they are functionally integrated;
- The design of the project and compatibility with the neighborhood;
- The inclusion of site amenities and encouragement of pedestrian use;
- The distribution of floor area ratio so that the mass and scale of the building does not overwhelm and is compatible with the neighborhood; and
- The mix of uses is not predominantly commercial.

The residential and retail uses in the building are integrated with each other, as the retail is intended to be small, neighborhood-serving retail that will be frequented by the residents of the building and those nearby. The building design utilizes materials and massing to appear as a residential building with ground floor retail, typical of a traditional, mixed-use building. Amenities such as the new bus shelter, open space, enhanced streetscape, retail, a potential pedestrian connection to Cameron Station, and outdoor dining will encourage pedestrian use. The floor area of the building is strategically distributed to respect the residential development directly east of the site. The larger components of the building are massed along South Pickett Street to create a streetwall and presence on the roadway which is important to define the space, engage pedestrians, and give a terminus to the much steeper, climbing topography of the hillside to the west. The building's north and south wings step down as they approach the Cameron Station units. This stepping down is a particularly important feature, as the site's topography also slopes downward in a similar direction with the parcel's highest point near Pickett Street and the lowest point near the townhomes. The building step backs and design, together with the topography, facilitate the transition to the adjacent townhomes.

B. Affordable Housing

Affordable housing is an important City goal and this project proposes to provide 23 on-site affordable units for 30 years. These units will be affordable to households at or below 60% of the area median income.

In this case, the applicant has requested additional density and height and is proffering to provide a significant amount of affordable housing. Section 7-700 of the Zoning Ordinance is not being utilized as it would not provide the density increase that the applicant is seeking and would not provide the same quantity of affordable units.

Under current voluntary guidelines for a project of this size, the applicant would be requested to provide a monetary contribution to the Housing Trust Fund of approximately $600,000 which equates to about five on-site units. In the proffer, the City is getting on-site units instead of a cash contribution and there will be 18 more units than the normal monetary contribution would be worth. Staff estimates that the value of the applicant's proposed Affordable Housing Plan exceeds the voluntary monetary contribution by approximately $2.6 million. Staff believes this additional value provides a significant community benefit in exchange for the additional density required by the applicant.

Another issue that staff weighed is the tradeoff between hard units on the ground and monetary contributions that allow the City to run other affordable housing programs, including affordable rental housing preservation. This site is located within the Landmark/Van Dorn Small Area Plan and within close proximity to the Landmark/Van Dorn Corridor Plan adopted in 2009 by City Council. The Landmark Gateway project was the first redevelopment project approved within this corridor, and it has committed to a $1,233,267 contribution to the City's Housing Trust Fund. Staff feels that this project helps to strike a balance between units and monetary cash contributions within this planning area. Furthermore, the affordable units provided in this project will be located in close proximity to one of the City's high capacity transit corridors which will offer significant transportation options that could further reduce the cost to residents of the affordable units.

For these reasons and the estimated value of the proposed set aside units, the Office of Housing supports the Applicant's Affordable Housing Plan. The plan was also supported by the City's Affordable Housing Advisory Group.

C. Parking

Parking

The applicant is providing 276 residential parking spaces and 50 retail parking spaces in conformance with the City's Zoning Ordinance requirements. The applicant is also providing 5% residential visitor parking in addition to the Zoning Ordinance requirements. While the 5% visitor parking is less than the 15% visitor parking requirement typically required for residential uses, there are several reasons staff is supporting a visitor parking ratio of less than 15% for this development.

Staff has included a condition requiring retail parking to be made available for residential visitors when the retail stores are not in operation, which will potentially allow residential visitors to utilize unused retail parking spaces during the evening hours when visitor parking demand is greatest (the availability of the retail parking for residential visitors will be dependent on the closing hour of the retail establishments).

Staff has also included a condition requiring any unassigned residential parking to be made available for residential visitor parking. Staff anticipates that the actual parking demand for the

residential parking will be lower than the zoning ordinance requirements based on several factors. The applicant is proposing streetscape improvements along the site frontage on Pickett Street, as well as installation of a bus shelter on Pickett Street. These improvements will encourage additional pedestrian activity and enhance the desirability of public transportation. The applicant is also voluntarily participating in a Transportation Demand Management Program, which will focus on reducing single occupancy vehicle trips to and from the development, thereby reducing the overall parking demand at the site.

At-Grade Parking Structure

Staff supports the one level of at-grade parking that is internal to the building, with the two remaining levels of parking placed below grade. The majority of parking is contained within the building's footprint with the additional of 7 on street parking and 17 spaces along the internal "street". We support the proposed parking design for the following reasons;

- By providing two levels of underground parking, the proposal is placing the majority of the parking spaces underground as recommended;
- As previously discussed, the building is designed so to "wrap" the structured parking with active uses along the Pickett Street frontage;
- The proposal has an internal "street" along the southern facade that includes parallel parking adjacent to two points of ingress/egress into some residential amenity space which should facilitate additional activity along this façade;
- The vehicular entrances are placed towards the rear of the building and the architectural treatment of both side facades will "screen" the internal parking structure; and
- Given the site's fairly steep sloping topography, staff believes that this design provides a feasible solution to the substantive grade change with only one level of the parking structure visible from the rear yard of the building.

D. Traffic Study

The applicant has submitted a detailed transportation study that examines the impacts of the proposed development. The development is projected to generate 81 AM peak hour trips and 125 PM peak hour trips at build out. The applicant is proposing several measures to reduce single occupancy vehicle trips, including voluntary participation in a Transportation Demand Management Plan (TDMP). The applicant is also providing a pedestrian connection on the east side of the site to potentially connect with Cameron Station, which would allow residents within Cameron Station easy and convenient access to the retail and transit.

While the requested rezoning allows for additional density, the proposed residential use has less traffic impacts than other allowed uses, such as a large format retailer. For instance, if this site were developed under the existing zoning, assuming 50,000 gross square feet of retail, and using the ITE Trip Generation Manual for a "Specialty Retail Center", the Delaney site would be expected to generate 342 AM peak hour trips and 251 PM peak hour trips. By rezoning the property for a residential use, even at a greater density, the traffic impacts are less than the existing zoning at a lower density.

There are two driveway entrances proposed to serve the site. The southern entrance serves as the primary site access, with approximately 75% of traffic expected to use this entrance. The lesser used northern entrance provides access to the loading dock and secondary access to the parking structure.

Based on analysis of the trips generated by the site, the signalized intersections surrounding the site will continue to operate at acceptable levels of service during the AM and PM peak hours after development is complete. The two unsignalized driveway entrances serving the site will also operate at acceptable levels of service. The mixed use nature of the development combined with participation in a transportation demand management plan and the potential pedestrian connection to Cameron Station will all help minimize the traffic impacts of this development on the surrounding roadways.

E. Transportation Demand Management Plan

The applicant has agreed to participate in a Transportation Demand Management Plan (TDMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). The SOV trip reduction goal for the site is 40 percent. To support such a goal, the applicants have agreed to initial yearly rates of $80.00 per residential unit and $0.25 per square foot of retail space.

The TDMP will require a coordinator to implement and oversee the TDMP program for both the residential and the retail. Specific elements of plan implementation include a "welcome packet" SmarTrip card with $50 preloaded, a closed circuit television with real-time transit information in the lobby, and discounted bus and rail fare media available to tenants and employees for purchase on-site and distribution. The applicant has been encouraged to coordinate with neighboring TDMP and Transportation Management Plans (TMPs) and other organizations to share existing shuttles to the Van Dorn Metro Station. The applicant has agreed to biannual reviews to verify that every effort is made to connect the project to the metro station with an existing shuttle. Specifics of the TDMP for this project are outlined in Attachment 1.

Since December 2010 at the direction of Council, the City has begun the process of updating the TMP program. The proposed program looks to greater cooperation with adjacent TMPs, makes triggers and fees more equitable, and ties funding of the TMP more closely to the achievement of the single occupancy vehicle (SOV) reduction goal for the site. It is a condition of development for this project to join the new TMP program when it is established.

F. Duke Street Transit Corridor

The Duke Street Transit Corridor, also known as Corridor B, has been planned to be a transit way as part of the City's adoption of the Transportation Master Plan. As part of the Planning Commission docket in June 2012, staff is recommending the adoption of both Corridors A (North-South Corridor in *the* eastern portion of the City) and B to allow for dedicated transit lanes.

The improvements to the transit network are phased with the items most easily implemented occurring in earlier phases. The first phase for Duke Street will allocate curb side lanes on the western portion of the corridor, near the proposed Delaney site. Currently there are six lanes of travel way on the section of Duke Street near South Pickett Street. Within these six lanes a dedicated transit way will be provided. The majority of the capital improvements will occur in the portion of the corridor between Jordan Street and the King Street Metro Station. In this section of roadway, the intention is to add one travel lane, primarily within existing right-of-way, to provide a dedicated transit lane for the predominant flow of traffic. For instance, in the morning during peak hours, the traffic flow of this transit lane will be eastbound, while in the evening during peak hours, the traffic flow would change direction and head westbound. Overhead message boards would alert users of the shift in direction, similar to the condition on Connecticut Avenue in the District of Columbia.

Due to availability of funding, the implementation process is anticipated to commence in 2022. However, Duke Street is also identified by the Washington Metropolitan Transit Authority as a Priority Corridor Network which could implement some service before 2022.

G. Building Design

The applicant has worked collaboratively with staff since the beginning of the design progress, to carry out a number of significant design improvements to this project. Beginning with the site design, they have worked to eliminate or greatly reduce vehicular circulation space on site, making way for increased pedestrian and outdoor seating opportunities, and an increased opportunity for a stronger retail presence. Eliminating an additional vehicular entrance that was originally shown in the front façade was a very big step in this direction, as well as redesigning the perimeter circulation to incorporate parallel instead of ninety degree parking, for a more welcoming, street-like feeling.

A portion of front facade has been set back from Pickett Street, to create the potential for restaurant seating in the future. The brick base along this side has been pulled forward from the building face, to follow the curve of Pickett Street, create a layered expression for the building, and make an integral covered area at the main building entrance. The corner of the building facing northwest towards Duke Street has a strong curved element, which will give this building a unique identity when approaching it from either direction.

The building as presently shown uses a combination of materials and stepbacks, both horizontally and vertically, to create a lively and varied presence. The building base is brick of varied heights. The upper portions of the building are clad either in flush cement panels with metal reveal joints, or closely-spaced horizontal accent cladding. Horizontal cement clapboard, with a very narrow exposure, is used to accentuate the horizontality of this portion, which is used for the recessed areas above the brick base, to create a strong, dark accent between the areas of flush panels. All of the windows are high-quality, aluminum-framed units, with a dark finish. The building establishes a sense of quality, with the extensive use of brick, the strong horizontal and vertical articulation, and the use of metal windows throughout.

The same palette of materials and details is carried around all four sides of the building, which means that the back and the recessed courtyard areas do not display simplified, less expensive materials, and that the back does not "look like a back." The same strong articulation and setbacks seen in the front are also carried all around the building, with even deeper setbacks employed where the building faces Cameron Station. This makes the building, sitting on top of its substantial rise, considerably less massive.

H. Environmental Benefits

The proposal will be consistent with the City's Green Building Policy. The applicant intends to utilize an equivalent green building rating system similar to the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) green building rating system for new construction. The Green Building Policy for nonresidential development requires attaining LEED Silver Certification or equivalent and LEED Certification or equivalent for residential development. The applicant is proposing to obtain certification through the National Association of Home Builders and the National Green Building Program.

There have been some instances in the city where mixed-use projects have separated the uses when applying for green building certifications. For example, the residential portion would pursue a certification from Earthcraft, while the retail portion of the same building would pursue certification from USGBC's LEED program. In this instance, the retail portion of the building is too small to be eligible for certification. However, the applicant is proposing a blanket certification for the entire building, and will incorporate sustainable methods in the retail component to ensure a cohesive and comprehensive green building.

The proposal will incorporate multiple sustainable design techniques during the design, construction, and maintenance of the project to ensure environmental responsibility. The existing impervious site will be redeveloped and utilize an existing public transportation network. The heat island index will be reduced by covering the majority of the parking with a high solar reflective roof and providing a tree canopy over the remaining surface parking spaces. The landscape materials chosen will be water efficient. Many of these items will be further developed during the final site plan and building permit review process.

I. Stormwater

The site area of the proposed development is 2.3 acres comprising primarily of a bowling alley and parking lot with approximately 2.24 acres of impervious area (96.3 % imperviousness). The site sheet flows to the east (rear of the site) onto Cameron Station and eventually discharges in to two private storm sewer systems, which outfall in to a regional storm water management pond. A smaller portion of the site sheet flows to the southeast and discharges into storm system laid down into Knapp Place, which is a private street. Per the Preliminary Site Plan, the Cameron Station storm water conveyance system was designed to accept flows from the proposed development and provide an adequate outfall (Reference: Cameron Station Phase II Plans by Dewberry and Davis). The Preliminary Site Plan states that the storm water discharge from the site into Cameron Station system will be contingent upon receiving authorization from and an agreement with the Owners/Home Owners Association of Cameron Station. If the applicant can't receive authorization then alternate storm water discharge points will be identified to the satisfaction of Director of Transportation and Environmental Services (T&ES). The storm water system shall be designed per the requirements of Article XI of Alexandria Zoning Ordinance (AZO) to provide an adequate outfall and Article XIII such that the post-development peak runoff rate form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. The Preliminary Site plan is proposing to install a storm water detention system to control runoff from the site and Best Management Practices (BMPs) to provide quality control. In the event the storm water runoff from the site cannot be discharged into Cameron Station system by gravity and a pumped system is installed to pump the flows into South Pickett Street system, then the storm water flows from the site shall be pumped at a controlled rate not to adversely impact the downstream system.

J. Pedestrian and Streetscape Improvements

The pedestrian environment will be enhanced with the implementation of this proposal. This proposal has adopted several of the Landmark/Van Dorn Corridor Plan's streetscape recommendations such as wide sidewalks, street trees, and providing on-street parking along South Pickett Street. The on-street parking acts as a buffer between pedestrians and the roadway, as well as a traffic calming measure. An unobstructed eight-foot wide sidewalk is provided with street trees within a standard 4 x 10 foot tree wells. The tree wells are connected below grade and will allow for maximum soil volumes to be met, encouraging healthy tree growth.

The building is required by the Zoning Ordinance to be setback at least 50' from the centerline of South Pickett Street. This setback allows for additional pedestrian space along the frontage between the roadway and the building. The "setback" area will contain landscape planters that will provide shade for any potential outdoor dining. The building design provides a pedestrian arcade creating a more interesting experience.

K. Open Space

The proposal includes a large part of the site area, 43% (44,024 sq. ft. or 1.01 acres), as open space. This amount of open space is a major improvement compared to the existing conditions today, where the site is almost entirely an impervious surface parking lot. The open space is situated between the proposed building and existing Cameron Station townhomes, on the east side of the site. The area is designed as passive open space and will have a cross access easement for the Cameron Station residents. A series of terraces screen the parking garage with a masonry retaining wall and plantings. Between these terraces is a ramp that provides accessible pedestrian circulation from the open space to South Pickett Street.

The open space will function in a variety of ways. As a buffer between the two developments, the green area provides a building setback and visual relief. The terraces break up the mass of the building and screen the one level of at-grade parking garage. The location of the open space next to the existing rear yards of the townhomes connects green areas and helps with stormwater treatment. Finally, the open space also serves as a potential interparcel pedestrian connection.

L. Community Outreach

The proposal was presented to the Council of Co-Owners at Wapleton Condominium, Pickett Street Owners, Brigadoon Townhomes, Cameron Station Civic Association, Cameron Station Homeowners Association, and the Federation of Civic Associations. Two open houses were also given for adjacent neighbors and various associations. The proposal was positively received and the community generally supports the project. Concerns have been expressed by some Cameron Station residents about the pedestrian connection to Cameron Station. Many of these concerns focus on the potential for non-Cameron Station residents to have access to Cameron Station. However, staff supports the pedestrian connection as a way to avoid having isolated developments. The connection provides opportunities for cross-utilization of the retail in both developments and could also allow for future sharing of transportation resources (such as shuttles), although that is not currently supported by Cameron Station.

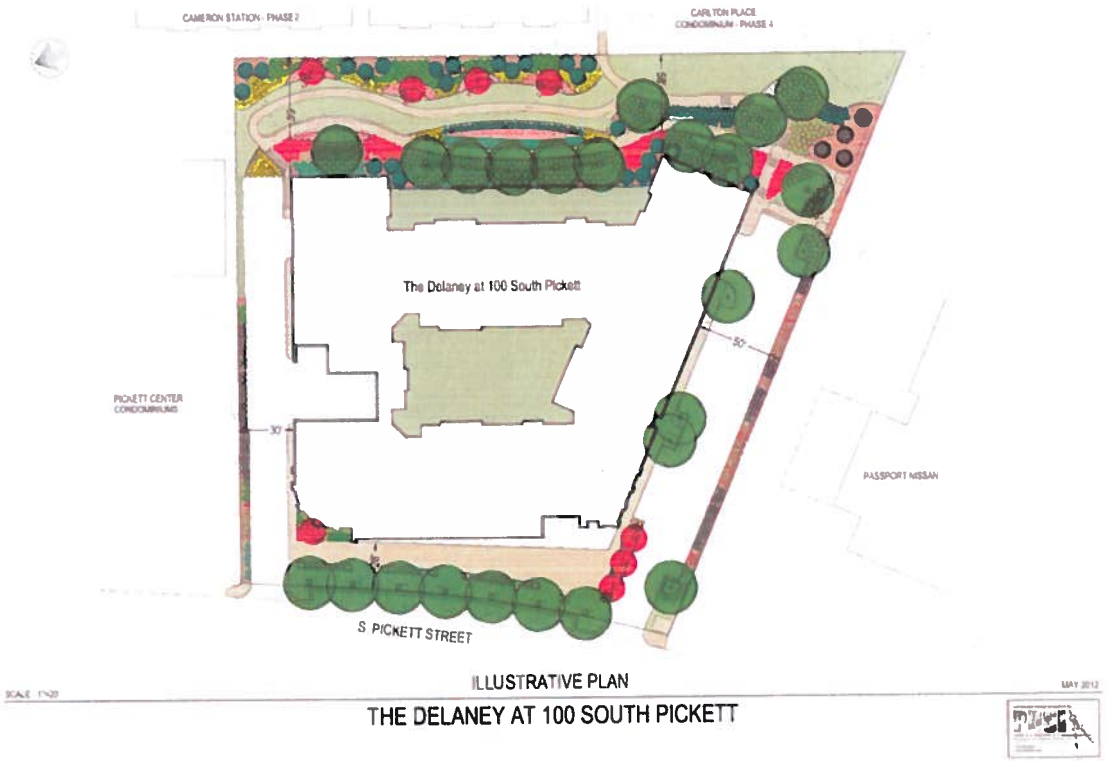
VI. CONCLUSION

Staff recommends approval subject to compliance with all applicable codes, ordinances, and the following staff recommendations.

VII. GRAPHICS

View of building looking northeast

View of building looking southwest



Site plan and landscape plan

VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan and building elevations shall be in substantial conformance with the preliminary plans dated March 15, 2012, resubmitted to the City on April 17, 2012 and shall 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 and T&ES:
   a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
   b. Install ADA accessible pedestrian crossings serving the site.
   c. 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.
   d. Sidewalks shall be flush across all driveway crossings.*** (P&Z)(T&ES)

3. A cross access easement shall be provided between Cameron Station and CIA-Pickett Street, LLC along the pedestrian path between the two developments. The path shall not be gated or fenced. Path shall be a minimum of six feet wide. Explore providing stairs wider than six feet. (P&Z)

4. Provide public access easement on South Pickett Street sidewalk from back of curb to front of landscape planters. (P&Z)(T&ES)

B. OPEN SPACE/LANDSCAPING:

5. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
   a. Ensure positive drainage in all planted areas.
   b. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
   c. Provide detail sections showing above and below grade conditions for plantings above a structure.
   d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.

e. All sidewalks and driveways constructed above tree wells shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details that verify this requirement.

f. Provide an exhibit that verifies the planting in tree wells/trenches, and all planting which meets the requirements of the City's Landscape Guidelines for growing medium soil volume and depth. (P&Z)

6. 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)

7. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of 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)

8. Develop a palette of site furnishings in consultation with staff.
   a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
   b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features. (P&Z)(T&ES)

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

C. BUILDING:

10. Provide the following building refinements to the satisfaction of the Director of P&Z:

a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. There shall be a minimum setback of glass from the face of sash of 3/8". If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied exterior muntins shall also:
   i. Have a minimum depth/projection of 3/8" and a maximum width of 1".
   ii. Have a detailed profile that will create a strong shadow pattern;
   iii. Have an integral spacer bar between the panes of glass that matches the muntins in width;
   iv. Corresponding interior muntins are encouraged, but not required;
b. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8". (P&Z)
c. Building materials shall consist of brick, metal, glass, hardie fiber cement panel, and hardie fiber cement clapboard as shown on the preliminary plans. (P&Z)

11. 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)

12. Per the City's Green Building Policy adopted April 18, 2009, incorporate green building elements for the retail component and achieve the equivalent to LEED Certified for the residential component 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 green building rating system prior to issuance of a certificate of occupancy. ***

c. Provide evidence of submission of materials for Construction Phase credits to USGBC or equivalent green building rating system within six months of obtaining a final certificate of occupancy.
d. Provide documentation of LEED Certification from USGBC or equivalent green building rating system within two years of obtaining a final certificate of occupancy.
e. Failure to achieve LEED Certification or equivalent for the residential 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)(T&ES)

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

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

15. 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)

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

D. RETAIL USES:

17. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
a. One leasing office for the building is allowed;
b. Retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
c. Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
d. Day care centers are subject to the applicable conditions below;
e. Restaurants are subject to the applicable conditions below; and

f. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)

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

19. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
    a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
    b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.
    c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)

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

E. SIGNAGE:

21. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
    a. The business and 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)

22. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

23. A freestanding subdivision or identification sign shall be prohibited. (P&Z)

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

F. PARKING:

25. Locate a minimum of 283 parking spaces on-site for residents and residential visitors. Residential parking spaces shall be separated from retail spaces. Unassigned residential parking spaces in the garage shall be made generally available to residential visitors. (P&Z)(T&ES)

26. Provide 30 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

27. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
    a. Provide controlled access into the residential portion of the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents and residential visitors.
    b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.

c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons. Residential visitor parking shall be permitted in retail parking spaces during the hours when the retail store(s) are not in operation.* (P&Z)(T&ES)

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

G. TRANSPORTATION DEMAND MANAGEMENT PLAN:

29. A Transportation Demand Management Program (TDMP) is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the plan are included in the TDMP Attachment 1 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

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

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

32. The applicant shall participate in the revised Transportation Management Plan Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revised TMP program will go before the City Council for approval. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)

33. The applicant shall integrate into the District Transportation Management Plan Program when it is organized. All TMP and TDMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No

increase in TDM contributions will be required as a result of participation in the District TMP. (T&ES)

34. Two years after occupancy, the owner shall reevaluate the potential for a shared shuttle system with Cameron Station and/or participation with other surrounding TMPs. Should agreements for joint participation in an existing TMP fail to be made, the owner shall reevaluate again in another two years. The two year reevaluation period shall continue until either a shared shuttle system with Cameron Station is operating or participation in a neighboring TMP occurs.

35. A TDM Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at that time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TDMP and the parking management program for the project. ** (T&ES)

36. An annual TDM fund shall be created based on the goal of 40% of residents/employees not using single occupant vehicles, based on the projects' size and the benefits to be offered to participating residents and employees. The annual fund rate to be charges for this development shall be $80.00 per residential unit and $0.25 per square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TDM fund shall be used exclusively for the approved transportation activities detailed in the attachment.

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

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

39. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TDM mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these

administrative fees is for the base year in which the TDM is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

H. BUS STOPS AND BUS SHELTERS:

40. Relocate the existing bus stop located at South Pickett Street and Valley Forge Drive, on the west side of South Pickett Street to the satisfaction of the Director of Transportation and Environmental Services. The relocated stop should be shown on the final site plan. The bus stop shall be ADA compliant, including but not limited to installing an unobstructed 7'X8' passenger loading pad.* (T&ES)

41. Provide and install a bus stop bench and an illuminated covered passenger waiting area for the bus stop at 100 South Pickett St. The bench and waiting area shall be incorporated into the building's design (if feasible). The bench and covered waiting area shall meet City standards and meet rules and shall be ADA compliant. All bus shelters shall include a bench, illumination (solar or electric), and the ability to accommodate future real time bus information LED screens and connections to the satisfaction of the Director of T&ES. Provide details on the bus shelter / covered passenger waiting area in the final site plan. The final bus shelter, bus canopy, bus stop bench design and passenger waiting area shall meet City standards and the approval of the Director of T&ES. (T&ES)

42. Make bus stop at 100 South Pickett Street ADA compliant. ADA compliance includes:
    a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)

I. SITE PLAN:

43. 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)

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

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

46. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z 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. ()(P&Z)(T&ES)

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

j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
k. The lighting for the underground/structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
l. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling or shielded for any areas that can be seen from the public ROW.
m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)()(Police)

48. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

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

J. CONSTRUCTION:

50. 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)

51. 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)

52. 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)

53. 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)

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

55. 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)

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

57. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and

hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

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

59. 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)

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

61. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

62. 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)

63. 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)

64. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting ~~for~~ a certificate of occupancy permit. The as-built

development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)

K. STORMWATER:

65. The applicant shall submit an agreement with the owners/home owners association of Cameron Station Development prior to release of the final site plan. If the applicant fails to submit this agreement then an alternate storm water conveyance from the site shall be developed by the applicant to the satisfaction of Director of Transportation and Environmental Services (T&ES). The plan shall demonstrate the availability of an adequate storm sewer outfall per the requirements of Article XI of the Alexandria Zoning Ordinance. The agreement shall be recorded with the Land Records Division of the City of Alexandria prior to release of the final site plan. *(T&ES)

L. WASTEWATER / SANITARY SEWERS:

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

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

68. Construct private and/or public improvements recommended by the Director of Transportation & Environmental Services to support this development based on the City's investigation of sanitary sewer capacity serving the proposed development. (T&ES)

M. SOLID WASTE:

69. Provide $1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles 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 to serve the open space and bus stop. 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)

N. STREETS / TRAFFIC:

70. 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)

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

72. 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)

73. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

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

75. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

76. Furnish and install one 4" conduit with pull wires, and junction boxes located at a maximum interval of 300'underneath the sidewalk on South Pickett Street along the length of the site frontage. This conduit shall terminate in an underground junction box at the north and south site frontage boundaries. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

77. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)

O. UTILITIES:

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

P. SOILS:

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

Q. WATERSHED, WETLANDS, & RPAs:

80. 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)

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

R. BMP FACILITIES:

82. In addition to the Filterra provided, fifty five percent of the remaining impervious surface shall be served with a BMP that provides at least 40% phosphorous removal.

83. 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)

84. 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)

85. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

86. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

87. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

88. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

89. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:

    a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
    b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance

requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

90. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

91. 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. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

92. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)

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

S. NOISE:

94. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in

those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

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

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

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

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

T. AIR POLLUTION:

99. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

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

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

U. DISCLOSURE REQUIREMENTS:

102. In the event that the units for The Delaney are converted into "For Sale" units the following conditions shall apply.

103. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section

of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.

a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. ***(P&Z)

104. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:

a. That heavy industrial uses, the City Waste-To-Energy Plant, the Police Firing Range, Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project.
b. That Eisenhower Avenue is a major four-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

R -1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

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

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

Transportation and Environmental Services

F - 1. The area of the proposed development in general has sanitary sewer capacity problem. The City is currently investigating the availability of sanitary sewer capacity serving the proposed development. On completion of this investigation, the City will communicate to the submitting engineer/applicant, if and what public and/or private improvements will be required in the sanitary sewer system to support this development. (T&ES- Engineering)

F - 2. The municipal wastewater flows from the proposed development site eventually discharges into the Holmes Run Trunk Sewer owned by Fairfax County increasing the wastewater flow in the County's system. Subsequent to the First Final submission of the Development Site Plan, the Staff will correspond with Fairfax County on behalf of the applicant/submitting engineer to inform them of additional municipal wastewater discharges into their system on the basis of the sanitary sewer adequate outfall analysis presented in the first final submission. (T&ES- Engineering)

F - 3. Show the existing bus stop to be removed located at 120 South Pickett Street and the proposed bus stop at 100 South Pickett Street (as shown in prelim) on the Final Site Plan. (T&ES- Transit)

F - 4. Relocate the existing bus stop located at 120 South Picket Street to the new location at 100 South Pickett Street (as shown in prelim). (T&ES- Transit)

F - 5. 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 - 6. 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 - 7. 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 - 8. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 9. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 10. 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 - 11. 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 - 12. 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 - 13. 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 - 14. 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 - 15. 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 - 16. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F - 17. 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 - 18. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 19. 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 - 20. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

C - 3 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 4 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate form a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an

additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 5 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 9 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate

Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)

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

C - 10 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 11 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 - 12 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 - 13 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

C - 14 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. (T&ES)

C - 15 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 16 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C - 17 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)

C - 18 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

C - 19 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 - 20 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 21 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 - 22 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C - 23 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 - 24 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C - 25 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 26 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 27 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 - 28 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 - 29 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 30 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

DASH Comments:

1. Ensure longest possible line of sight is provided between northbound traffic on S. Pickett Street and occupants of proposed bus stop shelter.

VAWC Comments:

2. 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.
3. Indicate whether to abandon the existing meter & service line on Pickett ST.
4. Do not combine the following three kinds of service lines. They shall be independent taps on the street main.
   a. Domestic service lines (each shall be dedicated to one meter).
   b. Public fire hydrant lateral (6").
   c. Fire service line dedicated to building fire sprinkler system.

5. Indicate the proposed domestic and fire service line size. Please note a fire service line will be private. The minimum size of an independent fire service line is 2". A fire service line does not need a meter and an easement, but it needs a backflow preventer (testable double detector check valve assembly).
6. Provide the proposed domestic water demand (daily average and peak flow, gpm), in order to size a meter. Please note a 2" meter or smaller shall be installed in an outside meter box. A 4"

meter or larger shall be installed inside (sketch provided separately). VAW does not offer a 3" meter. We may offer two 2" meters (battery install) in a 36" concrete meter box.

7. Sheet 6: survey and show the existing water main on Barrett Place and Knapp Place (as-built sketch provided separately).

AlexRenew Comments:

8. AlexRenew has no comments.

Fire Department:

F - 21. The following comments are for preliminary review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.

F - 22. Fire Service line cannot share fire hydrant line at South side of property unless approved by Virginia American Water Company. If not approved, a separate line tap will be required.

C - 31 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the Director of Code Administration.

It appears the large ladder truck cannot travel through the parking garage. This is a problem in that when an EVE exceeds 100 feet, there must be provisions for the vehicle to turn around. Both drive isles exceed 100 feet.

Also, applicant has not supplied Tower 203 turning radius information. Please model attached Tower 203 turning radius information.

Tower 203

- Turning Radius – Wall to wall turning radius – 54.98 feet
  Curb to curb turning radius – 51.33 feet
  Inside turning radius – 37.73 feet
  Bumper extension 18 inches
  Wheelbase 269 inches
- Overall Length – 47' – 4 ½"

- Overall Width – 98"
- Wheel Bases from front axle to both rear axles – 240"
- Tandem axle spacing – 56" CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

C - 32 C-5 The final site plans shall show placement of fire easement signs. See City Code for specifications.

EVE signs shown on page 13 of 13 but applicant needs to make the following changes to the signs:

a) North side access road, first sign on left side going toward garage, change sign to a "C" type.
b) North side access road, first sign on right side going toward garage, change to a "B' type sign.
c) North side access road, move second sign on right side closer to loading dock.
d) North side access road, move third sign on right side closer to garage entrance.

C - 33 C-10 Applicant shall provide data on the incline (slope) of the driveways. This information shall be presented in percentage of slope for each change in elevation. Note: The maximum percentage for Trucks to be able to operate is 8%. 3.5% or less provides 100 % tip capability. 3.5% - 8% provides 50% tip capability.

Code Administration (Building Code):

Concept Review

F - 23. 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 Ken Granata, Acting Plan Review Supervisor at ken.granata@alexandriava.gov or 703-746-4193.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 34 Demolition, building and trades permits are required for this project. Five sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)
Applicant Response (3/15/12): Acknowledged. Demolition plans shall be provided with

Final Plan submission
Code Response: Accepted

C - 35 A separate tap is required for the building fire service connection.
Applicant Response (3/15/12): A separate tap is provided for the fire service and water service. See Sheet 4
Code Response: Accepted

C - 36 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 37 Before a building permit can be issued on any proposed future alterations, a certification is required from the owner or owner's agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos.
Applicant Response (3/15/12): Acknowledged. The note shall be part of the standard notes on the Demolition Plan
Code Response: Accepted

C - 38 The developer shall provide a building fire protection plan indicating all hydrants, fire department connections, property lines, size of underground fire service line.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 39 A soils report must be submitted with the building permit application.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 40 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 41 All exterior walls shall comply with the Fire Resistant Ratings found in Table 602 of the 2009 USBC.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 42 This structure contains mixed use groups [S-2 Storage, R-2 Residential, M- Mercantile] and is subject to the mixed use and occupancy requirements of the USBC.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 43 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 44 The accessible ramp must comply with the requirements of USBC.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 45 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 46 Accessible parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 47 Toilet Rooms for Persons with Disabilities:
(a) Water closet heights must comply with USBC 1109.2.2
(b) Door hardware must comply with USBC 1109.12
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 48 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2).
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 49 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.9).
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 50 Fire suppression systems shall be installed in buildings and structures of Use Group B, when > 30' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.3.1).
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 51 Electrical wiring methods and other electrical requirements must comply with NFPA 70, 2008.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 52 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
Applicant Response (3/15/12): A rodent abatement plan note shall be included on the final site plan.
Code Response: Accepted

C - 53 A demolition permit is required for the proposed project (USBC 108.1).
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 54 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.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 55 A wall location plat prepared by a land surveyor is required to be submitted to this office prior to requesting any framing inspection.
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 56 Where a structure has been demolished or removed, the vacant lot shall be filled and maintained to the existing grade (USBC 3303.4).
Applicant Response (3/15/12): Acknowledged.

Code Response: Accepted

C - 57 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

C - 58 Provisions shall be made to prevent the accumulation of water or damage to any foundation on the premises or adjoining property (USBC 3303.5).
Applicant Response (3/15/12): Acknowledged.
Code Response: Accepted

COMPLETENESS REVIEW 3/23/12

F - 24. **Correct Sheet A4.0 – Code Analysis note in Chapter 9 for Building #2. A standpipe shall be installed in the building per Virginia Construction Code Section 905.**
Applicant Response (5/4/12): Code Analysis note in Chapter 9 for Building #2. A standpipe shall be installed in the building per Virginia Construction Code Section 905.
Code Response (4/12/12): Accepted

F - 25. **Provide clarification on Sheet A1.2 – Parking abbreviations for accessible parking spaces appear to be both mercantile and residential on this floor. If this is correct, provide shortest accessible route to an accessible entrance for the user of the space.**
Applicant Response (5/4/12): Sheet A1.2 shows 2 accessible parking spaces each for Residential and Mercantile use. 1 space each per use is designated for a van. The lower garage levels are not designated to accommodate van access. Based upon parking requirements for clear spaces and the premium for parking in the project, the van spaces are located so as to share the common clear area between them. This method is consistent for non-van accessible spaces on all levels whereby they common clear area between the spaces is shared.
Code Response (4/12/12): Accepted

F - 26. **Sheet A1.0 - Review the exit access to Stair #2 based on the current parking space in this location. Protection should be provided or relocation of exit door should be considered to ensure the exit access is not hindered by vehicle parking in this area.**
Applicant Response (5/4/12): Stair Enclosures have not been fully developed to date, however, Sheet A1.0 thru A1.2 have been updated to include this revision.
Code Response (4/12/12): Accepted

Asterisks denote the following:

* Condition must be fulfilled prior to release of the final site plan

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

Attachment #1 — Transportation Demand Management Plan
The Delaney, SUP 2011-00007

Due to the density of the The Delaney project at 100 S. Pickett Street, the rezoning from CG to CRMU-M and the request for a reduction in parking spaces provided, the City requires this project to participate in the Citywide Transportation Demand Management Program. The TDM Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City as per the City's Transportation Master Plan.

The Transportation Demand Management Program for The Delaney consists of six parts:

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

1. Goal and Evaluation of the TDMP

a. The Delaney site is located less than 1.5 miles northeast of the Van Dorn Metrorail Station. The DASH AT-7 runs along S. Pickett Street in front of the project, and the DASH AT-8 runs alone Duke Street in the vicinity of the project. The Delaney development has a goal of 40% non-SOV trips during peak hour.

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

2. TDMP Organization, Funding and Reporting

a. The developer shall designate a Transportation Demand Management Program Coordinator (the TDMP Coordinator) to manage and implement the program on behalf of the owners of the project. The Transportation Planning Division may assist the TDMP Coordinator.

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

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

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

3. Program Directives

a. The Special Use Permit application has included the following uses:

	Residential	Retail
The Delaney	189 dwelling units	8,994 sf

b. The TDMP shall include the following elements:

i. A TDMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TDMP and the parking management program for the project.

ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.

iii. Information about transit, ridesharing, and other TDM elements including transit schedules, rideshare applications and information, incentive information, parking information, etc. shall be distributed and displayed on a closed circuit television in a prominent location in the lobby. This information shall be kept current and accurate.

iv. Displays of brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.

v. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.

vi. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

vii. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. Parking spaces could be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TDMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TDMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

viii. Provide SmarTrip cards with $50 on each card for each resident upon move in.

ix. Discounted bus and rail fare media (or subsequent electronic media) shall be sold or distributed on-site to employees and residents of the project. The fare media to be sold or distributed will include fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the discount will be 20%.

c. TDMP Fund — The applicant shall create a TDMP fund to achieve the peak hour reduction goal of 40% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be $80 per occupied dwelling unit and $.25 per occupied square foot of retail space. This reduction goal may be revised in the future based on City-wide TDMP policies or legislation. The annual TDMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TDMP fund shall be used exclusively for these approved activities:

i. Providing $50 SmarTrip cards to each resident upon move in, and discounting the cost of bus and transit fare media for on-site employees and tenants.
ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
iii. Marketing activities, including advertising, promotional events, etc.
iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
v. Membership and application fees for carshare vehicles.
vi. Providing shuttle services or partnering with neighboring organizations for shuttle services

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

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

4. Evaluation of the Effectiveness of the TDMP

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

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

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

5. District Transit Management Program

The Delaney project should integrate with a larger district level TDMP program when or if one is organized. All TDMP and TMP holders in the Van Dorn area will be part of this District. No increase in TDMP contributions will be required as a result of participation in the District TDMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TDMP Ordinance

a. The special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.

b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the Transportation Demand Management Plan in this Development Special Use Permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office.

c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.

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

e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TDMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TDMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

ATTACHMENT #2

RESOLUTION NO. **MPA 2012-0002**

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

WHEREAS, an application for amendment to the Landmark/Van Dorn Small Area Plan section of the 1992 Master Plan was filed with the Department of Planning and Zoning on April 17, 2012 for changes in the land use designations to the parcels located at 100 South Pickett Street; and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on June 5, 2012 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is in keeping with the character of the Landmark/Van Dorn Small Area Plan;

2. The proposed amendment is generally consistent with Planning Commission's long-range recommendations for the general development of the Landmark/Van Dorn Small Area Plan.

3. A proffered rezoning has been submitted which will provide 23 affordable units and will require that the property comply with the plan to be approved with DSUP#2011-0007.

4. The proposed amendment will provide for neighborhood-serving commercial uses which are compatible with nearby residential neighborhoods.

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

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

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

   Change the land use designation of the parcel located at 100 South Pickett Street from Commercial General to Commercial Residential Mixed-Use-Medium.

   Change each land use map designating the parcel located at 100 South Pickett Street as Commercial General to Commercial Residential Mixed-Use-Medium.

   Change each zoning map designating the parcel located at 100 South Pickett Street as Commercial General to Commercial Residential Mixed-Use-Medium with a proffer.

   Change each height map designating the parcel located at 100 South Pickett Street as 50 feet to 77 feet.

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

ADOPTED the Fifth Day of June 2012.

_____
John Komoroske, Chairman

ATTEST: _____
Faroll Hamer, Secretary

ATTACHMENT #3 – Proffer Statement and Affordable Housing Plan Memo

PROFFER STATEMENT
PROPOSED DEVELOPMENT CONDITION
RZ 2012-0001

Pursuant to the provision of §11-804 of the Alexandria Zoning Ordinance, 1992, as amended (the **"Ordinance"**), CIA-Pickett Street, LLC, a Virginia limited liability company (**"CIA-P"**), the owner of the property known as 100 South Pickett Street, Alexandria, Virginia, also known as City of Alexandria Tax Parcel Map 58.02 Block 02 Lot 01 (the **"Property"**) and the applicant requesting the rezoning of the Property from the CG/Commercial General zone classification to the Commercial Resident Mixed Use-Medium (CRMU-M) zone classification does hereby proffer in writing the provision of reasonable conditions to be applied to and be part of the rezoning.

CIA-P voluntarily and in writing prior to the scheduled public hearing proffers:

1. The redevelopment of the Property shall include the provision of on-site affordable housing dwelling units in accordance with the DSUP #2011-00007 Affordable Housing Plan dated April 25, 2012, approved by the City of Alexandria's Affordable Housing Advisory Committee on May 2, 2012, and attached to this Proffer Statement.

2. The redevelopment of the Property shall be in substantial conformance with the improvements depicted in DSUP 2011-00007 as approved by the Alexandria City Council, and as shown on the final site plan approved by the City of Alexandria.

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

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

These proffers are the only proffers on this Zoning Map Amendment. In the event the rezoning is not approved and associated approvals MPA 2012-00002 and DSUP 2011-00007, these proffers shall be of no binding effect.

CIA-PICKETT STREET, LLC
a Virginia limited liability company

By: _____
Stephen A. Bannister, its Member Manager
May 23, 2012

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 1, 2012

TO: AFFORDABLE HOUSING ADVISORY COMMITTEE

FROM: MILDRILYN STEPHENS DAVIS, DIRECTOR, OFFICE OF HOUSING

SUBJECT: CONSIDERATION OF AN AFFORDABLE HOUSING PLAN FOR THE DELANY

ISSUE:

Consideration of the Affordable Housing Plan for The Delany (Attached).

RECOMMENDATION:

That the Affordable Housing Advisory Committee approve the Affordable Housing Plan submitted by the Delany Applicant.

BACKGROUND:

The proposed site is located at 100 South Pickett Street directly west of Cameron Station (See Attached Map). The developer proposes to construct a mixed use development containing 189 dwelling units and 8,944 sq. ft. of non-residential space. The site is currently zoned CG which allows a maximum .75 FAR and will require both a rezoning and a Master Plan Map amendment to be built as proposed.

DISCUSSION:

The proposed project requires both additional density and height to be constructed. Section 7-700 of the City's zoning code allows a developer to obtain additional density and/or height in exchange for dedicated affordable housing units within the project. However, this zoning provision allows a density increase of no more than 20% and the additional density required for this project exceeds this limit. Section 7-700 also allows an applicant to receive additional height in exchange for affordable housing when the underlying zoning already allows height limits in addition to 50 feet which is not the case for this particular site. Therefore, the use of Section 7-700 was not an option for this particular development and the applicant will seek both a rezoning to allow additional density and a Master Plan Map amendment to allow additional height.

In exchange for the rezoning and inlieu of a monetary contribution to the City's Housing Trust Fund, the applicant has submitted an affordable housing plan that proposes to proffer twenty-three (23) housing units that would be affordable to households at or below 60% of the area median income. Table 1 estimates the value of the applicant's proposed affordable housing plan, while Table 2 shows the monetary calculation that would result if the applicant simply followed City's voluntary contribution guidelines. Staff estimates that the value of the applicant's proposed Affordable Housing Plan exceeds the voluntary monetary contribution by approximately $2.6 million. Staff believes this additional value provides a significant community benefit in exchange for the additional density required by the applicant.

Table 1: The Delany Affordable Housing Plan Value						Cap Rate	6.00%
Unit Type	Number of Units	Market Rent	Affordable Rent	Monthly Difference	Yearly Difference	Total Loss	Value
1BR	15	$1,800	$1,209	$591	$7,092	$106,380	$1,773,000
2BR	8	$2,350	$1,452	$898	$10,776	$86,208	$1,436,800
Total Value							**$3,209,800**

Table 2: Monetary Contribution based on City's Voluntary Contribution Guidelines			
Development Type	**Sq. Ft**	**$/Sq. Ft.**	**Contribution**
Non-Residential	8,994	$1.50	$13,491
Tier 1 Residential	67,019	$1.50	$100,529
Tier 2 Residential	119,516	$4.00	$478,083
Total:	**195,529**		**$592,083**

Another issue that must be weighed by staff is the tradeoff between hard units on the ground and monetary contributions that allow the City to run other affordable housing programs, including affordable rental housing preservation. This site is located within the Landmark/Van Dorn Small Area Plan and the within close proximity to the Landmark/Van Dorn Corridor Plan recently adopted by City Council. The Landmark Gateway project was the first redevelopment project approved within this corridor, and it has committed to a $1,233,267 contribution to the City's Housing Trust Fund. Staff feels that this project helps to strike a balance between units and monetary cash contributions within this planning area. Furthermore, the affordable units provided in this project will be located in one of the City's high capacity transit corridors which will offer significant transportation options that could further reduce the cost to residents of the affordable units. For these reasons and the estimated value of the proposed set aside units, staff supports the applicant's proposed affordable housing plan.

The recommended conditions of affordable housing plan are as follows:

1 The developer shall provide 23 affordable set-aside rental units, with the mix of units to include an equivalent percentage of each type of unit as in the whole project to the satisfaction of the Director of Housing. The portion of the affordable units applicable to each building shall be provided as each building is occupied.

2. Rents payable for the set-aside units shall not exceed the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income. Rents shall remain at the established affordable rates for a period of 30 years from the date of initial occupancy of each affordable unit. The owner shall re-certify the incomes of such households annually.

3. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions.

4. Applicants receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.

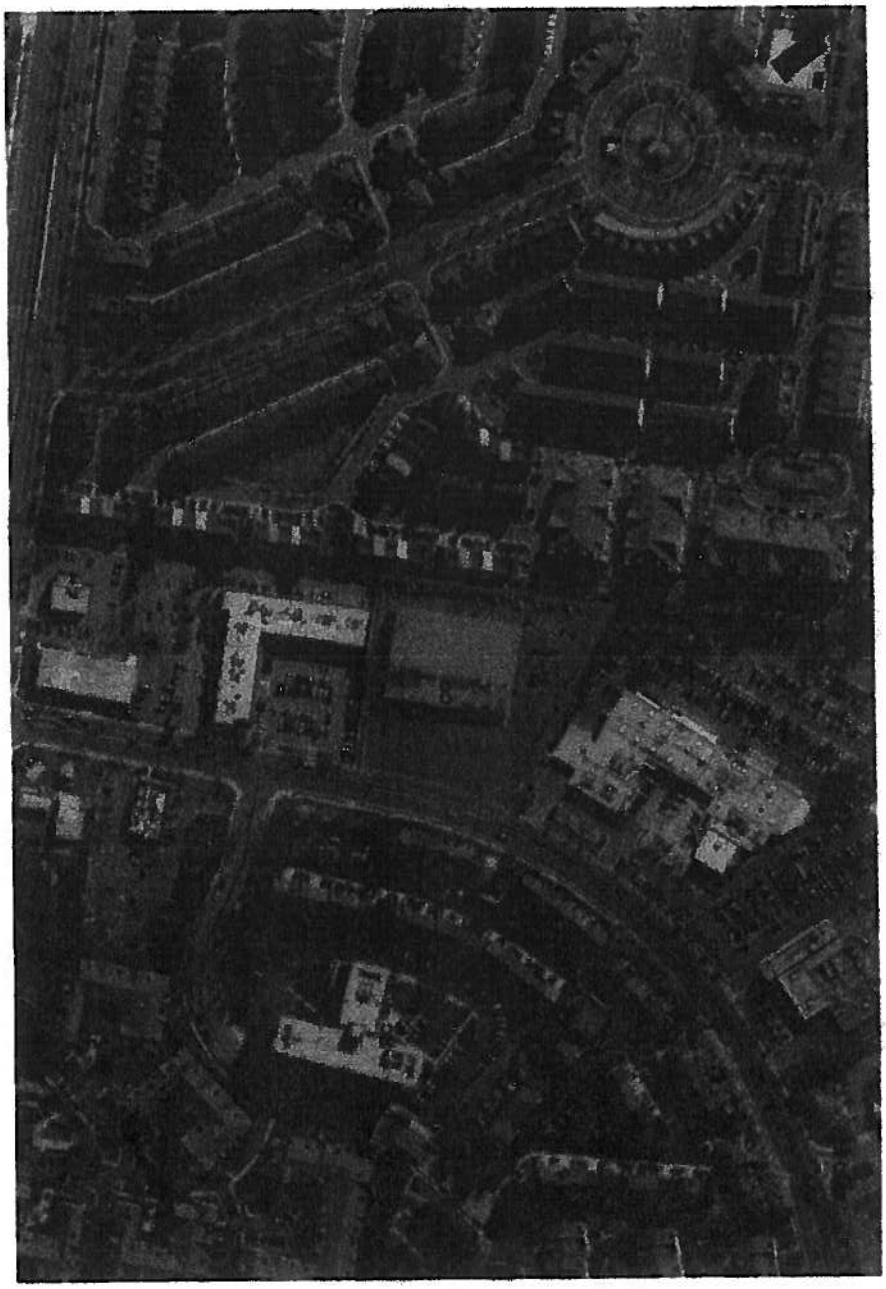
5. The set-aside units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Concentrations of affordable units will be avoided.

6. If the market rents are less than anticipated, the affordable rents as defined above (as adjusted for allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below $150, the affordable rents shall be reduced to maintain a differential of at least $150 at all times.

7. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 30-year affordability period.

8. Occupants of the affordable rental units shall be charged a parking fee equivalent to no more than any commonly applied management fee for one parking space per unit. Normal charges shall apply with regard to any additional parking spaces rented by such occupant.

9. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager.



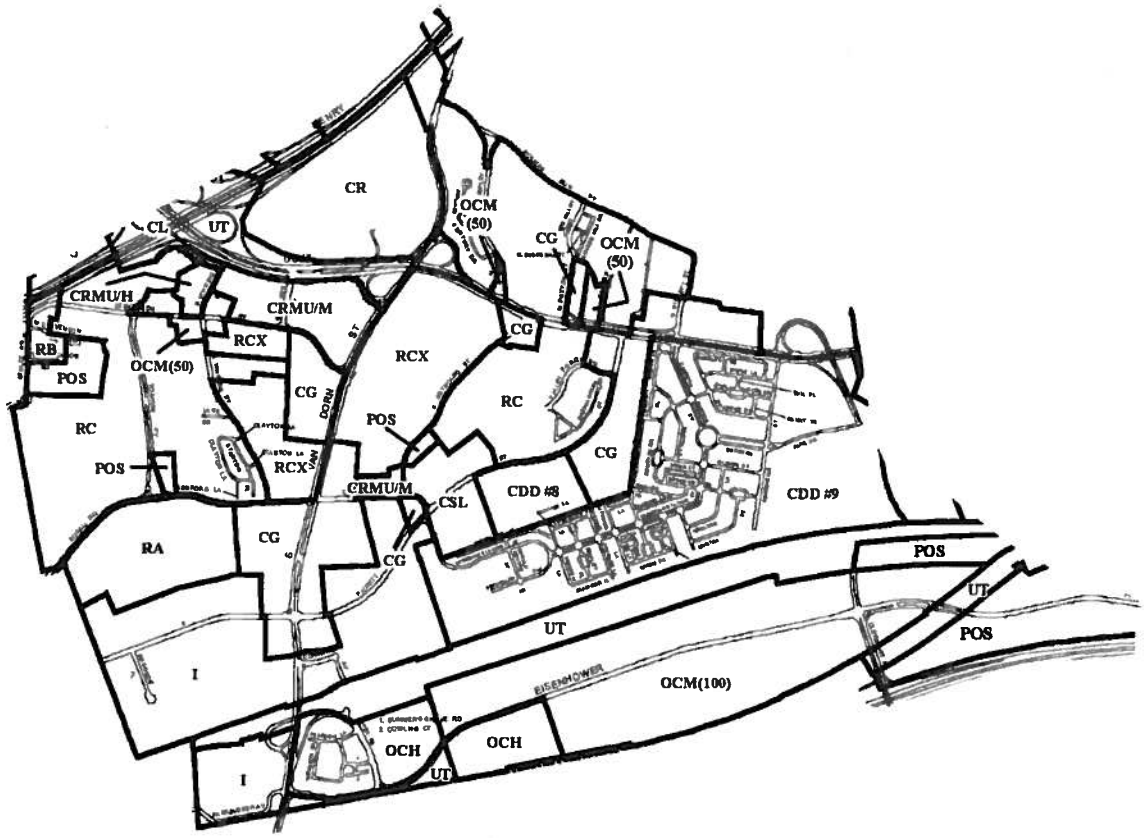
DSUP #2011-0007
Affordable Housing Plan
April 25, 2012

Project Overview
As part of their application under DSUP # 2011-0007, for the 100 South Picket Street site, the Applicant is proposing 189 dwelling units and 8,994 sq. ft. of retail space. The applicant is requesting a rezoning for the subject site from Commercial General (CG) to Commercial Residential Mixed Use Medium (CRMU-M), along with a Master Plan Map amendment to increase the maximum development height from 50 feet to 77 feet. The applicant proposes the following Affordable Housing Plan for the Project.

Affordable Housing Plan
In exchange for the rezoning and in-lieu of a monetary contribution to the City's Housing Trust Fund, the applicant proposes to proffer twenty-three (23) housing units that would be affordable to households at or below 60% of the area median income. The bedroom sizes of the affordable units would be proportionate to the bedrooms sizes of the project as a whole. The applicant would abide by the conditions established by the city for the affordable housing set aside program.

ATTACHMENT #4 – Master Plan Map Amendments

Map 10
Adopted Zoning



Zoning Description

CDD#8 - Coordinated development district #8
CDD#9 - Coordinated development district #9
CG - Commercial general zone
CL - Commercial low zone
CR - Commercial regional
CRMU/H - Commercial residential mixed use (high) zone
CRMU/M - Commercial residential mixed use (medium) zone
CSL - Commercial service low zone
I - Industrial
OCH - Office commercial medium zone
OCM(100) - Office commercial medium (100) zone
OCM(50) - Office commercial medium zone
POS - Public open space
R 2-5 - Residential single family or two family zone, 5,000 square foot lot
RA - Residential multi-family zone
RB - Residential townhouse zone
RC - Residential high density apartment zone
RCX - Residential medium density apartment zone
UT - Utility and transportation zone

Amended 12/11/93
Ordinance #3686

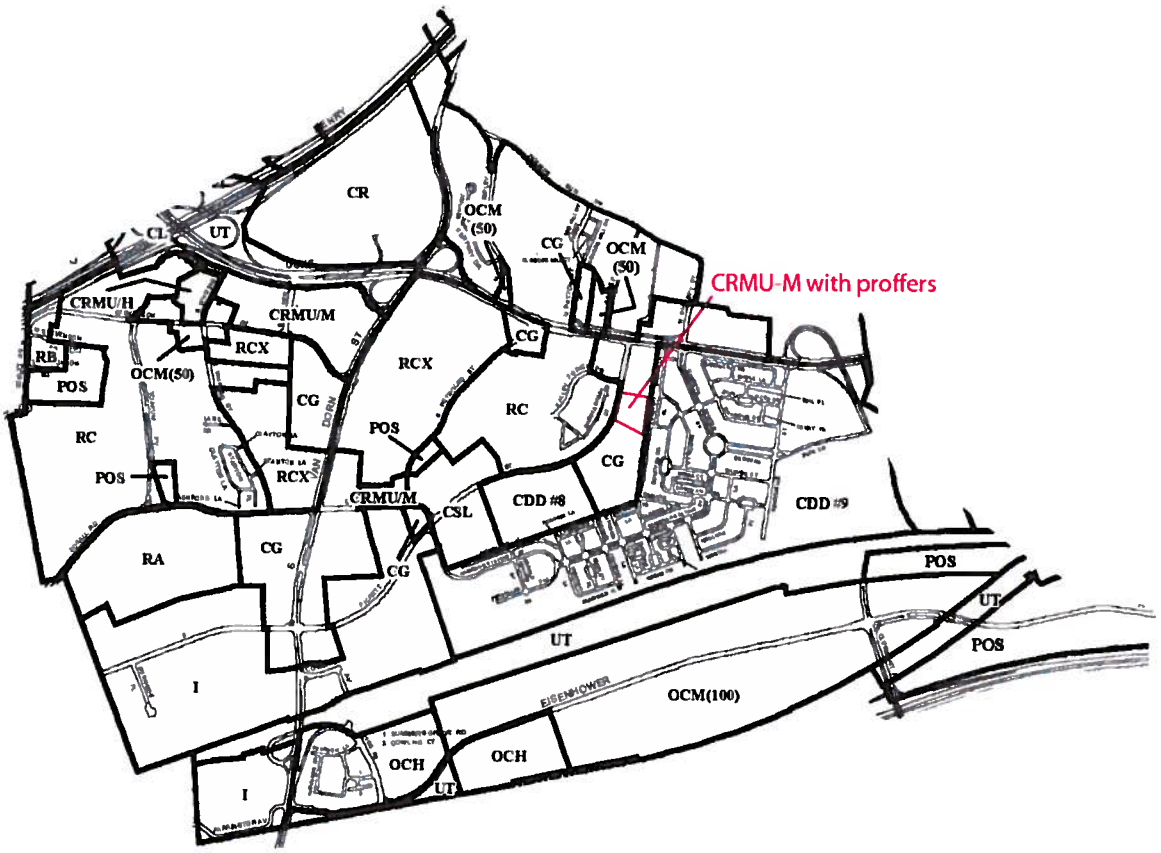
Amended 6/25/96
Ordinance #3879

Amended 12/12/98
Ordinance #4030

LANDMARK/VAN DORN

Existing Map 10 Adopted Zoning

Map 10
Adopted Zoning



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Amended 12/11/93
Ordinance #3686

Amended 6/25/96
Ordinance #3879

Amended 12/12/98
Ordinance #4030

LANDMARK/VAN DORN

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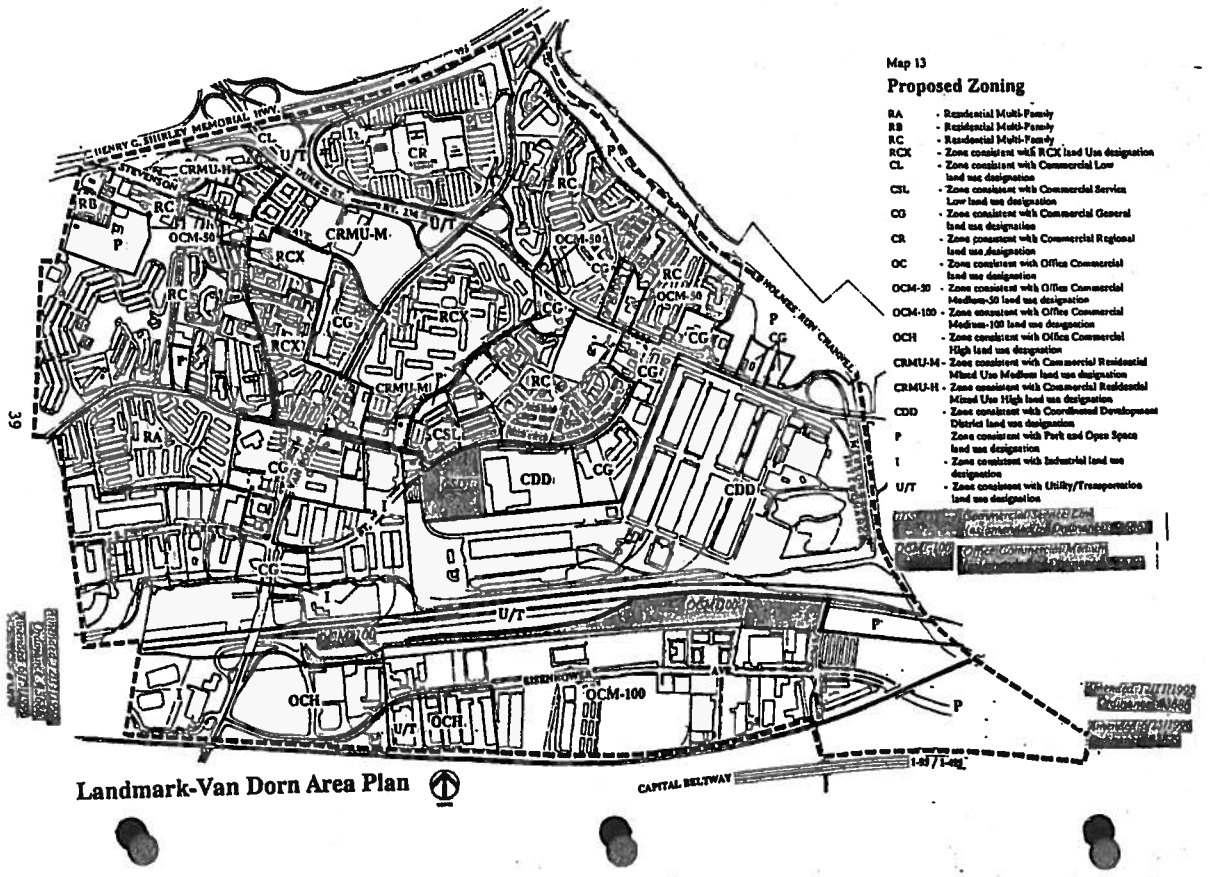
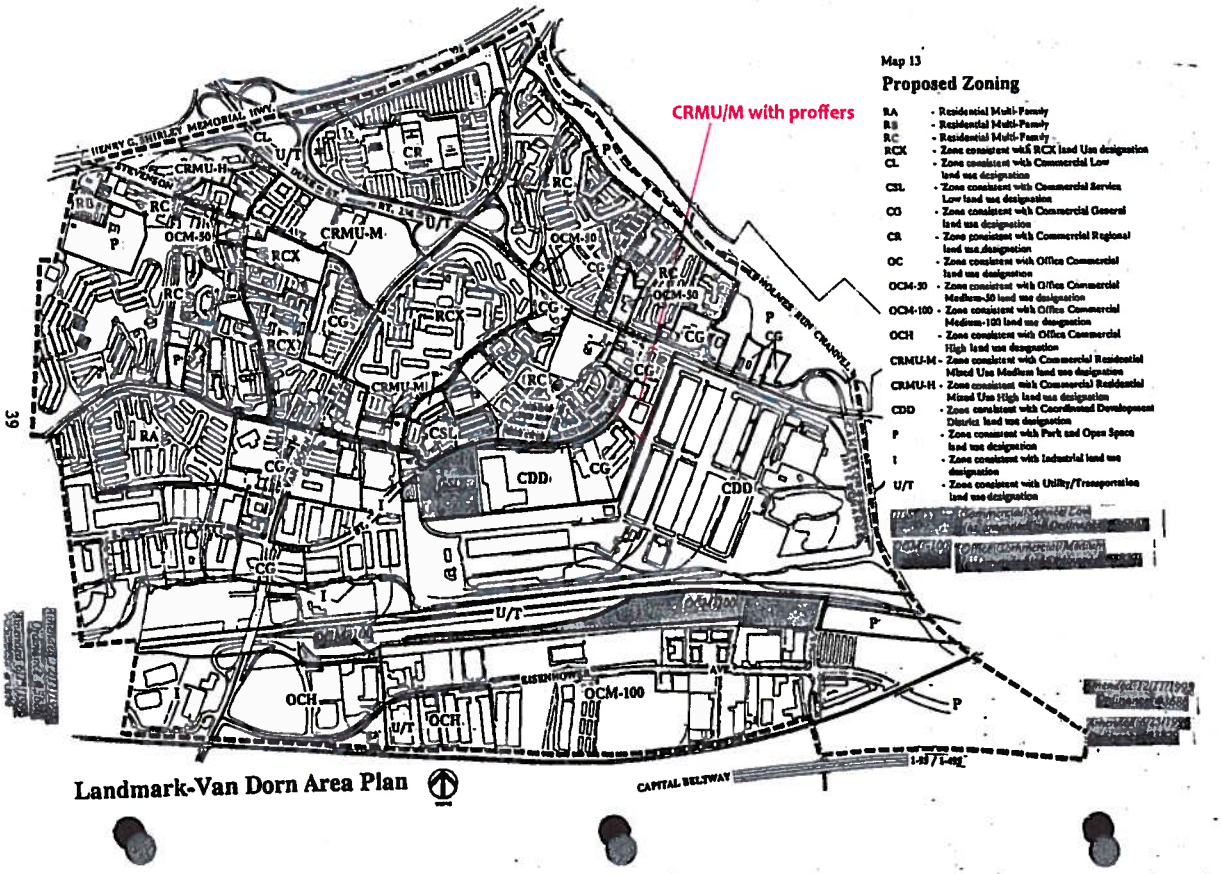
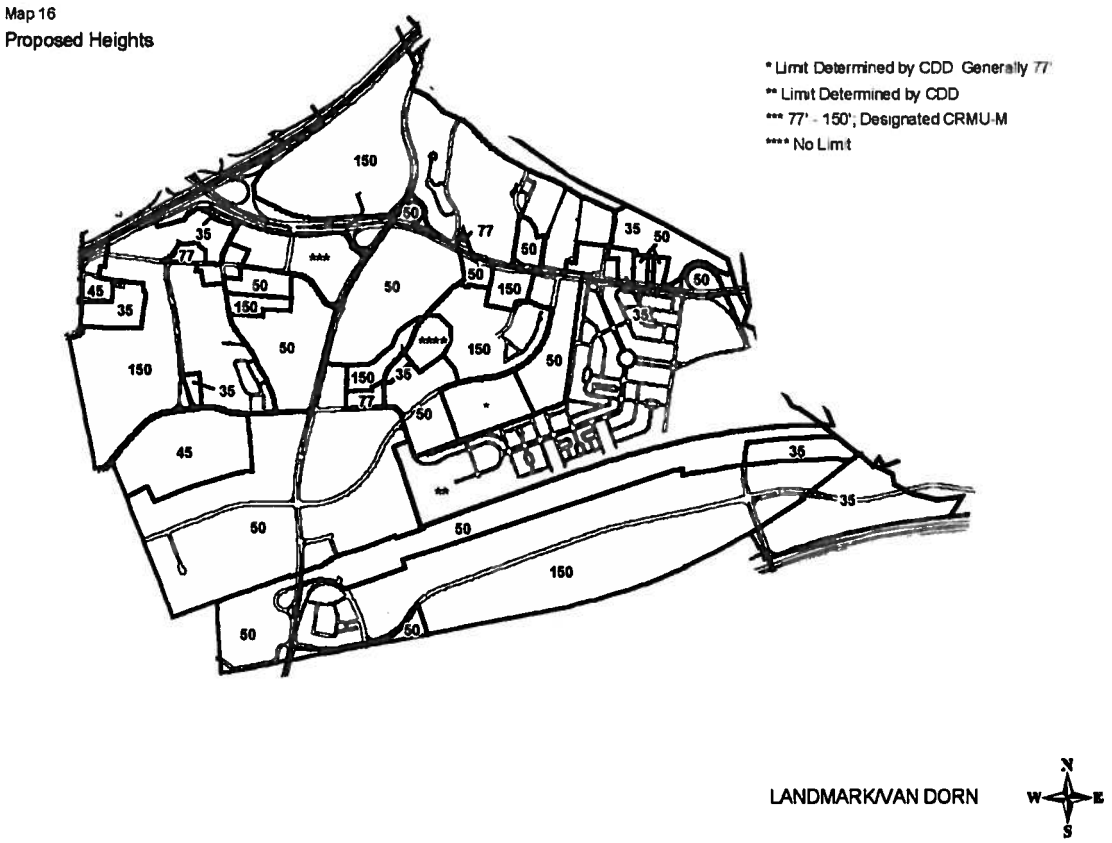
Proposed Map 10 Adopted Zoning



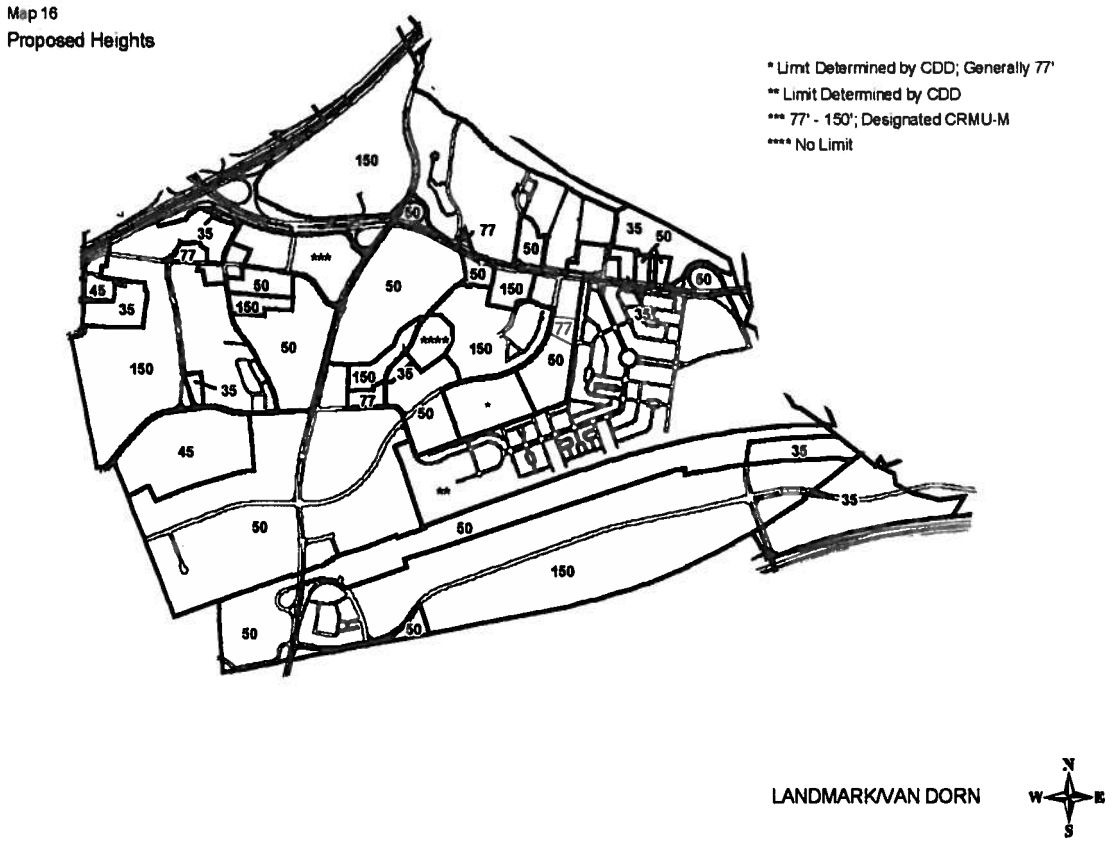
Existing Map 13 Proposed Zoning



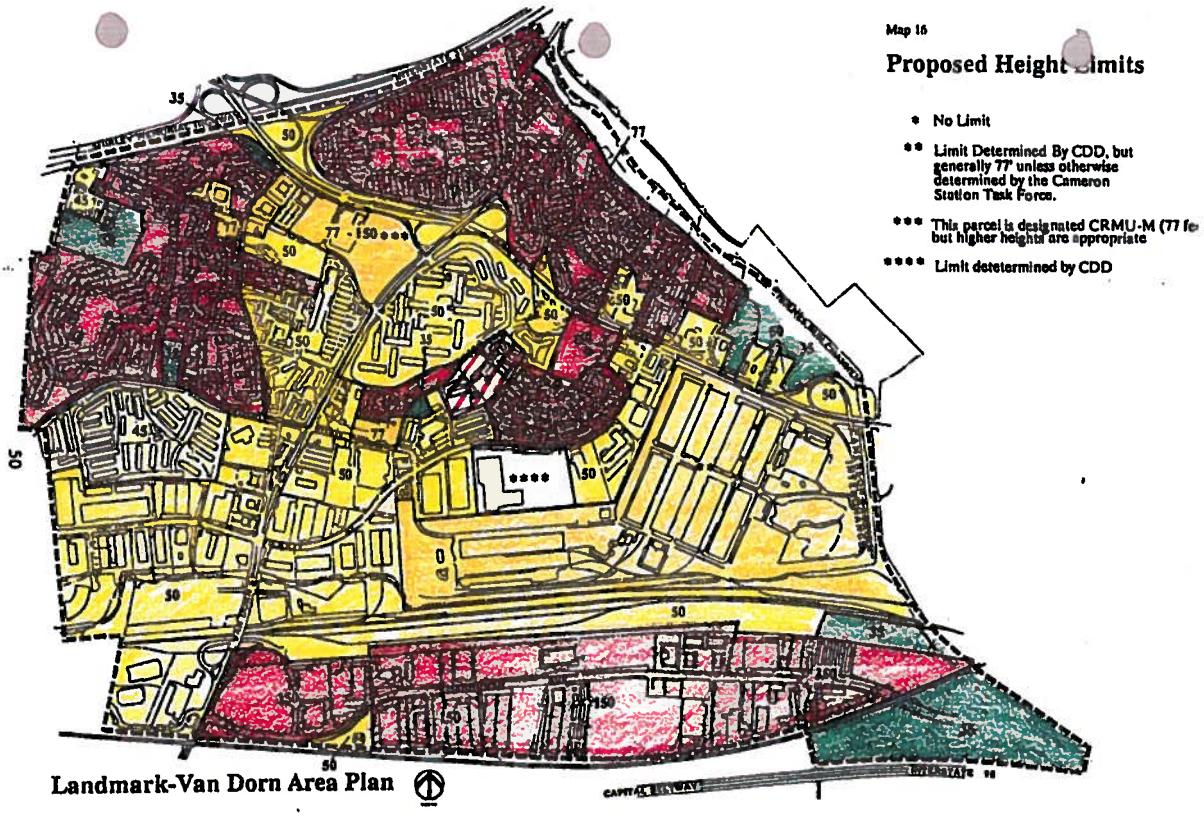
Proposed Map 13 Proposed Zoning



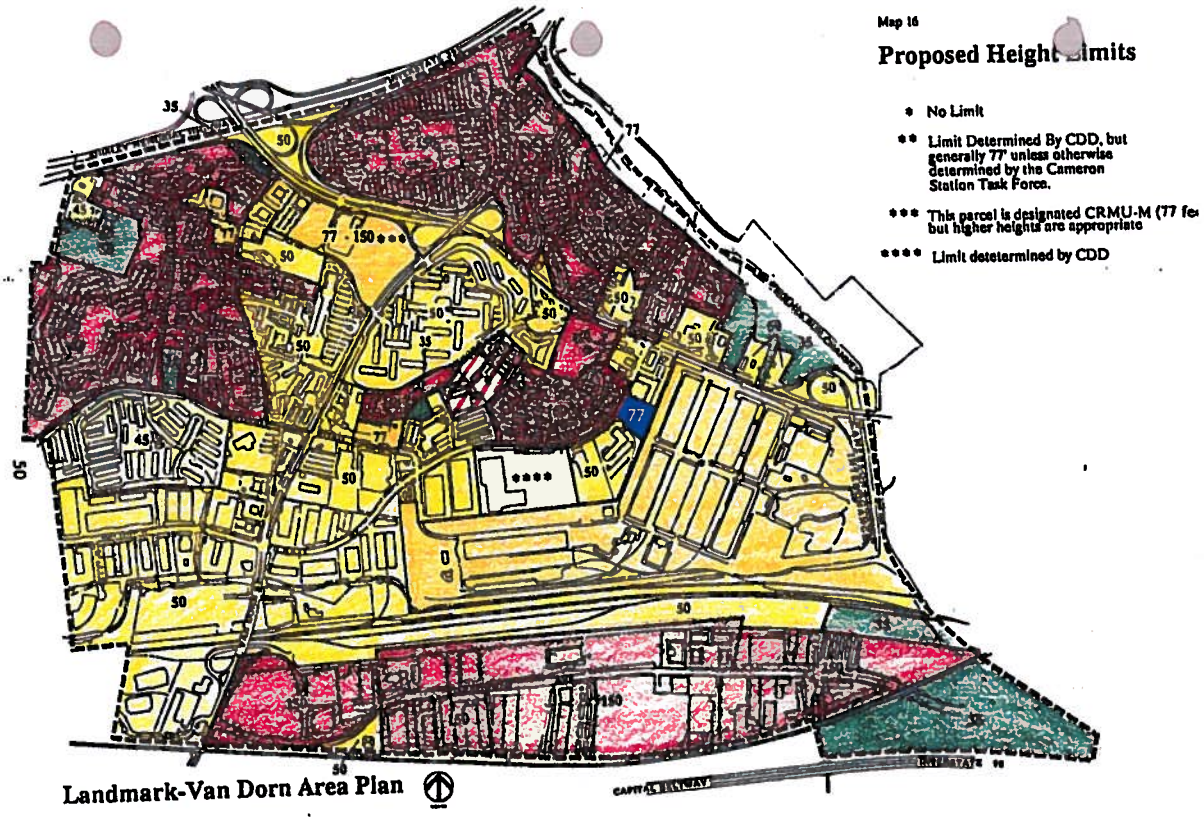
Existing Map 16 Heights



Proposed Map 16 Heights



Existing Map 16 Height Limits



Proposed Map 16 Height Limits

MPA # 2012-0002
REZ # 2012-0001

APPLICATION

[ ] Master Plan Amendment MPA# _____

[ ] Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 100 S. Pickett Street, Alexandria, Virginia

APPLICANT

Name: CIA-Pickett Street, LLC

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

PROPERTY OWNER:

Name: CIA-Pickett Street, LLC

Address: 3147 Woodland Lane, Alexandria, Virginia 22309

Interest in property:

[X] Owner [ ] Contract Purchaser

[ ] Developer [ ] Lessee [ ] Other _____

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

[X] yes: If yes, provide proof of current City business license.

[ ] no: If no, said agent shall obtain a business license prior to filing application.

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

Land, Carroll & Blair PC

~~Duncan W. Blair, Esquire~~
Print Name of Applicant or Agent

Signature

524 King Street
Mailing/Street Address

703 836-1000 703 549-3335
Telephone # Fax #

Email: dblair@landclark.com

Alexandria Virginia 22314
City and State Zip Code

March 16, 2012
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: $_____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL: _____

MPA # 2012-0002
REZ # 2012-0001

SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.) Land Area (acres)
1 058.02-02-01	CG	CRMU-M	CG	CRMU-M	CG	CRMU-M	70.46' – 2.34 acres
2							
3							
4							

PROPERTY OWNERSHIP

[ ] Individual Owner [ ] Corporation or Partnership Owner (Limited Liability Company)

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

1. Name: Rebecca J. Pelino Extent of Interest: 50%

   Address: 3147 Woodland Lane, Alexandria, VA 22309

2. Name: Stephan A. Bannister Extent of Interest: 50%

   Address: 3147 Woodland Lane, Alexandria, VA 22309

3. Name: _____ Extent of Interest: _____

   Address: _____

4. Name: _____ Extent of Interest: _____

   Address: _____

MPA # 2012-0002
REZ # 2612-0001

JUSTIFICATION FOR AMENDMENT
(attach separate sheets if needed)

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

SEE ATTACHED.

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

SEE ATTACHED.

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

SEE ATTACHED.

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

SEE ATTACHED.

MPA #2012-0002
REZ #2012-0001

JUSTIFICATION FOR AMENDMENT

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

On June 9, 2009, the Alexandria City Council adopted the Landmark Van Dorn Corridor Plan (the "Corridor Plan") amending the 1992 Landmark Van Dorn Small Area Plan, as amended, Chapter of the City's 1992 Master Plan, as amended (the "SAP"). The Corridor Plan replanned the west end of South Pickett Street from Van Dorn Street to a parcel on the north side of Cameron Station Boulevard and bounded on the north by CDD #8; the Trade Center. The Corridor Plan calls for residential and mixed use projects. The SAP created CDD #8, but did not create or assign specific design guidelines for the Trade Center; rather stated that the property be redeveloped with a mix of retail and residential uses compatible with the Cameron Station development. 100 South Pickett Street (the "Property) is one of four (4) properties on the south side of South Pickett Street that were not within the Corridor Plan study area or in CDD #8. As such, it is not likely that the Property will be in a planning area. The SAP does not plan for on permit redevelopment consistent with the SAP or the Corridor Plan. A stated goal and objective of the SAP is to "protect existing residential uses by rezoning those with commercial zoning to residential zoning" (SAP pg. 29) and the Corridor Plan for mixed use development.

The requested Master Plan amendment to increase the allowable height from fifty (50') feet to seventy-seven (77') feet is consistent with requested rezoning of the property to the CRMU-M zoning classification to permit the redevelopment of the Property as a mixed use residential retail project.

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

The requested rezoning of the Property from the CG-Commercial General zone classification to the CRMU-M-Commercial Residential Mixed Use-Medium zone classification together with the requested Master Plan height map amendment will permit the redevelopment of an underutilized parcel of ground into a residential and retail mixed use project to encourage conservation of land resources, and minization of automobile travel in a location close to employment, retail center and transit.

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

The applicant has filed an application for a Development Special Use Permit (DSUP 2011-0007) to construct the residential and retail mixed use project at 100 South Pickett Street. The site plan filed with that application demonstrates that the property is adequately served by public facilities. Additionally, the project is located within close proximity to one of the proposed City's high speed transit corridors.

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

The applicant is working with the Office of Housing and the Department of Planning and Zoning to develop a proffer. The Applicant will agree to provide a number of onsite affordable dwelling units

NOTE: The requested rezoning is consistent with the City Council's adopted policy to help guide applicants when considering a rezoning request without a master plan study. Specifically:

1. **Consistency with the SAP: As discussed in justification for Master Plan amendment response number one.**

2. **Consistency with the type of area: The Property is located in an area of residential and commercial uses. The mixed use nature of the project is consistent with and enhances the area's character.**

3. **Isolated parcel: The Property is an underutilized parcel of land; its rezoning will benefit the public interest and enhance the character of the area.**

4. **Status of planning for the area: The City just completed the Landmark Van Dorn Corridor Plan. There are few development sites in the vicinity, none of which have proposals for redevelopment and it is unlikely that adjacent properties will be redeveloped. As such, it is highly unlikely that the Property will be part of a planning study area.**

5. **Application's consistency with City's goals: The project is consistent with the City goals of affordable housing, green building, transit usage, pedestrian connectivity and economic sustainability.**

~~SUP #~~ MPA # 2012-0002
REZ #2012-0001

OWNERSHIP AND DISCLOSURE STATEMENT
Use additional sheets if necessary

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

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

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 100 South Pickett Street, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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

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

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

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

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

March 16, 2012 _____ _____
Date Printed Name Signature

R. C FIELDS JR. & ASSOCIATES, P.C.
A PROFESSIONAL CORPORATION

DATE: Thursday, March 15, 2012

Legal Description
The Residences at Cameron Station
#100 South Pickett Street
(Deed Book 536, Page 238)

Beginning at the northeast corner closest to the intersection of South Pickett Street (a 70 foot +/- City Right-of-Way) and Duke Street (a 100 foot +/- City Right-of-Way), then the following courses and distances:

1) South 81 Degrees 43 Minutes 00 Seconds East, 302.33 feet; to the line West of Lots 34 through 44, Cameron Station Subdivision, Phase II and Parcel "A-1".

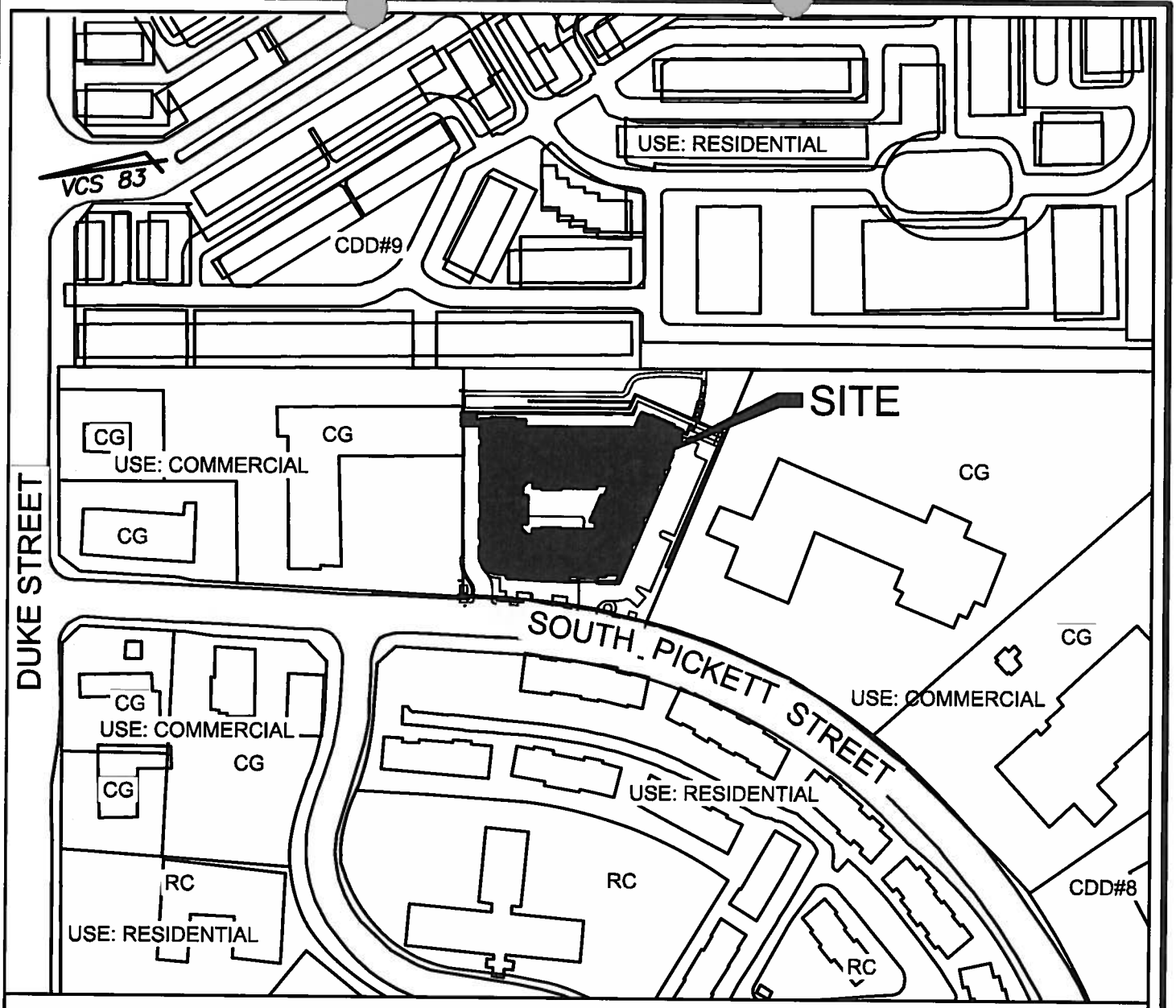
2) South 08 Degrees 19 Minutes 00 Seconds West, 390.00 feet; thence with the line North of Parcel 3456-01-02-01-01.1.

3) North 58 Degrees 36 Minutes 10 Seconds West, 363.62 feet to the line of South Pickett Street; thence with the East side of South Pickett Street.

4) Along a curve with a chord of North 17 Degrees 28 minutes 33 Seconds East, Radius of 835.00 feet and Arc Length of 179.54 feet; thence with the East side of South Pickett Street.

5) North 11 Degrees 19 Minutes 00 Seconds East, 70.46 feet with the East side of South Pickett Street to the point of beginning and containing 101,351 square feet of land more or less.

730 S. WASHINGTON STREET, ALEXANDRIA, VIRGINIA 22314-4215
PHONE: (703) 549-6422 FAX: (703) 549-6452



GRAPHIC SCALE

200 0 100 200 400

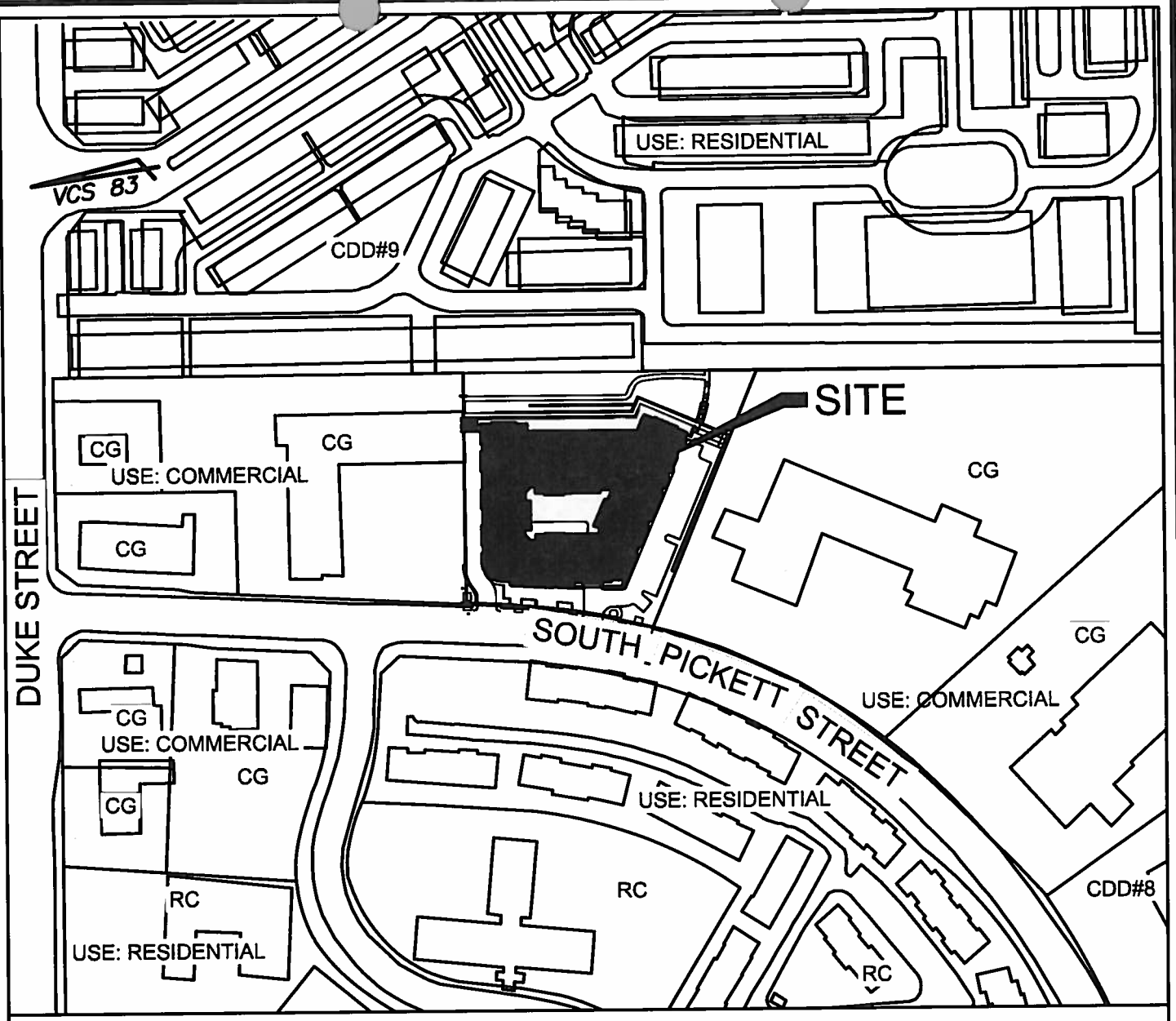
(IN FEET)

1 inch = 200 ft.

VICINITY MAP PLAT
THE RESIDENCES AT CAMERON STATION

#100 SOUTH PICKETT STREET
CITY OF ALEXANDRIA, VIRGINIA

DATE: 15 MARCH 2012 SCALE: 1" = 200'



GRAPHIC SCALE

200 0 100 200 400

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VICINITY MAP PLAT
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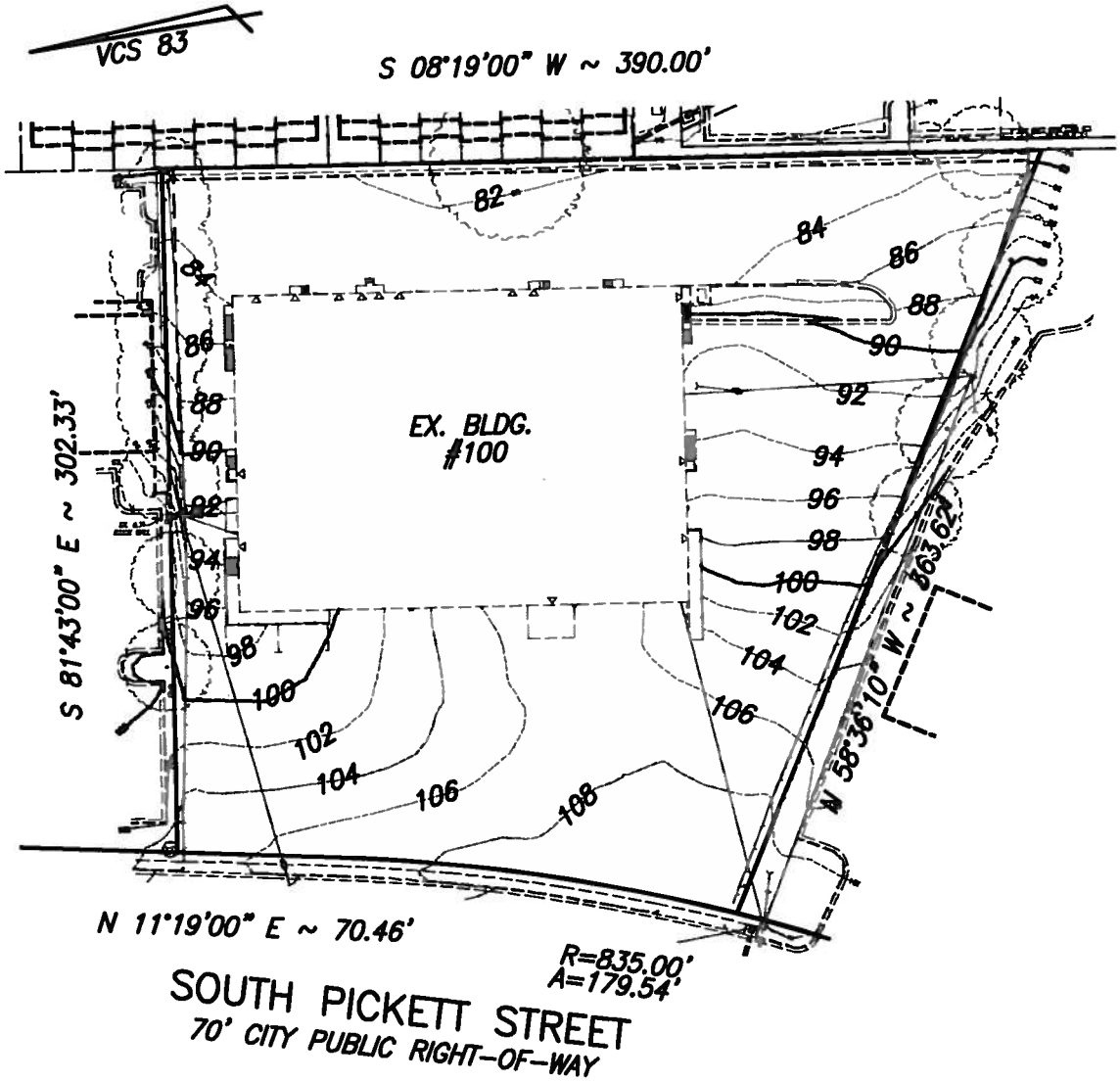


METES AND BOUNDS PLAT

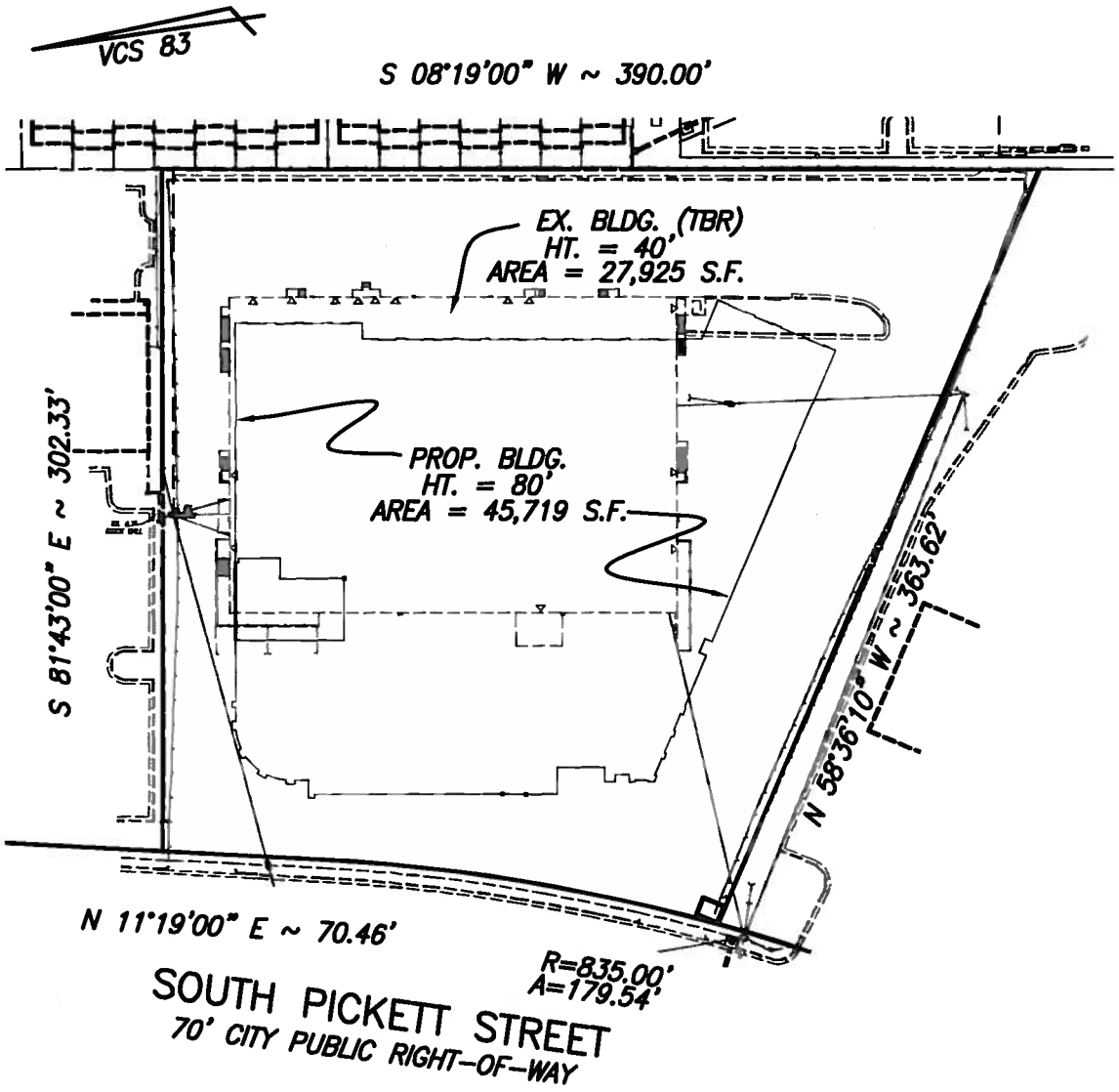
THE RESIDENCES AT CAMERON STATION

#100 SOUTH PICKETT STREET

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 80'

DATE: 15 MARCH 2012



BUILDINGS AND STRUCTURES MAP

THE RESIDENCES AT CAMERON STATION

#100 SOUTH PICKETT STREET

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 80'

DATE: 15 MARCH 2012

MASTER PLAN AMENDMENT AND REZONING - 100 SOUTH PICKETT ST.
DRAFT NOTICE LANGUAGE

1. **Master Plan Amendment #2012-** 0002 **Consideration of an amendment to the Landmark Van Dorn Small Area Plan to amend the Height Map for 100 South Picket Street from 50 feet to 77 feet.**

2. **Rezoning #2012-** 0001 **Consideration of approval of a proffered rezoning from CG to CRMU-M**

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP #2011-0007

PROJECT NAME: **100 South Pickett Street**

PROPERTY LOCATION: **100 South Pickett Street, Alexandria, Virginia**

TAX MAP REFERENCE: **58.02 02 01** ZONE: **current CG Commercial General**
proposed CRMU-M

APPLICANT NAME: **CIA-Pickett Street, LLC**
ADDRESS: **3147 Woodland Lane, Alexandria, Virginia 22309**

PROPERTY OWNER NAME: **CIA-Pickett Street, LLC**
ADDRESS: **3147 Woodland Lane, Alexandria, Virginia 22309**

SUMMARY OF PROPOSAL: **Development Special Use Permit with Site Plan to construct a mixed-use retail and multi-family building.**

MODIFICATIONS REQUESTED: **NONE.**

SUP's REQUESTED: **SEE ATTACHED.**

[X] **THE UNDERSIGNED** hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code of the City of Alexandria, Virginia.

[X] **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.

[X] **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 their knowledge and belief.

Land, Carroll & Mendelson PC
Duncan W. Blair, Esquire
Print Name of Applicant or Agent

Signature

524 King Street | **(703) 836-1000** | **(703) 549-3335** | **dblair@landclark.com**
Mailing/Street Address | Telephone # | Fax # | E-mail:

Alexandria, Virginia 22314 | **March 16, 2012**
City and State | **Zip Code** | **Date**

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____
Fee Paid & Date: $_____
Legal Advertisement: _____
Received Plans for Completeness: _____
Received Plans for Preliminary: _____
Property Placard: _____
ACTION - PLANNING COMMISSION: _____
ACTION - CITY COUNCIL: _____

DEVELOPMENT SPECIAL USE PERMIT WITH SITE PLAN

SUPs REQUESTED:

1. Special Use Permit pursuant to Section 5-205(C) of the Alexandria Zoning Ordinance, as a amended (**"Ordinance"**) for increased floor area ratio for mixed-use residential/retail development; and

2. Parking Reduction Special Use Permit pursuant to Section 8-100(A)(4) of the Ordinance.

SUP #_____

OWNERSHIP AND DISCLOSURE STATEMENT
Use additional sheets if necessary

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

Name	Address	Percent of Ownership
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3.		

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

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

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

March 16, 2012 _____ _____
Date Printed Name Signature

Development Special Use Permit with Site Plan (DSUP) #_____

All applicants must complete this form.

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

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

[X] Owner [ ] Contract Purchaser

[ ] Lessee or [ ] 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.

CIA-Pickett Street, LLC is a Virginia limited liability company. The individuals owning an interest in excess of ten (10%) percent interest are Rebecca J. Pelino and Stephen A. Bannister: 3147 Woodland Lane, Alexandria, Virginia 22309.

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

[X] 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.

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. (Attach additional sheets if necessary)

CIA-Pickett Street, LLC, a Virginia limited liability company (the "Applicant") is requesting a Development Special Use Permit with Site Plan to construct a mixed-use residential and retail building at 100 South Pickett Street in the West End of Alexandria.

The project consists of one hundred eighty-nine (189) residential dwelling units and eight thousand nine hundred ninety-four thousand square feet of ground level retail (8,994 square feet).

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

   Not Applicable.

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

   Not Applicable.

5. Please describe the proposed hours and days of operation of the proposed use:

   Day: Hours:

   Not Applicable.

6. Please describe any potential noise emanating from the proposed use:

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

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

   B. How will the noise from patrons be controlled?

   Not Applicable.

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

   It is not anticipated that offensive odors will emanate from the use of the property.

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

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

   The type of trash and garbage will be that generally associated with residential use.

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

   The volume of trash and garbage will be that generally associated with residential use.

C. How often will trash be collected?

Trash, garbage and recyclable materials will be collected by commercial trash collectors contracted for by the building management.

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

Not Applicable.

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

[X] Yes. [ ] No.

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

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

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

[X] **Yes.** [ ] No.

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

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

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

Not Applicable.

ALCOHOL SALES

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

[ ] Yes. [X] No.

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

PARKING AND ACCESS REQUIREMENTS

13. Please 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?

See zoning tabulations on Development Plan.

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

See zoning tabulations on Development Plan.

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

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.

See Attached.

14. Please 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? **See Zoning Tabulation on Development Plan.**

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

See Zoning Tabulation on Development Plan.

C. Where are off-street loading facilities located?

The loading areas are shown on the Development Site Plan.

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

Residential loading and unloading activities will be generally restricted to the moving in and out of unit owners and trash removal. The building management will regulate the hours for unit owner use.

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

Except for the move-in period by initial owners, it is anticipated that loading and unloading activities for the residential component will be minimal.

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?

Yes.

NOTE: THE RESPONSES TO QUESTIONS 3-13 DO NOT ADDRESS THE USE CHARACTERISTICS FOR THE PROPOSED RETAIL COMPONENTS OF THE PROJECT.

Special Use Permit #_____

PARKING REDUCTION SUPPLEMENTAL APPLICATION

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

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

   The applicant is requesting a parking reduction special use permit of thirty (30) parking spaces for the residential portion of the project. The ordinance requires two hundred seventy-six (276) residential parking spaces for the one hundred eighty-nine (189) units based on the unit size-mix in the project. The applicant is providing two hundred forty-six (246) residential parking spaces, which equals 1.3 spaces per unit on .96 spaces per bedroom. The applicant is adhering to the City's policy of providing fifteen percent (15%) guest spaces and the fifty (50) retail spaces required by the ordinance.

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

   The parking ratio of 1.3 parking spaces per dwelling unit on .96 spaces per bedroom is consistent with the parking ratios of other similar residential projects recently approved and is consistent with current City policies to reduce the amount of residential parking by the City Council to encourage the use of transit. Additionally, there are affordable housing dwelling units in the project; while not relying on a parking reduction pursuant to Section 7-700 of the Ordinance, it has been demonstrated in other projects that parking requirement for the affordable units is .5 spaces per unit. Further, eight (8) new on-street parking spaces are being provided along South Pickett Street.

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

   The amount of parking provided on-site, both on grade and below grade, has been planned to meet the actual demand for the project and not to eliminate desirable ground level open space and public amenities. Additionally, it is not feasible to construct additional below grade parking.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? Yes[ ] No[X]

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

   The location of the three hundred thirty-three (333) parking spaces (retail, residential and guest) are shown on the Development Special use Permit Site Parking Plan sheets. The residential parking is below grade in a "nested" area; the retail and guest spaces are on grade both inside the building and exterior the surface spaces. Access will be restricted to the residential tenants. Signage will regulate retail and guest parking.

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

Special Use Permit #_____

The requested parking reduction is required to permit the owner to undertake a substantial alteration of the building; it will not increase the number of units, nor alter the parking demand as the project will remain a low-moderate income rental project with demonstrated usage.

The project is located in an area of the City where, except for the new eight (8) on-street parking spaces, that has no on-street parking that is, or could be, used by tenants of the project. The project abuts commercial uses that utilize surface parking facilities.

6/97 p:\zoning\pc-appl\forms\supparkg

DSUP 2011-0007

105 Gretna Green Court

Alexandria, VA 22304

jeanne_gardner@comcast.net

703-823-4009

May 20, 2012

Ms. Faroll Hamer, Director of Planning and Zoning

Alexandria City Hall

301 King Street, Room 2100

Alexandria, VA 22314

RE: property at 100 S. Pickett Street, Alexandria, VA 22304

The Delaney Building Projec t - INCREASED TRAFFIC

Dear Ms. Hamer:

Is my understanding that the ABC Bowling Alley located at 100 S. Picket Street, Alexandria, VA, has been sold to a developer to build an apartment building. The structure is to include commercial use on the first floor. I am opposed to this new apartment building for mixed use.

It is my understanding that this new mid-rise apartment building will include 172 units, 1 and 2 bedroom apartments, including 20 affordable housing units, plus commercial space for over 16,000 sq feet . The proposal would include 50 ground parking spaces for the commercial floor and 172 parking spaces for the residents .

With this new structure, there were would be over 222 or additional cars entering S Pickett Street on a daily basis. Has there been a traffic survey taken of the current traffic of cars and pedestrians on S. Pickett Street on weekdays? Currently, pedestrians have difficulty crossing S. Pickett Street, even at traffic lights, since motorists generally ignore crosswalk lights. Also, eastbound Duke Street motorists do not give the right of way to pedestrians. In general, motorists turning to Duke and S. Pickett Street do not stop on Red before a Right turn to S. Pickett Street. This is a dangerous situation for pedestrians.

Has there been an assessment of the water level in the rear of the building? In the past, there has been serious flooding on S. Pickett Street, when water levels rise quickly with high rainfall and high tide occur simultaneously. This is an environmental concern.

Has there been an assessment by the power company who would provide the service for the building so that power outages can be avoided? This is a highly densely populated area of the city in the adjourning neighborhoods.

Has there been a transportation survey of counting cars/trucks on S. Pickett Street of the daily traffic for the Dash #7 Route to accommodate additional passengers to the Van Dorn Station? Currently, the #7 bus service during the day is about once an hour. If the Cameron Station Shuttle Bus is available to these new residents, is this building a part of Cameron Station?

Coupled with the approved Gateway Project on S. Pickett near Van Dorn, I am concerned The Delany Building would seriously increase the traffic load on S. Pickett Street. At present, this is a major corridor for drivers who travel to/from the Beltway from Duke Street on a daily basis. S. Pickett Street is a major truck route for commercial use.

I am concerned about the residential zoning of this proposed building. All other buildings on the east side of S. Pickett Street, between Duke Street and Van Dorn are commercial properties.

I would appreciate any information with the above questions. I request that the Planning and Zoning Department consider to deny the building of the proposed "The Delaney Building" at 100 S. Pickett Street, Alexandria, VA, 22304.

Sincerely yours,

Jeanne Gardner

cc: William Euelle, Mayor of Alexandria

Alexandria City Council

Docket Item No. 10 A-C
DSUP #2011-0007

Land, Carroll & Blair PC
ATTORNEYS AT LAW, EST. 1978

H. Carter Land, III
F. Andrew Carroll, III
Richard S. Mendelson
Duncan Wardman Blair
Martin J.A. Yeager (VA, DC, & MD)

524 King Street
Alexandria, VA 22314-3104
703-836-1000
Fax 703-549-3335
www.landcarroll.com

June 1, 2012

Mr. John Komoroske, Chairman
Members of the Alexandria Planning Commission
Department of Planning & Zoning
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

DELIVERED BY HAND and PDF

In re: Docket Items No. 10 A-C, June 5, 2008 Planning Commission Public Hearing
MPA #2012-002, REZ #2012-001, and DSUP #2011-007
The Delaney - 100 South Pickett Street.

Dear John;

I am writing on behalf of our client, CIA-Pickett Street, LLC, a Virginia limited liability Company and the applicant requesting the above referenced landuse and zoning approvals to provide copies of letters sent to the President and Board of Directors of the Cameron Station Community Association, the President and Board of Directors of the Carlton Place Condominium Association, and individually to a number of residents of Cameron Station concerning the proposed pedestrian walkway as part of the Delaney project and the possible future connection of the walkway to Cameron Station.

Whether of not there is a connection from Cameron Station property is a decision to be made by the owner's of property in Cameron Station through their internal governance process. CIA-Pickett, LLC respects the rights of the Cameron Station Owners and set forth in the letter has agreed to let that process occur outside of the Delaney approval process. The walkway on the Delaney will be constructed as an amenity for the residents of the Delaney, but there will be no connection to Cameron Station until Cameron Station consents to the extension on their Property. Until that time, the walkway stops at the property line. If within two (2) years of the approval of DSUP #2011-007, Cameron Station decides that a connection is desired CIA-Pickett will extend the walkway and construct the pedestrian connection at its cost. This commitment is set forth in greater detail in the letter.

This letter is submitted for the Planning Commission information and as a representation of CIA-Pickett, LLC's commitment to continue to work with the Cameron Station property owners to explore opportunities to create pedestrian linkage between the two communities.

If you have any questions concerning this, please do not hesitate to call.

Very truly yours,

Duncan W. Blair

DWB: kl\Komoroske-CIA Pickett

cc: Stephen A. Bannister

Capital Investment Advisors

800 Slaters Lane
Alexandria, Virginia 22314

May 25, 2012

Mr. Nick Giannotti, President,
and Members of the Board of Directors of Cameron Station Community Association Inc.

Re: The Delaney at 100 South Pickett Street

Dear Nick and Members of the Board of Directors,

I am writing concerning the ongoing discussions within the Cameron Station community regarding the pros and cons of establishing a physical connection between Cameron Station and the pedestrian walk and open space improvements to be constructed as part of The Delaney project in the area between the proposed mixed use building and Cameron Station. The decision on whether or not a physical connection is opened is a decision to be made by the Cameron Station homeowners.

It was never intended for the offer by us as the developer of The Delaney at 100 South Pickett Street to be anything but an offer to construct a pedestrian connection from our property to the Cameron Station pedestrian system as a means of promoting business both inside and outside Cameron Station, taking cars off the roads, providing access to the current and future transit system along Pickett Street, and to create a sense of community as a sound urban planning goal. I want to be clear; no one wants to build the connection (including our company) unless Cameron Station desires it be made.

I have witnessed some discussions and understand there are very diverse opinions as to the benefits, and potential negative impacts, which are being debated within the Cameron Station community surrounding whether of not the offer and a connection is in the best interest of the Cameron Station Community. The resolution of this debate should not be driven by the upcoming June public hearings on The Delaney. I believe we as the developer can be more flexible in the implementation of a pedestrian connection, if and when the Board of Directors elects to make the request for theconnection. Such a connection is dependent upon the Board of Directors of Cameron Station authorizing such a connection. It does not depend upon us as the developer of The Delaney at 100 South Pickett Street. We are merely offering use of our open space to the residents of Cameron Station and if desired, the construction of a pedestrian connection (at our cost) upon approval by the Board of Directors of Cameron Station. At this point, I believe we (the developer) can offer further flexibility to accomplish the desired outcome as to whether the connection is determined to be in the best interests of Cameron Station or if the connection should not be made.

I would like to offer our commitment to Cameron Station to construct the pedestrian connection for up to 24 months from the approval of our conceptual plan for development by the City of Alexandria. The 24 month window of opportunity gives Cameron Station the time to fully consider all the ramifications of a trail connection and the manner in which such a connection would function and the location of such a connection, if made. This offer is a "voucher" of sorts. If the connection is not requested by the Board of Directors of Cameron Station, the "voucher" would expire and no connection would be made. If

requested within 24 months, we will construct the connection at our cost. The connection has to be practical from an engineering perspective as we have limited frontage on the common boundary with Cameron Station to make such a connection.

I strongly believe this additional time for a decision to be reached by the residents of Cameron Station will give all a chance to be heard, separate facts from opinion, and enable the community to make an objective decision.

I remain available for discussion and refinement you feel is needed and I hope this demonstrates our commitment to the community that we all reach the correct and desired result, whatever that is ultimately.

Feel free to contact me at any time to discuss specifics requiring further discussion and I will be happy to formalize this commitment in agreement at the appropriate time and upon your request.

Sincerely,

Stephen A. Bannister
Managing Partner
CIA-Pickett Street, LLC

Capital Investment Advisors

800 Slaters Lane
Alexandria, Virginia 22314

May 25, 2012

Judith A. Henderson, President
and Members of the Board of Directors of Carlton Place Condo Association

Re: The Delaney at 100 South Pickett Street

Dear Judith and Members of the Board of Directors,

I am writing concerning the ongoing discussions within the Cameron Station community regarding the pros and cons of establishing a physical connection between Cameron Station and the pedestrian walk and open space improvements to be constructed as part of The Delaney project in the area between the proposed mixed use building and Cameron Station. The decision on whether or not a physical connection is opened is a decision to be made by the Cameron Station homeowners.

It was never intended for the offer by us as the developer of The Delaney at 100 South Pickett Street to be anything but an offer to construct a pedestrian connection from our property to the Cameron Station pedestrian system as a means of promoting business both inside and outside Cameron Station, taking cars off the roads, providing access to the current and future transit system along Pickett Street, and to create a sense of community as a sound urban planning goal. I want to be clear; no one wants to build the connection (including our company) unless Cameron Station desires it be made.

I have witnessed some discussions and understand there are very diverse opinions as to the benefits, and potential negative impacts, which are being debated within the Cameron Station community surrounding whether of not the offer and a connection is in the best interest of the Cameron Station Community. The resolution of this debate should not be driven by the upcoming June public hearings on The Delaney. I believe we as the developer can be more flexible in the implementation of a pedestrian connection, if and when the Board of Directors elects to make the request for the connection. Such a connection is dependent upon the Board of Directors of Cameron Station authorizing such a connection. It does not depend upon us as the developer of The Delaney at 100 South Pickett Street. We are merely offering use of our open space to the residents of Cameron Station and if desired, the construction of a pedestrian connection (at our cost) upon approval by the Board of Directors of Cameron Station. At this point, I believe we (the developer) can offer further flexibility to accomplish the desired outcome as to whether the connection is determined to be in the best interests of Cameron Station or if the connection should not be made.

I would like to offer our commitment to Cameron Station to construct the pedestrian connection for up to 24 months from the approval of our conceptual plan for development by the City of Alexandria. The 24 month window of opportunity gives Cameron Station the time to fully consider all the ramifications of a trail connection and the manner in which such a connection would function and the location of such a connection, if made. This offer is a "voucher" of sorts. If the connection is not requested by the Board of Directors of Cameron Station, the "voucher" would expire and no connection would be made. If

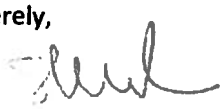
requested within 24 months, we will construct the connection at our cost. The connection has to be practical from an engineering perspective as we have limited frontage on the common boundary with Cameron Station to make such a connection.

I strongly believe this additional time for a decision to be reached by the residents of Cameron Station will give all a chance to be heard, separate facts from opinion, and enable the community to make an objective decision.

I remain available for discussion and refinement you feel is needed and I hope this demonstrates our commitment to the community that we all reach the correct and desired result, whatever that is ultimately.

Feel free to contact me at any time to discuss specifics requiring further discussion and I will be happy to formalize this commitment in agreement at the appropriate time and upon your request.

Sincerely,



Stephen A. Bannister
Managing Partner
CIA-Pickett Street, LLC

Docket Item No. 10A-C
DSUP 2011-0007

PlanComm

From: Donald Buch <dnbuch@hotmail.com>
Sent: Sunday, June 03, 2012 6:20 PM
To: PlanComm
Subject: The Delaney - Docket Item #10 - June 5, 2012

Chairman Komoroske, Commissioners:

I understand that the Delaney project comes before Planning Commission on Tuesday. In addition, I gather it could be a long evening given the number of items to be addressed as your summer recess approaches and the fact that some items may be controversial. Cons equently, I will probably not attend but, as an alternative, offer you my below perspective.

I am told that a number of local residents (not necessarily from Cameron Station although apparently including some) are objecting to the project asserting that construction is disruptive and should not be allowed. I trust that the City will not consider any construction moratorium on that basis but note staff have clearly enumerated extensive recommendations and code requirements conditioning any approval.

The developer is proposing a pedestrian walkway connecting his property with Cameron Station ("CS"). Given the City's desire to have connected, walkable communities that seems not only appropriate but totally logical. It would facilitate Delaney residents supporting CS retail and our farmers' market, provide ease of access to Ben Brenman Park and some Delaney residents might even have friends in CS! In reality, the walkway is likely to get appreciably more use by CS residents given our relative populations and our desire to access Pickett Street, auto dealers/services, existing retail establishments, the Post Office, Home Depot, a DASH bus stop and whatever new retail the developer incorporates – likely a restaurant.

Despite the above, a number of CS residents appear to be anticipating dire consequences should such a pedestrian walkway be built. Many of those concerns have apparently been fueled by a prominent local realtor (who does not live in CS) whose assertions I believe may have been provided to you. I would like to respond to certain of those.

1. The PLR (prominent local realtor) asserts *"Cameron Station is like a brand name in real estate. It is associated with the words: "safe", "desirable", "sense of community". It will most certainly change should you decide to open that pathway."* The thought that a narrow pathway could wreck such havoc on CS real estate values is hard to comprehend. I don't believe that property assessments of homes near other walkways commonly reflect any reduction in value as a consequence.

2. PLR goes on to warn that *"Barrett Place, Donovan Drive, Martin Lane...do not get a lot of traffic, they have a reputation of being quiet streets and have one of the highest resale values in the community...It will change considerably should you decide to say YES to the pathway."* The pathway is for pedestrians, not vehicles. It is difficult to understand how additional pedestrian traffic will generate sufficient additional noise to impact the resale value of the homes.

3. *"They will start using the pathway as a shortcut to Brenman Park, Farmers market on Sundays, it will create an enormous amount of traffic through (CS)..."* Each person doubtless has their own definition of "enormous". In any event, people presumably will not be deterred by the absence of a walkway – they will simply walk around and down "our" streets or, worse, drive and use precious parking spaces!

4. *"The developer will try to lease the retail offices, emphasizing that Cameron Station residents will become their customers...That will certainly benefit the developer, but how is it going to benefit our community?"* If CS

residents do choose to become retail customers is that not then an implicit benefit to those residents making that choice? Will they not perceive it as such?

5. *"...the decision about having the pathway should be made ONLY after the building is completed..."* I fail to see how waiting provides us any better information about the impact of the walkway. Let the developer build (and pay for!) the walkway now rather than have CS decide we want it later when we will have to pay for it!

Taking a somewhat broader view than PLR's warnings alone, the safety concerns would seem inevitable in circumstances like this. However people appear to taking no account of the fact that the residents of the Delaney will have very different interests (in terms of safety, lifestyle, quiet enjoyment, maintenance, property values, etc.) than the clientele of the bowling alley. Likewise, the owner of the Delaney will logically be motivated to protect his investment and to ensure residents on both sides of the property line feel safe at all times.

I have suggested that the pathway be built and a sturdy, attractive and lockable gate installed. The developer's security personnel could lock it and unlock it at predetermined times. If a rash of negative repercussions ensue, it could always be permanently locked. It would seem to me that anyone unwilling to consider such a "trial" is not really prepared to give the pathway fair consideration.

An additional option is to install a video camera/recorder focused on the pathway 24/7.

It is my understanding that the developer is prepared to pay for not only the pathway but the gate and a video recording camera if appropriate.

I trust you will see your way clear to approving the Delaney project, including the proposed pathway and connection to Cameron Station.

As always, I offer my thanks to you for all the time and interest you continue to devote to our community.

Respectfully,

Don Buch
Cameron Station