

Docket Item #2 A-C

CDD Concept Plan #2011-0008
Development Special Use Permit #2011-0030
Special Use Permit TMP #2011-0076
Landmark Gateway Amendment

Application	General Data	
Project Name: Landmark Gateway Location: 520 S. Van Dorn Street and 631 and 641 S. Pickett Street Applicant: Mill Creek Residential Trust, LLC, represented by J. Howard Middleton	PC Hearing:	January 5, 2012
	CC Hearing:	January 21, 2012
	If approved, DSUP expiration:	January 21, 2015 (36 months)
	Plan Acreage:	6.31 Acres
	Zone:	CDD #17
	Proposed Use:	Residential and Retail
	Dwelling Units:	492
	Gross Floor Area:	549,890 sf (15,000 sf retail)
	Small Area Plan:	Landmark/Van Dorn
Green Building:	Complying with the Green Building Policy	

Purpose of Application

A consideration of requests to (1) amend DSUP #2006-0021 (Landmark Gateway) to reduce the amount of retail, increase the number of units, reduce the amount of parking, and make minor changes to the building footprint to comply with floodplain regulations, (2) amend the CDD concept plan to reduce the amount of retail, and (3) amend SUP #2008-0070 to update the TMP conditions per current City standards.

Applications Requested:

- CDD Concept Plan (CDD #2011-0008)
- Development Special Use Permit with Site Plan (DSUP #2011-0030)
- Special Use Permit for a TMP (SUP #2011-0076)

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Katy North, AICP katy.north@alexandriava.gov

PLANNING COMMISSION ACTION, JANUARY 5, 2012: On a motion by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of CDD #2011-0008, DSUP #2011-0030, and TMP-SUP #2011-0076, subject to compliance with all applicable codes, ordinances, and conditions. The motion carried on a vote of 6 to 0. Mr. Robinson was absent.

Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers:

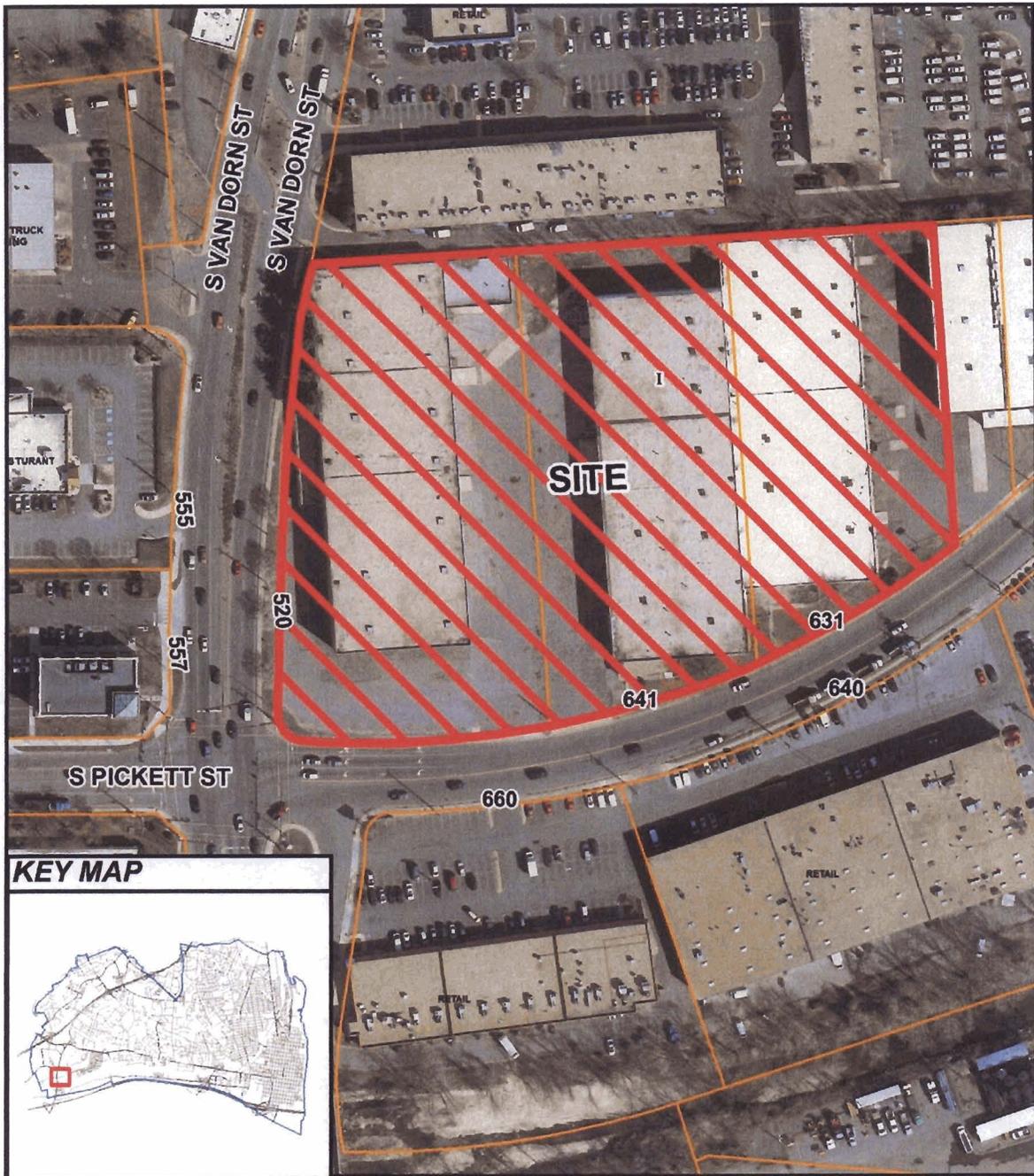
Howard Middleton, attorney, representing the applicant.

Mindy Lyle, resident of Cameron Station and former boardmember of the Cameron Station Civic Association and HOA. She noted that the developer met with the Civic Association extensively during the original review process starting as early as 2006, and the residents of Cameron Station were very excited about the project. They were disappointed when the development stalled, but remain excited about the project as amended. She noted that there are traffic issues and will continue to be traffic issues for the larger area given the cut-through traffic from Fairfax County. She supports this project and requests that it be approved.

Don Buch, resident of Cameron Station. He noted that a number of concerns had been raised about this project and appreciated that the applicant and staff had been responsive about discussing them. He expressed a concern about the traffic impacts for the larger area given the large amount of development that is planned for the rest of Block J and the planning area, with little plan for implementing and paying for improvements. He also raised the issue of inconsistencies between what was approved in the Landmark Van Dorn Plan and what is proposed for the Landmark Gateway development, including architecture style, building setbacks, and green roofs. He hopes the Planning Commission will support the amendment but will ensure that the specific design elements listed in the Plan are carried forward with future projects.

Dak Hardwick, resident of Cameron Station and current president of the Cameron Station Civic Association. He expressed his appreciation to the applicant and staff for meeting to discuss some of their concerns. He noted that several things have changed since the original approval in 2009, such as BRAC and cuts to transportation funding, which have driven the need by the community to reexamine some of the elements of the Plan and this development. He supports the project and the improvements that have been added in the last month, but noted that there are still a number of concerns from the residents, including building design, traffic impacts, and the viability of the rest of Block J to develop per the parameters in the Plan. He also stated that the multimodal bridge identified in the Plan is critical to this site, and questioned why the developer did not have to provide a contribution for it.

PLANNING COMMISSION ACTION, December 6, 2011: Prior to a public hearing for this case, the docket item was deferred at the request of the Planning Commission, with the applicant's consent, to give the applicant more time to study potential traffic improvements.



DSUP #2011-0030
TMP SUP#2011-0076
CDD CONCEPT PLAN #2011-0008

1/5/2012



I. SUMMARY

A. Recommendation and Summary of Issues

Staff recommends *approval* of the proposed amendments to the Landmark Gateway development, which was originally approved in January 2009. As part of this request, the applicant has requested the following amendments:

- Amend Development Special Use Permit #2006-0021 to reduce the amount of retail, increase the number of residential units, and reduce the amount of parking, as well as make minor adjustments to two buildings along South Picket Street to remove them from the floodplain;
- Amend the CDD Concept Plan (CDD #2008-0003) to reflect the reduction in the amount of retail;
- Amend the Transportation Management Plan Special Use Permit (SUP #2008-0070) to update the TMP per the current City Standards.

Although the proposal is very similar to the original approval, there are several issues that were considered with this amendment, including:

- Consistency with the Landmark/Van Dorn Corridor Plan;
- Building design;
- Compliance with the floodplain requirements;
- Traffic impacts and improvements;
- Providing adequate parking; and
- Open space.

This development will provide many public benefits including, perhaps the most important, implementation of the Landmark/Van Dorn Corridor Plan. This would be the first project developed in the planning area and could generate more interest for redevelopment of the surrounding sites. The proposal, even as amended, accomplishes many of the Plan's goals by creating walkable blocks, better vehicular circulation, open space, and rental housing.

B. General Description of Amendment

The original developer for this property, Green City Development, obtained approval for three five-story buildings comprised of 431 dwelling units and approximately 35,000 sf of retail. This amendment has been requested by a new developer for the site, Mill Creek Residential Trust, LLC. The overall concept for the development is consistent with the original proposal in that the site will still have three five-story residential buildings with some retail. However, the new developer has proposed some changes to the amount of retail and number of units within the buildings and the overall parking for the development. The retail has been reduced to 15,000 sf, which will be retained in the building on the prominent Van Dorn Street/S. Pickett Street corner. The remaining areas originally slated for retail will be converted to residential units, increasing the total number of units to 492. The garage has been reconfigured for the site and the small partially above grade garage level has been eliminated so that all of the garage parking is provided in one, below grade level. Finally, although the original intent of the amendment was

to keep the building footprints the same, a small adjustment was needed to the two buildings along S. Pickett Street to address the revised floodplain boundary that now crosses the southern portion of the property. The buildings and garage below have been pulled back approximately 4 feet from S. Pickett Street to stay out of the floodplain.

II. BACKGROUND

A. Site Context

The 6.3 acre site is comprised of three parcels and is located at the northeast corner of the intersection of Van Dorn Street and S. Pickett Street. This is a heavily traveled intersection as it is less than a mile from the Van Dorn ramp onto the Capital Beltway and Pickett Street provides a link between Van Dorn Street and Duke Street. Currently there are three one-story brick warehouse buildings on site with surface parking and little to no vegetation. East of the site are more warehouse buildings similar to what exists on the site now. North of the site is a shopping center with a Giant grocery store and other retail shops and restaurants. A bank and restaurant are opposite the site across Van Dorn Street and there is a row of retail businesses across Pickett Street to the south.

The site is situated at the southern end of the Landmark/Van Dorn Corridor Plan area in the neighborhood designated as Pickett Place. This area is seen as a gateway to the larger Landmark/Van Dorn area from the Beltway. Additionally, it is less than one mile from the Landmark Mall which is slated for a town center themed redevelopment in the Plan and less than one mile in the other direction from the Van Dorn Metro Station.

B. Site History & Project Evolution

For the last five decades, the site has been occupied by industrial uses, which is consistent with the surrounding area. The real estate assessments indicate that the three buildings were constructed in 1961. The buildings were used as a storage facility, an office supply service, and a marble wholesale/retail establishment. In the summer of 2004, in response to a concept plan to redevelop Landmark Mall, the City began the planning process for the larger Landmark/Van Dorn area. Soon after, in 2006, the original developer began discussions with the City for development of the Landmark Gateway site. The development was approved by the Planning Commission and City Council in January 2009, which was the same month the Landmark/Van Dorn Corridor Plan was reviewed (although it was approved a month later in February). Since that approval, the original applicant has been trying to secure financing for the project and has not yet submitted a final site plan. The new developer became involved with the project over the summer and has suggested the amendments that are the subject of this request in order to make the project viable.

C. Detailed Project Description

In 2009, the City Council approved a development proposal for this property that included three residential, five-story buildings, two of which included ground floor retail, and three new streets. Building 1 was located at the northwestern corner of the site, adjacent to Van Dorn Street,

Building 2 was located at the eastern portion of the site, and Building 3 was located at the southwestern corner of the site at the Van Dorn/Pickett Street intersection. This amendment keeps the same general layout and building heights, but proposes to change some of the uses within. A slight reduction to the footprints for Buildings 2 and 3 have been made to address the floodplain requirements that now affect this property (discussed more under the Staff Analysis section).

The original approval included 35,436 sf of retail that was split between Buildings 1 and 3. The bulk of the retail (approximately 30,000 sf) was proposed in Building 3 given the prominent location at the Van Dorn/Pickett Street intersection. The remaining 5,000 sf was proposed along the southern elevation of Building 1 facing the internal plaza and surface parking. Given the difficulty in leasing retail space, the current applicant is proposing to reduce the retail to 15,000 sf which would remain in the corner portion of Building 3. A portion of the original retail space would be used for a leasing office and amenity space for the apartments, and the remaining retail area would be converted to residential units.

The original approval included a level of partially above grade parking in Building 1. As part of this amendment, that level will be removed and the below grade garage under all three buildings will be reconfigured to improve efficiency. Garage access is provided in Buildings 1 and 2 and both sides of the garage can be accessed below grade. The area that was previously a level of parking will be converted to additional residential units.

The additional residential units added to the former retail area and garage level increases the number of units from 431 to 492 units. The unit mix has expanded to include a studio option (58 units), but overall the mix of units is still predominately 1-bedroom (259 units) and 2-bedroom (175 units). Most of these units are added to Buildings 1 and 3 since this is where the retail and garage have been eliminated, although the number of units in Building 2 has slightly increased due to an internal reconfiguration of the units.

III. ZONING

Property Address:	520 Van Dorn Street, 631 S. Pickett Street, and 641 S. Pickett Street		
Total Site Area:	6.31 Acres (274,945 sf)		
Zone:	CDD #17		
Current Use:	Industrial/ warehouses		
Proposed Use:	Residential with ground floor retail		
	Permitted/Required	Previously Approved	Proposed
FAR:	2.0	2.0	2.0
Height:	60 feet	60 feet	60 feet
Parking:	Total required by original approval: 803 spaces Total required by proposed amendment: 801 Max allowed per the L/VD Plan (initial phase): 894 spaces	Garage: 739 spaces Surface: 53 spaces Total: 792 spaces*	Garage: 692 spaces Surface: 53 spaces Total: 745 spaces**
Loading spaces:	1 space per 20,000 sf of retail (35,436 sf): 2 loading spaces	6 loading spaces	6 loading spaces
* parking reduction for 11 spaces			
**parking reduction for 56 spaces			

IV. STAFF ANALYSIS

A. Consistency with the Landmark/Van Dorn Corridor Plan

The original proposal for this site achieved many of the goals outlined by the Landmark/ Van Dorn Corridor Plan. As previously noted, it provides an attractive gateway into the City and the Van Dorn Corridor; it breaks up a large parcel into walkable, pedestrian friendly blocks; it creates engaging street frontages by pulling the buildings up to the sidewalk and installing a standard streetscape with wider sidewalks and trees; and it provides the right-of-way necessary for future transit improvements along Van Dorn Street. Since the amendment maintains the original site layout and building use, the new proposal is still consistent with the Plan. Further details about the consistency with the Plan are provided below.

An Attractive Gateway

At the southern end of the Plan's boundaries, providing an attractive gateway is particularly applicable to Landmark Gateway. The site is one of the first to be seen when entering the City from the Capital Beltway via Van Dorn Street. As discussed further in the Building Design section, the applicant focused most of their budget for building design and materials on the

prominent corner of Van Dorn and Pickett Streets to create a visible and unique gateway. Additionally, 30 feet of their property will be dedicated to the City for improvements to Van Dorn Street and the Corridor C transitway. In the future, this site will be the start of Van Dorn Street as a green boulevard with transit.

Pedestrian-Friendly Activity Centers

An important component of this development will be the creation of three new streets to break up the existing super block into several smaller, pedestrian-friendly blocks. Additionally, all three of the proposed buildings are pulled up to the sidewalk along Pickett Street and Van Dorn Street to engage the pedestrians. Finally, retail will be provided at the corner of Van Dorn and Pickett to provide further interest and amenities for pedestrians. Special detail will be paid to developing attractive storefronts for a high quality pedestrian environment.

A Multi-modal Transportation System

The Plan places a strong emphasis on developing a multi-modal transportation system for the Landmark/Van Dorn area. With the creation of the new streets with this development, vehicular circulation is enhanced, as well as vastly improving the pedestrian environment. As mentioned, 30 feet of the property will be dedicated to the City for improvements to Van Dorn Street and the Corridor C transitway. Per the Plan, these improvements will include the addition of dedicated lanes for transit and bike lanes. Finally, a TMP is proposed that will encourage residents to take advantage of alternate transportation options, including the nearby metro system.

An Interconnected Open Space System

The Plan calls for a variety of open space, ranging from larger public parks to smaller areas of open space. While none of the larger parks are slated for this site, this proposal includes a central plaza area inside the development as an amenity to the shoppers and residents. Additional courtyards are also provided adjacent to the buildings for use by the residents.

Quality Neighborhoods

This proposal provides much needed rental housing in a redeveloping area near major transportation and transit corridors. The units will range from small studios to larger two bedroom units in order to provide a variety of options. In addition, the new retail adjacent to existing retail will provide many amenities for the new residents of the development.

Environmentally and Economic Sustainable Development

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

Land Uses - Retail and Residential Locations

This property represents 25% of Block J (as identified by the Plan), which calls for a minimum of 250,000 sf of retail for the entire Block. The bulk of this retail is anticipated for the property

to the north, where the existing shopping center is currently located. Retail is required along the new main street that will cut through that property from east to west. For the Landmark Gateway site, ground floor retail was shown in the Plan as preferred in various locations, including the corner of Van Dorn and Pickett. Since the developer is proposing to keep 15,000 sf of retail at this corner location, the amendment is still consistent with the overall Plan. Although the reduction of retail is not ideal, staff is well aware of the problems of creating successful retail locations and believes it is better to have good retail in key locations, rather than empty storefronts. Additionally, 15,000 sf of retail can provide excellent neighborhood services. As a comparison, the retail at Potomac Plaza on Slater's Lane is also 15,000 sf in size.

With regard to residential floor area, the Plan allows for a minimum of 500,000 sf and a maximum of 1,450,000 sf for Block J. The slight increase in residential floor area brings Block J further above the minimum floor area for residential. However, future development on the remaining parcels within Block J will still have nearly 1,000,000 sf of residential floor area to use. Therefore, staff is comfortable that the increase of residential floor area for Landmark Gateway is still consistent with the Plan and will still allow for successful redevelopment of the remaining properties within Block J.

B. Building Design/Architecture

During the initial review of the Landmark Gateway proposal, staff and the developer worked hard to ensure the design of the buildings would be appropriate for the gateway location and set the proper tone for future development in the planning area. The result was a scheme that built off of the mid-20th century character of the western part of the City rather than recalling Colonial architectural themes more appropriate for the historic districts. Staff agreed that resources for building materials should be focused on key locations, in particular the corner element of Building 3 and the Van Dorn and S. Pickett Street frontages. This is consistent with the Plan that recommends the highest quality architectural façade treatments for the building facades along "A" street frontages, such as Van Dorn and Pickett Streets.

This amendment does not propose any changes to the overall building design. Minor changes to address the portions of the building that have been converted from retail to residential will be reviewed by staff during the final site plan review, but the goal will be to maintain the original intent for these elevations. In addition, portions of Buildings 2 and 3 along the Pickett Street frontage have been pulled back to remove the building from the revised floodplain boundary (discussed more in next section). More details about the design of each of the buildings is provided below.

Building 1

Building 1 is a rectangular building located in the northwest corner of the site. The widest part of the structure faces private Street A (east-west street), but approximately 160 feet of the building fronts Van Dorn Street. The facade of Building 1 that faces Street A previously included a small amount of ground floor retail and residential amenities. This amendment proposes to eliminate the retail in this building and replace with residential units. The new residential units on the first floor will be approximately 3 feet above the grade of the sidewalk along Street A in order to accommodate changing grade for this building. The building will be

predominately brick with a lighter color material at the top story, although, an alternate material such as metal panels or rainscreen will be used to accentuate the main entrance on Street A.

Building 2

Building 2 is the easternmost building of the development. Located east of private Street B, Building 2 stretches from Pickett Street to public Street C. Similar to Building 1, the building uses the change in grade across the site to bury most of the underground parking garage, although some is exposed at the lowest elevation along Pickett Street. Also similar to Building 1, the loading area and garage entrance are located on Street C. The applicant has agreed to continue to work with staff during final site plan, subject to specific conditions listed in the Staff Recommendations (Condition 3), to further improve the architecture for this building. Since this building will eventually face a public street that will connect to the properties to the north, it will be important to ensure that the eastern façade is appropriately designed with active elements such as building entrances, interesting building details, or public art.

Building 3

Located at the corner of Van Dorn and Pickett Streets, Building 3 is the most prominent building of this development and therefore a lot of design consideration went into this building. This building will be the first building a person sees when driving north on Van Dorn Street from the Beltway and therefore acts as gateway into the Landmark/Van Dorn planning area. The architecture of the building is reminiscent of an Art Moderne style with a curved wall/drum at the corner that connects to buildings facing Van Dorn and Pickett Streets. A building break roughly 200 feet from the Van Dorn intersection in the form of a glassy, recessed hyphen provides some relief to the overall length of this building and provides an architectural transition point to the second half of the building that faces Pickett Street and Street B. The hyphen also coincides with the driveway to the central plaza and surface parking area.

Retail will be located on the ground floor of the western half of the building which will activate the building and the pedestrian environment. Through this amendment, residential units are proposed for the eastern half and are elevated approximately 2-3 feet above the grade of the sidewalk along Pickett Street. In addition, a small planter is provided between the sidewalk and the building to provide an additional offset for the residential portion and address floodplain issues (see following section for more details). The entire building is “U” shaped, which surrounds the internal parking plaza and central green space.

C. Floodplain Regulations

On June 16, 2011, the updated Flood Insurance Rate Maps (FIRMs) for the City were published. The modified 100-year floodplain boundary removed some properties which were previously in the floodplain, and also included a number of new properties that were previously not included, which is the case for Landmark Gateway. When the development was originally approved in 2009, no portion of the floodplain was within the boundaries of this property, although significant flooding had been documented on the property across Pickett Street. The 2011 update to the maps brought the floodplain boundary onto the Landmark Gateway site along the southern property line and within a portion of Buildings 2 and 3 and the garage

below. Although the amount of building area that was shown within the 2011 floodplain is relatively small, the buildings and garage must comply with the floodplain regulations.

In response, the applicant revised the plans to remove the below grade parking garage and Buildings 2 and 3 from the floodplain by cutting back the buildings a maximum of 4 feet and eliminating 5 spaces from the garage. In addition, a planter is proposed along the southern façade of both buildings to act as a barrier to flood waters. Given that the finished floor elevation for these buildings is 3-5 feet above the sidewalk elevation and flood elevation, the addition of the planters has the added benefits of softening the edge of the building along the public sidewalk and creating a setback for the residential units now at ground floor.

D. Parking

The original proposal was required to provide a minimum of 803 spaces, but only provided 792 spaces. An 11 space parking reduction was approved as part of the overall approval. Of the 792 spaces, 739 spaces were in the garages and 53 spaces were in the plaza and along the new private streets. Under the current parking standards in the Zoning Ordinance and the Landmark/Van Dorn Plan, the revised development is now required to provide a minimum of 801 spaces and a maximum of 894 spaces. As part of the revised plans, the number of spaces has been reduced to 745 spaces. Of these, 692 spaces are within the garage and the original 53 surface spaces remain the same, resulting in a loss of 47 garage spaces. The applicant has requested approval of a new parking reduction for 56 spaces. The requirements for the Zoning Ordinance and both phases of the Landmark/Van Dorn Plan for the original and proposal development are summarized in the table below.

	Requirement	Original Approval	Proposed
Zoning Ordinance (minimum)	1.3 spaces per studio/1-bed unit	396	412
	1.75 spaces per 2-bed unit	222	307
	1.2 spaces per 220 sf of retail	185	82
		Total: 803	Total: 801
Landmark/ Van Dorn Plan – Initial Phase (maximum)	1.725 spaces per unit	744	849
	3 spaces per 1,000 sf of retail	106	45
		Total: 850	Total: 894
Landmark/ Van Dorn Plan – Later Phase (maximum)	1.15 spaces per unit	496	566
	2 spaces per 1,000 sf of retail	71	30
		Total: 567	Total: 596

Although this is a greater parking reduction, staff is comfortable with the request. The garage includes 8 tandems spaces and 11 on-street spaces on Pickett Street that are not counted towards the parking numbers, which means that there are 19 more spaces that can realistically be used by residents and retail patrons. The garage spaces will be designated for the residents of the site, which provides an overall parking ratio of 1.4 spaces per unit (1.42 spaces per unit if the tandem spaces are included). This ratio is consistent with other residential developments in the City.

The 53 surface spaces will be primarily used for the retail patrons. This is 29 spaces less than the Zoning Ordinance requires (only 18 spaces less if you include the parking along Pickett Street), although, 8 spaces more than the Landmark/Van Dorn Plan recommends as the maximum for retail during the initial phase. Given that many of the residents will also be the patrons for the retail, staff is comfortable with the amount of retail parking proposed. In addition, the project is required to implement a Transportation Management Plan which will help provide further reductions to the number of vehicles and trips to and from the site.

E. Traffic Impacts and Improvements

Van Dorn and Pickett Intersection

A detailed traffic analysis was provided with the original application in 2009. For this amendment, an update to that analysis was submitted to reflect the traffic impacts from an increase of residential units and decrease of retail. The results of the study found that the impact to traffic from this development would be less than the original proposal, since there is less retail and retail typically creates more traffic. However, the intersection of Van Dorn Street and Pickett Street currently functions at Level of Service (LOS) F and any additional trips added to the intersection will further degrade the intersection and increase the delay (see table below). There was considerable concern from the community about the additional traffic impacts to this intersection, which was the primary reason the Planning Commission deferred the case in December.

Existing and Future Conditions - Level of Service and Delay (in seconds)

Existing Conditions*		2012 without Landmark Gateway*		2012 with revised Landmark Gateway (no improvements)*	
AM	PM	AM	PM	AM	PM
F 94.1	E 68.4	F 125.3	F 82.6	F 133.8	F 100.9

* from updated traffic analysis dated December 8, 2011

Based on the direction from the Planning Commission to study the traffic impacts, the traffic consultant for the developer analyzed the impact of two different road improvements on the level of service for the intersection. Option 1 was a separate westbound right turn lane on Pickett Street which would be accommodated within land along the Landmark Gateway site. Option 2 was a separate northbound right turn lane on Van Dorn Street which would be accommodated within existing City right-of-way in that location. Upon analysis, Option 1 was found to have very little impact on the overall LOS for the intersection. However, the results showed that Option 2 would provide a significant improvement by cutting the delay in half and improving the overall LOS for the intersection to D in the morning peak hour and E in the evening peak hour (see table below).

Impact of Improvement Options on Level of Service and Delay (in seconds)

Landmark Gateway with Option 1*		Landmark Gateway with Option 2*	
AM	PM	AM	PM
F 133.8	F 100.4	D 52.5	E 62.2
* from updated traffic analysis dated December 8, 2011			

The developer has agreed to install the new turn lane as part of the Landmark Gateway development. The estimated cost of this turn lane improvement is approximately \$360,000. Staff has revised Condition 95A to require the developer to construct the turn lane improvement in lieu of making an \$180,000 contribution to an infrastructure fund. Staff believes construction of this improvement will be a greater and more immediate benefit than the originally proposed monetary contribution.

Other Traffic Improvements

In addition to the new turn lane, this development will provide a number of other enhancements that could improve traffic volumes and flows. The existing conditions along Pickett Street headed west are one lane of traffic until the double left turn lane at the intersection and parking allowed along the curb. With the new development, a second travel lane will be provided where the on-street parking is currently located for the length of the development frontage. The existing curb will be shifted north to accommodate the eleven on-street parking spaces. A bulbout will be provided at the existing bus stop location on Pickett Street in the second travel lane, which will allow for continued traffic flow even when the bus makes a stop. As discussed in the original approval, the addition of three new streets (two private, one public) will help break up the block and distribute the traffic generated from the development. Finally, the development does not preclude a future public street along the eastern edge of the development, which could potentially be signalized and will provide more travel options for people traveling within and through the area.

F. Coordination with Corridor C Improvements

The Transportation Master Plan, which was approved in 2008, establishes three primary transit corridors for the City, one of which includes Van Dorn Street (Corridor C). In the last year, the City has started the process for determining the specific improvements to Corridor C, including the specific alignment, mode and runningway configuration. The general concept consists of a separate, dedicated travel lane in each direction within the median for transit, and complete street enhancements consistent with the City's Complete Streets policy (approved in April, 2011) which will include wider sidewalks, planting strips, and bike lanes. Since the Landmark/Van Dorn Plan was approved in 2009 before detailed analysis of the street section had begun, the Plan included a general sketch of a potential street section (page 137). For the portion of Van Dorn Street south of Edsall Road, the entire right-of-way, which includes travel lanes for transit and general traffic, bike lanes, planting strips, and sidewalks, was anticipated to be 160 feet wide. The existing right-of-way in this area is 100 feet, meaning an additional 60 feet would be required from property owners along this section (30 feet on each side of the street). As part of

the original Landmark Gateway approval, the developer agreed to provide the 30 feet needed along the east side of Van Dorn Street and designed their development outside of the future right-of-way.

As discussed earlier in the report, the proposed changes do not impact the original building footprints (with the exception of the portion on Pickett Street that is affected by the floodplain). The 30 feet of right-of-way will still be provided with this development and the new buildings will be located outside of this area. Although the final configuration for the street section has not been finalized, the City's consultant for Corridor C has analyzed how the Landmark Gateway plan fits into the current plan for this segment of Van Dorn Street. They have confirmed that there is adequate space to provide the desired elements of the section and the streetscape improvements along the Landmark Gateway frontage, although the specific dimensions have not been finalized.

G. Transportation Management Plan

This application also includes an amendment to the approved transportation management plan. Per staff's suggestion, the applicant has agreed to update their TMP to reflect the current standards. This includes updating conditions related to identifying a TMP coordinator, providing annual reports, and paying an administrative fee to the City for lack of a timely response. While this does increase the initial residential rate from \$60 to \$80, the rate increase to \$120 for the second part of this development is eliminated. Additionally, the retail rate is also reduced from \$0.39 to \$0.25 per leased square foot. Overall, this will provide some savings to the developer while upgrading the TMP to meet current City standards.

H. Open Space

The amount of open space for the site remains unchanged from the original approval. As noted in the original proposal, the site will provide a variety of open space areas, including the publicly accessible central plaza between Buildings 1 and 3, and private courtyards with Buildings 1 and 2. However, as part of this amendment, a change to the private courtyards for Building 1 is proposed. Previously these two courtyards were elevated approximately 4 feet above the grade of the adjacent sidewalk due to the location on top of the above grade parking level. Since that garage level has been removed, the courtyards have been lowered. They are now 3-4 below the adjacent sidewalk with units fronting on three of the sides. Since this creates a better sidewalk condition, staff is supportive of the change to these areas.

I. Green Building

The City Council adopted the Green Building Policy for new development in April 2009, which occurred three months after the original Landmark Gateway approval. Under that development approval, the building was required to be designed to LEED certification standards, but did not require proof of certification by a third party reviewer (in the case of LEED, this would have been the USGBC). Per the Policy, new developments are now required to obtain certification from a third party. With this amendment, the applicant has agreed to update the green building condition for the development and achieve a third party certification.

V. COMMUNITY

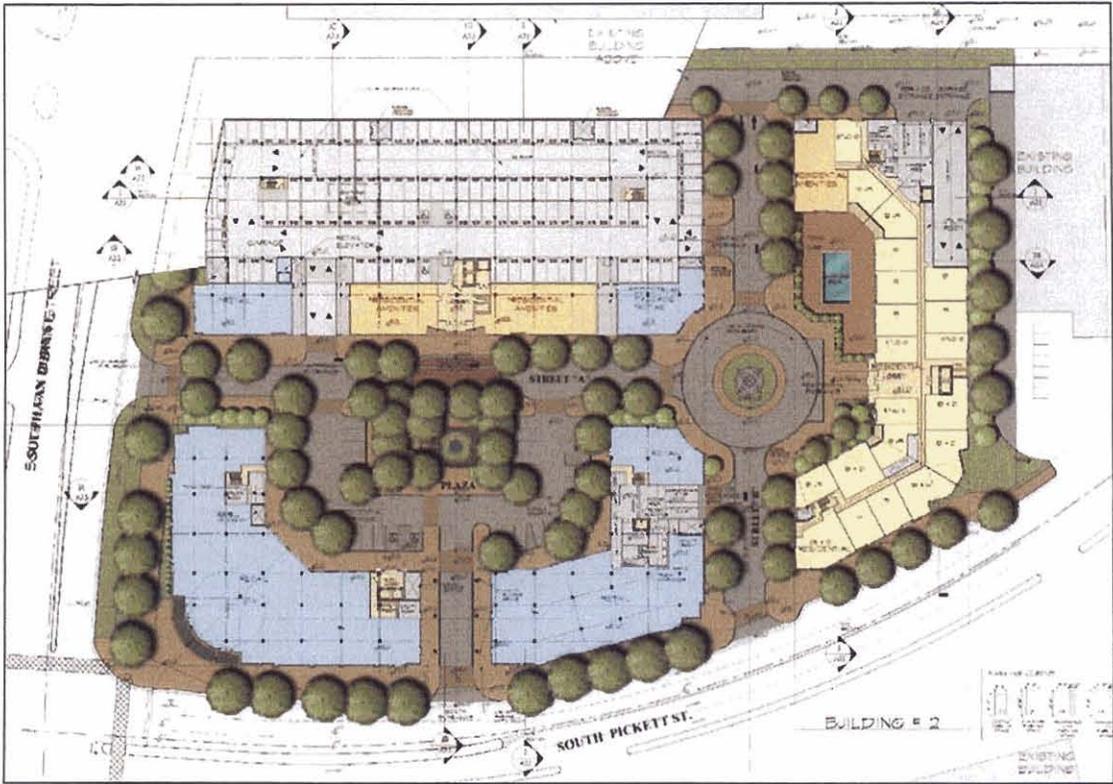
The community surrounding this site was extensively involved in the design and review of the original development proposal, and in general was very supportive of the project. During the original review of the project, the developer met with the Cameron Station Civic Association and Cameron Station Homeowner's Association (the closest residential area to the development), Seminary Hill Civic Association, and Brookeville – Seminary Valley Civic Association several times between 2007 and the public hearings in 2009. In addition, the developer served as a member of the Landmark/Van Dorn Advisory Group and presented the proposal for this development at several Advisory Group meetings, all of which were open to the general public. There was very little public comment at the Planning Commission and City Council public hearings in January 2009, but the comments that were made were all supportive of the development and emphasized a strong desire to see development occur at this location (see speaker's comments the cover page of the original staff report).

After discussing the proposed amendments to the approved plan with staff this past summer, the developer met with the Cameron Station Homeowner's Association in August to review the changes to the development. The project was also presented at the annual meeting for Cameron Station homeowners in early November, which had approximately 200 residents in attendance. In early December, a meeting was also held with the Cameron Station Civic Association. During this time, the developer also reached out to the Seminary Hill Civic Association and Brookeville – Seminary Valley Civic Association to alert them of the proposed changes to the approved development, and provided additional information as requested. Since the deferral of the case at the December 6th Planning Commission meeting, staff and the developer team met with three representatives of Cameron Station to discuss specific concerns with the development, including traffic impacts.

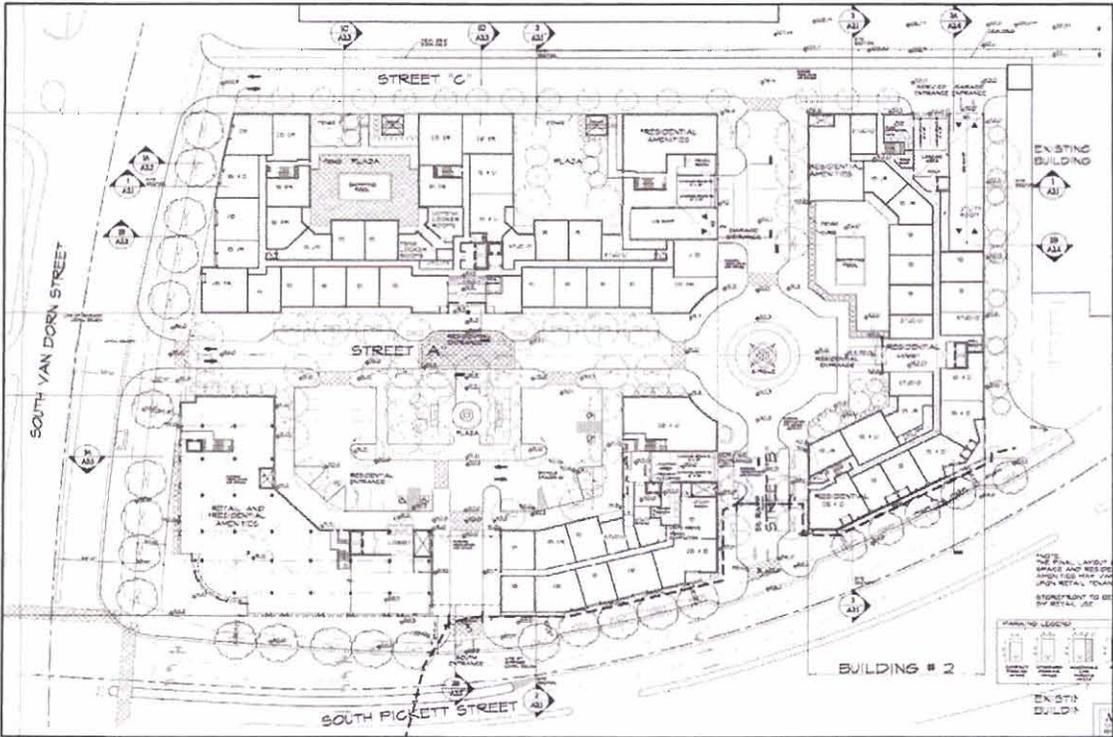
VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.

VII. GRAPHICS



Original Site Plan – Plaza Level



Proposed Site Plan – Plaza Level



BUILDING 1 - SOUTH ELEVATION



BUILDING 1 - EAST ELEVATION



BUILDING 1 - WEST ELEVATION



BUILDING 1 - NORTH ELEVATION

Original Building 1 Elevations



BUILDING 2 - WEST ELEVATION



BUILDING 2 - NORTH ELEVATION



BUILDING 2 - SOUTH ELEVATION



BUILDING 2 - EAST ELEVATION

Original Building 2 Elevations



BUILDING 3 - SOUTH ELEVATION



BUILDING 3 - EAST ELEVATION



BUILDING 3 - WEST ELEVATION



BUILDING 3 - NORTH ELEVATION

Original Building 3 Elevations



Original Perspective 1 from Van Dorn/Pickett Intersection



Original Perspective 2 from Van Dorn/Pickett Intersection



Original Perspective from Pickett Street – Center of Building 3



View of Landmark Gateway site looking north

VIII. STAFF RECOMMENDATIONS

A. GENERAL:

1. **[CONDITION AMENDED BY STAFF]** The applicant shall provide all improvements depicted on the preliminary site plan dated November 6, 2008 **and as revised on plans dated November 14, 2011,** and comply with the following conditions of approval. Additionally, the applicant shall comply with the Landmark/Van Dorn Corridor Plan, including any revisions that occur as a result of the guidance the Planning Commission provided to staff at the January 6, 2009 public hearing. (P&Z) (PC) (DSUP 2006-0021)
2. **[CONDITION AMENDED BY STAFF]** Notwithstanding any contrary provisions in the Zoning Ordinance, the development special use permit shall expire three (3) years after the date of **the January 21, 2011** City Council approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. (P&Z) (DSUP 2006-0021)

B. BUILDING:

3. **[CONDITION AMENDED BY STAFF]** The massing, articulation, and overall design of the building(s) shall be generally consistent with the drawings and renderings dated December 10, 2008, prepared by Architects Collaborative, Inc. The final design and materials of the buildings shall be as provided in *Attachments #1 and 2* and shall also incorporate the following to the satisfaction of the Director of P&Z.

Building 2

- a. The design of Building 2 (Phase 2) is illustrative and may change in the future depending on the circumstances at the time of construction. Minor changes to skin of the building may be approved by the Director of Planning and Zoning. Future development of Building 2 shall consider the following:
 - i. The eastern face of the building is a very long façade and the mass and scale of this façade should be broken down and further articulated. Methods of achieving this may include:
 - a building entrance shall be considered on the east elevation that provides a sidewalk connection to the future master plan street to the east, provided all the land for this street is dedicated;
 - further highlighting the bays on this façade by sheathing them in metal or another material that allows for a high level of architectural detailing;
 - creating a break in the façade through changes in the building plane and/or materials; and/or
 - exploring design options for different focal features at the roof line.

Substantial amendments to the site or building shall be processed as a major amendment pursuant to Section 5-605 of the Zoning Ordinance.

General

- b. The applicant shall provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, and window treatment, including the final detailing, finish and color of these elements, during final site plan review. The applicant shall provide these detailed design drawings at a scale sufficient to fully explain the detailing and depth of facade treatment.
- c. Color architectural elevations (front, side and rear) shall be submitted with the final site plan for each building.
- d. All loading and garage doors shall be painted to match the color of the adjoining building material. Plan and section details of the conditions adjoining the garage and loading dock doors shall be provided as part of the final site plan. All loading and garage doors shall be an opaque screen or screen to minimize the projection of light from the garage onto the adjoining street.
- e. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.
- f. The buildings shall be designed to incorporate a variety of fenestration as represented in the submitted plans and refined to match the architectural style emulated in each building.
- g. Storefront window systems shall be varied in appearance and shall vary in plane with some storefronts projecting into the sidewalk. Storefront awnings shall also vary between buildings.
- h. Interior storage cabinets, carts, window signs, posters, shelving, boxes, coat racks, storage bins, closets, and similar items shall not block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
- i. An on-site mock-up panel shall be provided prior to the approval of the final selection of the brick and other building materials (stone base, synthetic stucco, metal panels, windows, etc).
- j. The applicant shall provide high quality windows for each building, consistent with discussions with staff during the application process, to the satisfaction of the Director of P&Z and provide samples for approval.
- k. The applicant shall provide detailed design drawings showing all architectural metalwork (balcony rails, transformer enclosure, garage doors, courtyard/terrace fencing and rails) along with color and material samples for each.
- l. There shall be no visible wall penetrations or louvers for HVAC equipment; all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen vents lower than 10 feet above ground. The kitchen vents in units on the first floor shall be carried through the roof and located where they are not visible from the public right-of-way. The kitchen vents for units above 10 feet shall be integrated into the design of the facade of the building, and painted to match the exterior of the building so that they are visually minimized from the public right-of-way. Dryer and bathroom vents shall be painted to match the building, and the portion visible on the exterior wall shall be subject to review and approval by the Director of P&Z.

- m. Rooftop mechanical equipment shall be screened by roof parapet from all public rights-of-way. Sight line studies shall be provided at final site plan to verify compliance.
 - n. **Minor modifications to the building elevations to accommodate the areas that have changed from parking and retail to residential shall be reviewed and approved by staff. The overall design concept for the buildings shall be consistent.** (P&Z) (DSUP 2006-0021)
4. **[CONDITION AMENDED BY STAFF]** The applicant shall hire a LEED accredited professional as a member of the design and construction team. The LEED-AP shall work with the team to incorporate sustainable design elements and innovative technologies with the goal of achieving LEED Certification under the U.S. Green Building Council; or the LEED-AP shall demonstrate that a minimum of 26 points toward LEED Certification will be achieved. The LEED-AP shall provide a checklist and specific examples of technologies used prior to the release of a building permit and provide verification of methods used after construction, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. **Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified or equivalent, such as, but not limited to the Earthcraft House Program or NAHB National Green Building Certification, to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:**
- a. **Provide evidence of the project's registration with LEED with the submission of the first final site plan.**
 - b. **Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy.**
 - c. **Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.**
 - d. **Provide documentation of LEED Certification from USGBC within two years of obtaining a final certificate of occupancy.**
 - e. **Failure to achieve LEED Certification 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 release of Final Site Plan will apply.**
(P&Z)(RP&CA)(T&ES) (DSUP 2006-0021)
5. **[CONDITION AMENDED BY STAFF]** Energy Star labeled appliances shall be installed in all multi-family residential units. Bathroom fixtures shall be WaterSense or **equivalent low flow fixtures** comparable. In addition, the applicant shall explore the provision of a cistern to accommodate all irrigation needs of the proposed open space areas including the roof-top open space areas. (P&Z)(RP&CA)(T&ES) (DSUP 2006-0021)

6. **[CONDITION AMENDED BY STAFF]** The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials. (T&ES)(P&Z) (DSUP 2006-0021)

C. RETAIL & RESTAURANT USES:

7. *Ground Floor Retail:* Ground floor uses of areas designated as “retail” shall be limited to retail, personal service uses and restaurants as defined below.
- a. The ground floor retail floor area as depicted on the preliminary site plan shall be solely utilized by retail uses including: a store engaged in the sale of goods for personal use that shall include bakeries, barber shop/beauty salon, banks, bookstores, clothing, clothing accessories, copier/reproductions, drugstores, dry cleaners (not dry cleaning plant), florists, health and sport clubs, groceries, jewelry and restaurants or 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. Dry-cleaning (limited to pick-up only), optical centers, and banks are permitted if it does not adjoin another bank and/or dry-cleaning and/or optical center.
 - b. On a case by case basis, some professional office uses, such as realtors or accountants, may be permitted in the ground floor retail areas, subject to approval of the Director of P&Z.
 - c. The floor-to-floor height of the retail space shall be a minimum of 14’-6” for each building(s) with ground floor retail. Exhaust vent shafts shall be located within the retail space for each building to accommodate ground floor restaurant uses and shall be depicted on the final site plan and all applicable building permits.
 - d. Deliveries to businesses within residential buildings shall not take place before 7:00 a.m. or after 10:00 p.m. Deliveries are prohibited on Van Dorn and Pickett Streets. (P&Z) (DSUP 2006-0021)
8. **[CONDITION AMENDED BY STAFF]** ~~Full Service Restaurants:~~ Full service restaurants may be approved administratively by the Director of P&Z, provided that any restaurant approved under this provision complies with the conditions listed below. ~~Restaurants that do not meet these criteria may be approved subject to a special use permit.~~
- a. ~~Restaurants shall close no later than 12:00 a.m.~~
 - b. ~~All patrons shall be seated by a host or hostess; printed menus shall be provided at the tables; service shall be provided at the tables by a waiter or waitress; and tables shall be preset with non-disposable tableware and glassware.~~
 - c. ~~Deliveries to restaurants within residential buildings shall not take place before 7:00 a.m. or after 10:00 p.m. Deliveries are prohibited on Van Dorn and Pickett Streets.~~
 - d. ~~If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be non-vehicular (made on foot, via bicycle, etc.). Alcoholic beverages shall not be delivered off-site, and delivery of nonalcoholic beverages shall only be in association with food deliveries.~~

- e. ~~Alcoholic beverages may be sold for on-premises consumption only, and shall clearly be accessory to food sales.~~
- f. ~~Grease traps shall be located within the building. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.~~
- g. ~~No food, beverages, or other material shall be stored outside.~~
- h. ~~Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash or debris shall be allowed to accumulate on site outside of those containers.~~
- i. ~~Litter on the site and on public rights of way and spaces along the business frontage shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.~~
- j. ~~Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.~~
- k. ~~The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.~~

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) (DSUP 2006-0021)
9. **[CONDITION DELETED BY STAFF] *Restaurants—Outdoor Dining:*** ~~Outdoor dining is encouraged and may be permitted administratively by the Director of Planning and Zoning subject to the following minimum criteria and conditions:~~
- a. ~~All outdoor dining areas shall be accessory to an approved indoor restaurant.~~
 - b. ~~An unobstructed pathway with a minimum width of 8 feet shall be provided at all times.~~
 - e. ~~Any permanent structures which are required for the outdoor seating area shall be subject to review and approval by the Director of P&Z.~~
 - d. ~~No live entertainment shall be permitted in the outdoor seating area.~~
 - e. ~~No sound amplification shall be permitted in the outdoor seating area.~~
 - f. ~~Any outdoor seating areas shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.~~

- ~~g. On site alcohol service shall be permitted; no off premise alcohol sales are permitted.~~
- ~~h. No food, beverages, or other material shall be stored outside.~~
- ~~i. The applicant shall provide, at its expense, one city trash container Model SD 42- exclusively for each restaurant. The trash container shall be emptied at the close of business each day.~~
- ~~j. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on site outside of those containers.~~
- ~~k. Litter on the site and on public rights of way and spaces along the business frontage shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.~~
- ~~l. The outside dining area shall be cleaned at the close of each day of operation.~~
- ~~m. The applicant shall control odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of T&ES.~~
- ~~n. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees. (P&Z) (DSUP 2006-0021)~~

D. PEDESTRIAN/STREETS/TRAFFIC:

10. **[CONDITION AMENDED BY STAFF]** The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the Preliminary Plan and shall also provide the following to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
- a. The sidewalk on Van Dorn Street shall be minimum 12 ft. wide unobstructed concrete sidewalk from the ultimate right-of-way with a 6 ft. wide landscape strip with street trees 3 ft. off the edge of the sidewalk, spaced 30 ft. on center, consistent with the Landmark Van Dorn Plan. The landscape strip shall be connected by underground planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees. The area between the planting strip and the existing curb of Van Dorn shall be planted with grass. Explore planting additional street trees or landscaping in the planting strip.
 - b. The sidewalk on Pickett Street shall be an 18-20 ft. wide concrete sidewalk from building face to curb from Van Dorn Street to the first access drive; a minimum 15 ft. wide concrete sidewalk from face of building to curb from the access drive to Street B to accommodate parallel parking; and a minimum 12 ft. wide concrete sidewalk east of Street B to the property line with a 4-5 ft. planting bed adjacent to Building 2 with plant materials to screen the parking garage. The sidewalks shall be constructed to City standards with 4 ft. x 10 ft. wide tree wells spaced 30 ft. on center at the curb. The tree wells shall be connected by underground

- planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
- c. The sidewalk on both sides of Street A shall consist of minimum 14 ft. wide concrete sidewalks with 4 ft. by 10 ft. wide tree wells spaced 30 ft. on center. The tree wells shall be connected by underground planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
 - d. The sidewalk on both sides of Street B shall consist of minimum 14 ft. wide concrete sidewalks with 4 ft. by 10 ft. wide tree wells space 30 ft. on center. Street trees shall be provided around the traffic circle. The tree wells shall be connected by underground planting troughs that are a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
 - e. The sidewalk on Street C shall consist of minimum 9.5 ft. wide concrete sidewalks with a 4 ft. continuous grass strip adjacent to the curb and with street trees spaced 30 ft. on center. The planting strip shall contain a minimum of 300 cubic ft. per tree to provide sufficient arable soil volume to support adequate moisture for the trees.
 - f. Provide decorative brick banding or different paving patterns to demarcate entrances to all retail stores and restaurants.
 - g. Provide continuous uninterrupted and level sidewalks over all intersections with the sidewalk (streets, garage entrances, service areas, etc).
 - h. Thermoplastic ladder style pedestrian cross walks at all crossings at the proposed development, except for special paving crossings shown on private streets.
 - i. Install and maintain ADA accessible pedestrian crossings serving the site.
 - j. Streetlights on Van Dorn Street, Pickett Street, and Street C shall consist of cobra heads unless it is determined by the Directors of T&ES and P&Z that decorative street lights will be required. In that case, if the applicant has not yet obtained approval of a building permit, decorative street lights shall be provided by the applicant on these public streets to the satisfaction of the Directors of T&ES and P&Z.
 - k. Pedestrian improvements required for each building shall be completed prior to the issuance of a certificate of occupancy for that building, unless otherwise required herein.
 - l. **All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.**
(P&Z)(T&ES)(RP&CA) (DSUP 2006-0021)
11. **[CONDITION AMENDED BY STAFF]** The applicant shall provide ~~58~~ 22 residential bicycle parking ~~racks,~~ 44 spaces within the underground garage and ~~5~~ 4 visitor (short-term) bicycle ~~racks,~~ 10 parking spaces on the surface for retail to the satisfaction of the Director of T&ES. The short term bicycle rack locations are preferably covered, grouped, and located within 50 feet of the main entrance. Bicycle parking racks shall be located in a manner that will not obstruct the existing/proposed sidewalks. Bicycle parking standards, acceptable rack types and details for acceptable locations for short-

term parking are available at: www.alexandriava.gov/bicycleparking. (T&ES) (DSUP 2006-0021)

12. The applicant shall provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) per block face, including public and private streets, Van Dorn, and Pickett Streets; Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley. 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 shall be made prior to site plan release. (T&ES) (DSUP 2006-0021)
13. **[CONDITION AMENDED BY STAFF]** All bus stops adjacent to the site (on Van Dorn Street and Pickett Street) must be made ADA compliant and shall include a 7 6 ft. (parallel to the curb) x 8 ft. (perpendicular to the curb) unobstructed concrete passenger loading pads. The pads shall connect the back-face of the curb to the sidewalk. The width **of the** sidewalk may be counted toward the 8ft. required for the passenger loading pad. The plan shows a concrete passenger loading pad for the stop on Van Dorn Street and shall be revised to show a concrete passenger loading pad for the stop on Pickett Street. (T&ES) (DSUP 2006-0021)
- 13A. **[CONDITION ADDED BY STAFF]** Install a new City standard bus shelter for the bus stop located along the 500 block of northbound S Van Dorn & Pickett as shown on the prelim plan. Contact the City's Office of Transit Services to obtain the new City standard bus shelter detail and specifications. Provide a public access easement for the bus shelter and bus shelter pad. Provide details on this bus shelter within the final site plan. (T&ES)
- 13B. **[CONDITION ADDED BY STAFF]** Install a bus stop bench for the bus stop located along the 600 block of westbound Pickett & S Van Dorn Street. Provide details on this bench within the final site plan. The benches shall not be placed on the 7 foot by 8 foot landing pad. The bench detail shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the Directors of T&ES and P&Z. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish. (T&ES)
- 13C. **[CONDITION ADDED BY STAFF]** Ensure that the fifty foot approach to all bus stops adjacent to the site have a minimum 12' clearance free from tree limbs, signs and any other obstructions. (T&ES)
- 13D. **[CONDITION ADDED BY STAFF]** Create a 120 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curbside. If the bus stop is located on a bulb out / extension into the roadway, the 120 foot "No Parking, Bus Stop Zone" shall not be required. (T&ES)
- 13E. **[CONDITION ADDED BY STAFF]** Show all existing bus stop adjacent to the site and proposed relocated or new bus stops with associated features, to include shelters, canopies, and benches in the vicinity of the site on the final site plan. Any

proposed features 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. The final bus shelter, bus stop canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. (T&ES)

14. ~~[CONDITION DELETED BY STAFF] Decorative public benches shall be provided at all bus stops (on Van Dorn Street and Pickett Street) adjacent to the development. The benches shall not be placed on the 6 foot by 8 foot landing pad. The bench detail shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the Directors of T&ES and P&Z. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish. (P&Z) (DSUP 2006-0021)~~
15. The following table sets forth the dimensions and elements for all street rights-of-ways and public access easements. All streets in the site as required herein shall be publicly dedicated streets/sidewalks or publicly accessible streets/sidewalks through the provision of a public access easement(s), and shall be consistent with the Landmark/Van Dorn Corridor Plan. The applicant shall dedicate the streets as public streets or perpetual public access easements as required below, pursuant to the required timing herein. The applicant shall prepare all applicable deeds and a plat of dedication subject to the review and approval of the City. The deed and plat of dedication shall be recorded in the land records prior to release of the final site plan. The public use and access easement shall not obligate or require the City to construct or maintain the streets or sidewalks (maintenance shall be at the developer’s sole cost and responsibility, including the responsibility for snow removal). The streets shall not be accepted for dedication until the completion of the project and determination by the City that the street complies with all applicable codes and standards. (P&Z) (T&ES) (DSUP 2006-0021)

Street Right of Way – Public Access Easement(s)		
	Width of Dedicated Right-of-way or Public Access Easement	Dedicated Right-of-way or Public Access Easement
Van Dorn Street	30 ft.	Dedicated Public right-of-way
Street A	60 ft.	Public Access Easement
Street B	66 ft.	Public Access Easement
Street C	45 ft.	Dedicated Public right-of-way

16. The applicant shall be responsible for installation of all applicable streets signs prior to the issuance of the first certificate of occupancy permit. A detail of the proposed street signage shall be depicted on the final site plan and approved prior to the release of the final site plan. (P&Z) (DSUP 2006-0021)

17. A public access easement shall be provided for Street A and Street B and all sidewalks adjacent to these streets. The applicant shall notify prospective buyers in its marketing materials and homeowner documents that Street A and Street B are private streets with public access easements and shall not be maintained by the City of Alexandria. (P&Z) (T&ES) (DSUP 2006-0021)
18. The property thirty feet from the existing property line along Van Dorn Street shall be dedicated to the City for future improvements to Van Dorn Street. (P&Z) (T&ES) (DSUP 2006-0021)
19. The applicant shall explore providing a median, wide enough to support ornamental trees and shrubs and a pedestrian refuge, on Pickett Street from Van Dorn Street to beyond the first entrance into the development, subject to the following:
 - a. Adequate WB-50 truck turning movements from northbound Van Dorn Street to eastbound Pickett Street without encroaching onto curbs or into the center lane of northbound Van Dorn Street.
 - b. Shift the westbound lanes of Pickett Street to the north starting from existing stormdrain inlet #11(to remain) to the first entrance to the east.
 - c. Maintain a minimum 12 ft. lane width with 2 ft gutters for all lanes on Pickett Street.
 - d. If it is determined that a median can be provided that meets the above criteria, the applicant shall be responsible for the construction of the median. (P&Z) (T&ES) (DSUP 2006-0021)
20. All improvements to the City's infrastructure shall be designed and constructed as per the City of Alexandria standards and specifications. (T&ES) (DSUP 2006-0021)
21. The applicant shall be responsible for construction/installation of missing or upgrading the existing public infrastructure, including but not limited, to streets, alleyways, sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures. (T&ES) (DSUP 2006-0021)
22. 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) (DSUP 2006-0021)
23. Prior to the release of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, an amended Traffic Control Plan, if required by the Director of Transportation and Environmental Services shall be submitted to the Director of T&ES along with the Building Permit Application. (T&ES) (DSUP 2006-0021)
24. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES) (DSUP 2006-0021)

25. The slope on parking ramps to garage entrances shall not exceed 12 percent. In case the slope varies between 10% and 12%, the applicant shall provide a trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES) (DSUP 2006-0021)
26. Show turning movements of standard vehicles in the parking structure and parking lot. Show turning movements of delivery trucks for each loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2006-0021)
27. The applicant shall furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks on Van Dorn Street, Pickett Street, and Street C. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES) (DSUP 2006-0021)

E. OPEN SPACE/LANDSCAPING:

28. The applicant shall develop, provide, install, and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above structure. Applicant shall demonstrate that soil depth is a minimum of 4' per the City of Alexandria Landscape Guidelines.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. Details must comply with City of Alexandria Landscape Guidelines. (P&Z)(RP&CA)(T&ES) (DSUP 2006-0021)
29. The following modifications to the landscape plan and supporting drawings are required:
 - a. Plan shall be prepared and stamped by a landscape architect licensed to practice in the State of Virginia.
 - b. Use industry standard symbology for depicting limits of garage such that garage limits can be seen when building lines overlap.
 - c. All grass shall be sod.

- d. Provide individual detail drawings at a scale of 1" = 10' of the elevated courtyards and Street "A" plaza.
 - e. Provide a solid row of evergreen trees in the 8 ft. wide planter along the northern property line, or some other design solution as approved by the Directors of P&Z and RP&CA, to screen the development from the adjacent commercial development as an interim condition. (P&Z) (RP&CA) (DSUP 2006-0021)
30. The applicant shall provide 25% crown coverage, as depicted in *Attachment #3*, and shall include the following information on the final site plan:
- a. Provide an exhibit that demonstrates the site area before and after ROW dedication.
 - b. Applicant shall provide large shade street trees along all ROW, including Van Dorn Street, Pickett Street, and proposed Street C.
 - c. Street trees shall not be counted toward crown coverage on public streets. (RP&CA) (DSUP 2006-0021)
31. The central plaza between Buildings 1 and 3 shall be designed to function as high-quality publicly accessible open space and shall provide the level of detail and amenities depicted on the preliminary landscape plan. Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. shall also be provided to encourage its use. The plaza shall be complete prior to issuance of the final certificate of occupancy for Building 1 or 3, whichever is later, and shall include the following improvements and amenities, to the satisfaction of the Directors of P&Z and RP&CA:
- a. Incorporate a public art element such as incising designs or quotes into the private sidewalk that is appropriate for the scale of the space into the central plaza or adjacent private sidewalks to the satisfaction of the Directors of P&Z and RP&CA. Maintenance of the public art element shall be the responsibility of the developer/property owner.
 - b. All landscaping shall be maintained in good condition and replaced as needed.
 - c. Low scale pathway or bollard lighting. (P&Z) (RP&CA) (DSUP 2006-0021)
32. The courtyards for Buildings 1 and 2 shall be complete prior to the issuance of the final certificate of occupancy for each building and shall include the following improvements and amenities, to the satisfaction of the Directors of P&Z and RP&CA, prior to final site plan approval:
- a. Revise the design of the courtyard for Building 2 on the site plan to be consistent with the design shown in the revised landscape plans dated December 10, 2008. Additionally, explore integrating the landscape design with the street and building design, incorporating garden walls, pavers, construction materials and landscaping as part of the overall design. (P&Z) (RP&CA) (DSUP 2006-0021)
33. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
- a. Plan shall demonstrate 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. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90' hose access radii.
 - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. All lines beneath paved surfaces shall be installed as sleeved connections. (Code Administration) (RP&CA) (DSUP 2006-0021)
34. Provide an exhibit that demonstrates open space requirements and provide a narrative that demonstrates compliance with Open Space intentions of the Landmark Van Dorn Corridor Plan. (RP&CA) (DSUP 2006-0021)
35. Continue to work with staff to develop a palette of site furnishings that is generally consistent with the Preliminary Plan submission.
- a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features and be developed to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES) (DSUP 2006-0021)
36. 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, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES) (DSUP 2006-0021)
37. The applicant shall work with staff to explore opportunities to integrate aspects of the historic character of the property into the design of open space and provide and erect interpretive signage that highlights the history and archaeology of the project area. The open space design and the text and graphics for the signage shall be completed prior to release of the final site plan and shall be subject to approval by the Office of Historic Alexandria/Alexandria Archaeology, P&Z and RP&CA. (Archaeology)(P&Z)(RP&CA) (DSUP 2006-0021)

F. SITE PLAN:

38. The plat of consolidation and subdivision and all applicable easements and dedications shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z) (DSUP 2006-0021)
39. Coordinate location of above and below grade site utilities with other site conditions to the satisfaction of the Directors of RP&CA, 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.
 - d. All new electrical transformers shall be placed underground in vaults or within the building footprint which meet Virginia Power standards. These vaults may be placed in private streets, driveways or within the building envelope. Ventilation grates may not be located within public sidewalks or streets. The covers for the vaults shall match the material of the adjoining sidewalk and the grates, which shall be ADA compliant shall be located to minimize impacts on the pedestrian walkways to the greatest extent feasible to the satisfaction of the Directors of TE&S and P&Z. (RP&CA)(P&Z)(T&ES) (DSUP 2006-0021)
40. All private utilities shall be located outside of the public right-of-way and public utility easements; however, the installation of below grade transformers and storm water management facilities in Private Street B shall be permitted to the satisfaction of Dominion Virginia Power and the Director of Transportation and Environmental Services. (T&ES) (DSUP 2006-0021)
41. 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) (DSUP 2006-0021)
42. Applicant shall underground all the secondary utility services serving the site and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z) (T&ES) (DSUP 2006-0021)
43. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, 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; and
 - 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 the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties.
 - e. The walls and ceiling in the garage shall be painted white, off-white or dyed concrete (white) to increase reflectivity and improve light levels at night. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.

- f. 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.
 - g. Provide numeric summary for various areas (i.e. roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
 - j. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
 - k. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(RP&CA) (DSUP 2006-0021)
44. All condominium association covenants and/or rental/lease agreements 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 and/or rental/lease agreements shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants/agreements. 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 guests, as provided in the shared parking study.
 - c. All landscaping and open space areas within the development shall be maintained by the owners.
 - d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - e. The developer shall present a disclosure statement to all renters, and/or condominium owners signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to the Metrorail track and other railway operations, the Capital Beltway and adjacent commercial and industrial uses. These uses could continue indefinitely and will generate noise, and heavy truck and vehicular traffic surrounding the project.
 - 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) (DSUP 2006-0021)
45. The applicant shall submit a unit numbering plan for each floor, identifying the locations of commercial and residential uses, with the first final site plan. (P&Z) (DSUP 2006-0021)

G. SIGNAGE:

46. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building and to the retail bay on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following guidelines:
- a. Each retail tenant shall install a minimum of one sign for each storefront facade appropriate to the scale of each facade. In addition, each retail tenant shall provide a second pedestrian-oriented sign such as a projecting sign, blade sign or window sign.
 - b. Retail tenants shall be allowed a maximum of 1 sf of sign area per linear foot of tenant storefront or 50 sf of signage, whichever is greater.
 - c. Retail signs shall be limited to a maximum height of 18 feet above the grade of the adjoining sidewalk. The Director of P&Z may permit signage above 18 feet above the grade of the adjoining sidewalk and the signage may be illuminated provided that the illumination does not have an adverse impact on adjoining residential uses or roadways.
 - d. Awnings shall be permitted to project up to four feet from the building; greater projections require approval of the Director of P&Z. Greater projections which encroach into the public street may require City Council approval of an encroachment.
 - e. Signs projecting over the sidewalk shall be a minimum of eight feet (8') above the sidewalk.
 - f. Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.

Awnings

- g. Awnings, when projecting from the face of the building, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.
- h. Fixed lightweight metal and glass structures are acceptable.
- i. Awning or canopy material shall be a woven fabric or other material that projects the natural material of canvas, metal, glass etc.

Materials – Construction

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

Illumination- Lighting

- m. Back-lit, halo-lit illumination or reverse channel letters with halo illumination are encouraged.

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

Parking Signage

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

Prohibited Signs

- t. Box signs and signs employing flickering rotating or moving lights and/or signs painted directly on the storefront other than window graphics.
- u. Flat panel signs and external raceways.
- v. All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.
- w. Freestanding signs other than traffic/directional and wayfinding signs shall be prohibited.
- x. All banners relating to commercial promotions, leasing, hiring or advertising are prohibited, except for contractor signage as allowed by the Zoning Ordinance.

Processing – Review

- y. Each tenant proceeding with permitting and/or fabrication tenants shall submit detailed drawings and samples to be approved by the Department of P&Z.

General

- z. The sign on the drum of Building 3 at the corner of Van Dorn and Pickett, which projects above the roofline, shall be permitted provided that the sign shall not be illuminated between the hours of 10:30 p.m. and 6:30 a.m., seven days per week, unless it can be demonstrated that the impact of the illumination of the sign on the adjacent residential uses during these hours will be minimized as approved by the Director of P&Z. The sign shall be metal and shall project from the drum of the building and shall be consistent with the “industrial” design of the building.
- aa. A project logo may be provided within the design of each of the signs to the satisfaction of the Director of P&Z.
- bb. The size and shape and colors of directional signs shall be consistent with the City’s way-finding program. (P&Z) (DSUP 2006-0021)

47. All retail storefronts shall have their own storefronts as a way to express their individual identity provided that they comply with the following to the satisfaction of the Director of P&Z.
 - a. Storefronts shall provide an “individual” expression.
 - b. Tenants shall avoid formulaic representations of their identity and create an expression that is complimentary to the architectural vocabulary of the project.
 - c. Door placement shall provide a direct connection to the adjoining sidewalks and streets.
 - d. Restaurants are encouraged to have operable (vertically or horizontally) movable store systems such as accordion system.
 - e. Storefronts shall be predominantly glass, but glass shall not be the exclusive material.
 - f. Opaque, reflective glass or comparable is prohibited. (P&Z) (DSUP 2006-0021)
48. A freestanding subdivision or development sign shall be prohibited. (P&Z) (DSUP 2006-0021)
49. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES) (DSUP 2006-0021)
50. All public notice signage erected by the applicant prior to the public hearing(s) shall be removed within 10 days of the completion of the public hearing process for the project. (P&Z) (DSUP 2006-0021)
- 50A. **[CONDITION ADDED BY STAFF] Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Tree Box 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)

H. CONSTRUCTION / DEVELOPMENT PHASING:

51. The applicant shall 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 Directors of P&Z, RP&CA and T&ES. (P&Z)(T&ES)(RP&CA) (DSUP 2006-0021)
52. The applicant shall submit a detailed phasing and construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration with the submission of the first final site plan. At a minimum, the plan shall include the following:

Phase I

- a. The limits of Phase I development shall be revised to include the proposed new sidewalk and street trees along South Pickett Street from Street B to the eastern property line.

Phase II

- b. During Phase II of the development, as the design proceeds, a limited amount of street dedication may be required to the City to accommodate the future north-south road, per the Landmark/Van Dorn Corridor Area Plan.
- c. Within 6 months of ceasing to use the area of Phase II for construction staging, the developer shall remove all construction related materials, grade the site and seed or sod the area so that it is usable for passive recreational use by the residents of the buildings constructed in Phase I until development of Phase II occurs. The property may be temporarily fenced with decorative fencing. Chain link fence shall not be permitted.

General

- d. Designate a location for off-street parking for all construction employees during all stages of construction, provided at no cost for the employee and may include applicable provisions such as shuttles or other methods deemed necessary by the City;
 - e. Include a plan for temporary pedestrian and vehicular circulation;
 - f. Include the overall schedule for construction and the hauling route;
 - g. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - h. 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) (DSUP 2006-0021)
53. Submit an approvable construction phasing plan to the satisfaction of the Director of T&ES, which will allow review, approval and partial release of final the 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 Direction of T&ES. (T&ES) (DSUP 2006-0021)
 54. No major construction staging shall be allowed along South Van Dorn Street and 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) (DSUP 2006-0021)
 55. The sidewalks along South Van Dorn Street and South Pickett shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of Transportation and Environmental Services throughout the construction of the project. (T&ES) (DSUP 2006-0021)

56. 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) (DSUP 2006-0021)
57. A pre-construction walk/survey of the site shall occur with Construction and Inspection Staff to document existing conditions prior to any land disturbing activity. If the curb, gutter, and side walk adjacent to the proposed development are damaged during construction then the applicant shall repair the same to the satisfaction of Director, Transportation and Environmental Services (T&ES). (T&ES) (DSUP 2006-0021)
58. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted 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) (DSUP 2006-0021)
59. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners' other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSUP 2006-0021)
60. Temporary construction and 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 certificate of occupancy permit for the building. (P&Z) (DSUP 2006-0021)
61. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of 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 City prior to commencement of framing. (P&Z) (DSUP 2006-0021)
62. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (DSUP 2006-0021)

I. PARKING:

63. A maximum of 739 parking spaces may be located in the underground garage for residents and retail per the Landmark / Van Dorn Corridor Plan. (P&Z) (DSUP 2006-0021)
64. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents. (P&Z) (DSUP 2006-0021)
65. The applicant shall explore designing above and below grade parking facilities to accommodate future electric vehicles. (P&Z) (DSUP 2006-0021)
66. The applicant shall provide off-street parking for all construction workers without charge. 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 based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. 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 ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES) (DSUP 2006-0021)

J. TRANSPORTATION MANAGEMENT PLAN:

67. The applicant is advised that a Transportation Management Plan Special Use Permit is required for the proposed development in pursuant to the provisions of 11-700 of the Zoning Ordinance based on the fact that the project is proposing 250 or more residential units. A Transportation Management Plan (TMP) is required to implement transportation strategies to lower the percentage of single occupant vehicles. The details of the Plan are included in *Attachment #4*. Below are the basic conditions from which other details originate. (T&ES) (DSUP 2006-0021)
68. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be

- deemed grounds for revocation of such permit, after notice and hearing, by the city council. (T&ES) (DSUP 2006-0021)
69. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES) (DSUP 2006-0021)
70. Landmark Gateway shall integrate into the District Transit Management Program when it is organized. All TMP holders in the Landmark/Van Dorn Corridor Metro area will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. (T&ES) (DSUP 2006-0021)
71. **[CONDITION AMENDED BY STAFF]** An annual TMP fund shall be created, based on the TMP reduction goal of ~~30~~²²% of people not using single occupant vehicles **during the peak hour**, established for Landmark Gateway, **based on** the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be ~~\$8060~~ per occupied residential unit and \$0. ~~2539~~ per leased square foot for Phase I of the Landmark/Van Dorn Corridor Plan. ~~This annual contribution will be increased to \$120 per occupied residential unit and \$0.39 per occupied square foot of leased square foot for Phase II of the Plan.~~ Annually, to begin one year after the initial Certificate of Occupancy is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) of the United States for the previous year, ~~unless a waiver is obtained from the Director of T&ES.~~ The TMP fund shall be used exclusively for the approved transportation activities detailed in *Attachment #4*. (T&ES) (DSUP 2006-0021)
- 71A. **[CONDITION ADDED BY STAFF]** **A TMP 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 TMP and the parking management program for the project. ** (T&ES)**
- 71B. **[CONDITION ADDED BY STAFF]** **The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)**
- 71C. **[CONDITION ADDED BY STAFF]** **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. (T&ES)

71D. **[CONDITION ADDED BY STAFF] An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, 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 TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)**

72. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities. (T&ES) (DSUP 2006-0021)

K. STORMWATER:

73. All storm water 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. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES) (DSUP 2006-0021)

74. 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) (DSUP 2006-0021)

75. **[CONDITION AMENDED BY STAFF]** 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. **In addition, this site is within the**

Landmark/Van Dorn Small Area Plan. This application shall meet the stormwater requirements stated within that plan. (T&ES) (DSUP 2006-0021)

76. ~~[CONDITION DELETED BY STAFF] Any stormwater BMP facility in the current or future public right of way shall be provided and maintained, including its replacement, by the adjacent property owner and its successors. (T&ES) (DSUP 2006-0021)~~
77. 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 BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES) (DSUP 2006-0021)
78. The storm water 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, or at the request for the first certificate of occupancy, whichever comes first, 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) (DSUP 2006-0021)
79. **[CONDITION AMENDED BY STAFF]** The applicant shall submit **two originals of** a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. ~~It~~ **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) (DSUP 2006-0021)
80. 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) (DSUP 2006-0021)
81. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner' 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 Homeowner' 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:

- c. 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) (DSUP 2006-0021)

82. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES) (DSUP 2006-0021)

83. 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 and that they are functioning as designed and are unaffected by construction activities. 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) (DSUP 2006-0021)

83A. **[CONDITION ADDED BY STAFF] Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. (T&ES)**

L. WASTEWATER / SANITARY SEWERS:

84. The site is currently served by Backlick Road Trunk interceptor sewer owned by Fairfax County; therefore, the applicant shall submit a letter of approval from Fairfax County for increase in sanitary flow prior to release of the final site plan. (T&ES) (DSUP 2006-0021)

M. SOLID WASTE:

85. In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES) (DSUP 2006-0021)

N. CONTAMINATED LAND:

86. The plan indicates there is no known soil and groundwater contamination present as required with all preliminary submissions. However, it states the development may be within 1,000 feet of a formal pump or disposal area. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES) (DSUP 2006-0021)

O. NOISE:

87. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSUP 2006-0021)
88. Due to the close proximity of the site to Van Dorn Street the following conditions shall be included in the development requirements:
- a. Applicant shall 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).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to Van Dorn Street, in units that fail to meet interior noise level recommendations set forth in the Noise Guidance Book used by HUD. Noise mitigation measures can include 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.
 - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES) (DSUP 2006-0021)
89. The Applicant shall 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, Virginia Paving, Vulcan, the City Waste-To-Energy Plant, the Police Firing Range, Metrorail tracks and other railway operations are located near this project and are likely to continue indefinitely. They will

generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project. (T&ES) (DSUP 2006-0021)

90. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES) (DSUP 2006-0021)

90A. **[CONDITION ADDED BY STAFF] Supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)**

P. AIR POLLUTION:

91. 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) (DSUP 2006-0021)

92. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSUP 2006-0021)

Q. CODE:

93. The applicant shall provide and locate two additional fire hydrants to the approval of the Director of Code Administration. (Code) (DSUP 2006-0021)

R. HOUSING:

94. **[CONDITION AMENDED BY STAFF]**

a. The developer shall make a contribution of \$1.50 per square foot on the first 222,744 gross square feet of permitted ("by right") floor area for commercial and residential rental units (\$334,116) **and a contribution of \$2.75 per square foot on the remaining 327,146 gross floor area of the project (\$899,651). This results in a total contribution of \$1,233,767** payable at certificate of occupancy **as defined in (b).** and provided the residential portion of such floor area is developed as rental. (The base contribution on the permitted gross floor area of condominium development is \$2.00 per square foot).

b. **The affordable housing contribution shall be paid as follows:**

i. **At certificates of occupancy, the developer shall pay \$1 per Sq. ft. of all GFA = \$549,890.**

ii. **The balance of the contribution (\$683,877) will be due upon determination by the City that the Landmark/Van Dorn planning area has entered Phase II as defined by the Plan. Payment of the balance due shall be made at the time of the first capital event (sale or refinancing) following that determination.**

~~Payment on the remaining gross square feet of Buildings 1 and 3 (155,303 gsf) would be made at the rate of \$2.75 per gross square foot (\$427,083), but would be deferred until the earlier of sale or refinancing of the building(s) containing that square footage, after the Landmark/Van Dorn Area is determined by the City to~~

have entered Phase II as defined by the Landmark/Van Dorn Small Area Plan (“the Plan”).

- e. ~~Payment on Building 2 (144,085 gsf) in the amount of \$2.75 per square foot of gross floor area (\$396,234), with payment deferred until the earlier of sale or refinancing of that building after the Landmark/Van Dorn Area is determined by the City to have entered Phase II as defined by the Plan. This results in a total contribution of \$1,157,433. (City Council)~~
- d. The developer shall promptly notify the Office of Housing when sale or refinancing that would trigger a deferred payment is imminent, and until all payments are made, shall also report annually to the Office of Housing to certify that no event triggering repayment of the unpaid amount has occurred during that year. ~~All such notices with relevance to Building 2 shall be copied to the Department of P&Z. (Office of Housing) (PC) (CC) (DSUP 2006-0021)~~

S. CONTRIBUTIONS:

- 95A. **The developer shall install an 11 foot wide right turn lane and 6 foot wide sidewalk on northbound Van Dorn Street at the intersection with Pickett Street as conceptually shown in Attachment #5. Subject to approval by reviewing agencies, the improvements shall be completed prior to issuance of the first certificate of occupancy.** ~~The developer shall contribute to an infrastructure fund in the amount of \$1.25 per square foot of gfa (\$180,107) in the event the construction of Building 2 (as measured by the issuance of building permits) occurs after the area is determined to have entered Phase II as defined in the Landmark/Van Dorn Corridor Plan. Payment of this amount shall be deferred until the earlier of sale or refinancing of the building after the area is determined to have entered Phase II. (PC) **(P&Z) (T&ES)**(DSUP 2006-0021)~~

T. ARCHAEOLOGY:

- 95. The final Documentary Study for this project shall be completed prior to submission of the final site plan for review. (Historic Alexandria) (DSUP 2006-0021)
- 96. The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. (Historic Alexandria) (DSUP 2006-0021)
- 97. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Historic Alexandria) (DSUP 2006-0021)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- F-1 **[FINDING ADDED BY STAFF] Update the Zoning Calculations and building floor area tabulations on Sheet 2 to consistently show a maximum floor area of 549,890 sf.**
- F-2 **[FINDING ADDED BY STAFF] Update the Parking Calculations to reflect 801 parking spaces is required for this development per the parking ratios established by the Zoning Ordinance.**

Transportation and Environmental Services

- F-1 **[FINDING AMENDED BY STAFF]** A contribution to the water quality improvement fund shall be required because as designed ~~0.660-85~~ acres of impervious area is not treated. This would require the developer to pay a fee in lieu of treating the area of \$2 per square foot or ~~\$57,49974,052~~. (T&ES)
- F-2 **[FINDING DELETED BY STAFF]** ~~Applicant shall take care in locating loading docks and limit retail deliveries to 7 am through 11 pm (quiet hours are between 11pm-7am).~~ (T&ES)
- F-3 **[FINDING AMENDED BY STAFF]** Filterra or Filterra-like BMP's have an efficiency rating of 25% in Alexandria. **Update Worksheet C and Project Description Block.** (T&ES)
- F-4 **[FINDING DELETED BY STAFF]** ~~Drainage area for the Filterra-like BMP's shall be provided.~~ (T&ES)
- F-5 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-6 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-7 Include all symbols, abbreviations, and line types in the legend. (T&ES)

- F-8 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead ~~is shall be~~ 15". The acceptable pipe material will be ~~Ductile Iron Pipe (DIP)~~ 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 3034-77 SDR ~~2635~~ and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be ~~2.05~~ 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-9 **[FINDING AMENDED BY STAFF]** All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The 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 3034-77 SDR ~~2635~~, 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); ~~however, RCP C-76 Class III pipe may be acceptable on private properties.~~ The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral 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-10 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-11 **[FINDING AMENDED BY STAFF]** ~~Maintenance of Vertical Separation for~~ 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-12 **[FINDING AMENDED BY STAFF]** 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-13 **[FINDING AMENDED BY STAFF]** 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-14 Dimensions of parking spaces, aisle widths, etc. within the parking lot and garage shall be provided on the plan. Note that dimensions in the garage shall not include column widths. (T&ES)
- F-15 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-16 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-17 All pedestrian, traffic, and way finding signage shall be provided in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- F-18 **[FINDING ADDED BY STAFF]** **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>**
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is

determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C-2 **[CODE REQUIREMENT AMENDED BY STAFF]** Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. **If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements.** (T&ES)

C-3 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as 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-4 **[CODE REQUIREMENT AMENDED BY STAFF]** In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. **The memorandum is available at the following web address of the City of Alexandria** (T&ES)

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

C-5 **[CODE REQUIREMENT DELETED BY STAFF]** ~~Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website.~~ (T&ES)

C-6 **[CODE REQUIREMENT AMENDED BY STAFF]** ~~Solid Waste and Recycling Condition:~~ 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~~ 519-3486 ext.132 or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)

- C-7 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-8 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-9 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-10 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-11 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-12 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-13 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES)
- C-14 All drainage facilities must be designed to the satisfaction of the Director of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-16 Per the Memorandum To Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C-17 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of 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-18 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C-19 All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-20 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-21 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-22 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-23 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)
- C-24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)
- C-25 **[CODE REQUIREMENT ADDED BY STAFF] 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-26 **[CODE REQUIREMENT ADDED BY STAFF] The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)**
- C-27 **[CODE REQUIREMENT ADDED BY STAFF] 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-28 **[CODE REQUIREMENT ADDED BY STAFF] (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)**

Virginia American Water Company: [COMMENTS ADDED]

- 1. Developer shall submit a Needed Fire Flow (NFF) calculation to Code Administration. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.**
- 2. There is an existing 8" water main on the existing alley at the north of the property. Survey and show this water main, and annotate the clearance between the existing hydrant and the proposed retaining wall.**
- 3. Indicate whether the building #3 (eastern) needs a new domestic and fire service line.**
- 4. Indicate domestic and fire service line size.**

5. Relocate the proposed hydrant on Von Dorn Street to a public right-of-way.
6. The proposed hydrant lateral (Von Dorn Street & Pickett ST) is longer than 50', and needs an additional gate valve near the hydrant. Also, provide a profile for each new hydrant lateral.
7. The clearance between a water main and a sewer (sanitary & storm) pipe shall meet the VDH waterworks regulation and DSUP approval conditions.
8. If Street C is private, the new water main & hydrant needs a minimum 10 feet easement.
9. The new water main at the east of the building #2 needs a minimum 10 feet easement.
10. Do not run a sewer (sanitary and storm) pipe parallel to a water main within a water main easement.
11. Annotate the clearance between the proposed water main and the existing building (Parcel 067.02-02-04) at the east of the new building #2. If this existing building has an underground basement or garage, the proposed water main shall be minimum 10 feet away from the building foundation.

Note: Since the original approval in January 2009, the Fire Department and Code Administration have become two separate departments. The original comments have been deleted and new comments for each department are provided.

Code Administration:

- F-1 — ~~The building elements over 50 feet in height require ladder truck access along 48% of the total perimeter of the structure. For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. The revised ladder truck accessibility requirements permit new developments that contain buildings over 50 feet in height to have a perimeter of 48% around the building. In addition, if the EVE located east of Building #2 will be utilized, it is not complying with the requirements listed in finding F-3.~~
- F-2 — ~~Emergency Vehicle Easements (EVE) are required to access buildings within the site. EVEs shall meet minimum city standards including a minimum 22 foot wide clear roadway width, minimum R25 turning radii and all elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. There are some curbs that~~

- ~~provide less than a R25 turning radii and fire trucks are shown going into oncoming traffic, which is non-compliant with this requirement.~~
- ~~F-3 — EVEs shall not exceed 100 feet of dead end travel distance without provisions for apparatus turnaround. Turnarounds shall meet at least minimum design standards for fire apparatus. Please show compliance with the EVE located east of building #2.~~
- ~~F-4 — One additional accessible parking space is required for the development per USBC Section 1106.~~
- ~~F-5 — A NFPA 13 R system must be approved by the Building Official.~~
- ~~F-6 — Please clarify if the fire protection systems for Building #3 are connected.~~
- ~~F-7 — The western FDC of Building #3 and the northwest FDC of Building #2 are located less than the minimum requirement of 40 feet from the nearest fire hydrant.~~
- ~~F-8 — Fire hoses can not lay across South Pickett Street, since it is a busy thoroughfare; therefore, additional hydrants are needed for the development.~~
- ~~F-9 — The western FDC of Building #3 is obstructed by landscaping. There can not be any obstructions within 3 feet of any FDC or fire hydrant.~~
- ~~F-10 — For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.~~
- ~~C-1 — The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. Provided on Sheet # 13. Please revise the Fire Protection System to state “NFPA” instead of “NAPA.” In addition, an NFPA 13R system must be approved by the Building Official.~~
- ~~C-2 — 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 are required to be located between forty feet (40) and (100) feet of each FDC; d) on-site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Administration. Additional on-site fire hydrants are required for the site. Hydrants located across South Pickett Street can not be utilized because hoses can not lay across a major street during an emergency. In addition, the code requires FDC's to be located between 40 feet and 100 feet from a fire hydrant.~~

- ~~C-3 — Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The applicant indicates a fire flow analysis is currently being performed. The fire flow analysis has been submitted and will be reviewed upon approval of preliminary plan.~~
- ~~C-4 — Required exits, parking, and facilities shall be accessible for persons with disabilities. Acknowledged by applicant. Relocate accessible parking spaces A-2, A-3, A-4 and A-5 in Building #3, Level G-2, closer to the elevator lobby entrance.~~
- ~~C-5 — The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). Acknowledged by applicant, the garage will be equipped with a sprinkler system.~~
- ~~C-6 — The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. Acknowledged by applicant.~~
- ~~C-7 — Enclosed parking garages must be ventilated in accordance with USBC. Show intake and exhaust vent locations at Completeness submission. Acknowledged by applicant.~~
- ~~C-8 — Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the Fire Department, in accordance with USBC 1019.1.7. Acknowledged by applicant.~~
- ~~C-9 — This structure contains mixed use groups [M, Mercantile; R-2 Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC 302.3.~~
- ~~C-10 — Awnings must comply with all applicable requirements of USBC 3105.3 and 3202.3.1. Retractable and fixed awnings must have a minimum 7 foot clearance from a sidewalk to the lowest part of the framework or any fixed portion of any retractable awning is required. Retractable awnings must be securely fastened to the building and can not extend closer than 24 inches in from the curb line (USBC 3202.3.1).~~
- ~~C-11 — Fixed awnings must be designed and constructed to withstand wind or other lateral loads and live loads required by the USBC. Structural members must be protected to prevent deterioration (USBC 3105.3).~~
- ~~C-12 — Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Administration that will outline the steps that~~

~~will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.~~

- ~~C-13 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).~~
- ~~C-14 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.~~
- ~~C-15 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:~~

~~The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.~~

~~The building or structure design shall support a minimal signal transmission strength of 95 dBm within 90 percent of each floor area.~~

~~The building or structure design shall support a minimal signal reception strength of 95 dBm received from the radio system when transmitted from within 90 percent of each floor area.~~

~~The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.~~

~~If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.~~

- ~~C-16 A fire prevention code permit is required for the proposed swimming pool operation.~~
- ~~C-17 Handicap 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.~~

- ~~C-18 Alterations after the structure is built must comply with the current edition of the Uniform Statewide Building Code (USBC) at the time of permitting.~~
- ~~C-19 A fire prevention code permit is required for any proposed restaurant operation. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application.~~
- ~~C-20 Alterations to the existing structure and/or installation and/or altering of equipment therein requires a building permit. Five sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application. The plans must include all dimensions, construction alterations details, kitchen equipment, electrical, plumbing, and mechanical layouts and schematics.~~
- ~~C-21 When a change of use requires a greater degree of structural strength, fire protection, exit facilities or sanitary provisions, a construction permit is required.~~
- ~~C-22 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC 508.~~
- ~~C-23 Required exits, parking, and accessibility for persons with disabilities must be provided to the building.~~
- ~~C-24 The following code requirements apply where food preparation results in the development of grease laden vapors:
 - ~~(a) All cooking surfaces, kitchen exhaust systems, grease removal devices and hoods are required to be protected with an approved automatic fire suppression system.~~
 - ~~(b) A grease interceptor is required where there is drainage from fixtures and equipment with grease-laden waste located in food preparation areas of restaurants. Food waste grinders can not discharge to the building drainage system through a grease interceptor.~~~~
- ~~C-25 A rodent control plan shall be submitted to this office for review and approval prior to occupancy. This plan shall consist of the following:
 - ~~(a) Measures to be taken to control the placement of litter on site and the trash storage and pickup schedule.~~
 - ~~(b) How food stuffs will be stored on site.~~
 - ~~(c) Rodent baiting plan.~~~~
- ~~C-26 The USBC limits the occupant loading for this area to 15 square feet per person.~~

- ~~C-27~~ Any configuration of outdoor seating shall comply with the following conditions:
- ~~• Fire Dept. Connections must remain accessible not be blocked by tables or fixtures.~~
 - ~~• Daily Sweeping/washing of outdoor dining area is recommended to control rodent activity.~~
 - ~~• Fire Hydrants shall not be obstructed by tables, chairs or other fixtures.~~
 - ~~• The configuration of any outdoor seating shall not obstruct or diminish the required egress from the structure or any adjacent structures.~~
- ~~C-28~~ Any increase in occupancy related to outdoor dining must be supported by the required number of restroom facilities within the structure in accordance with the USBC / International Plumbing Code.
- ~~C-29~~ Any increase in occupancy related to outdoor dining will only be considered for the exterior of the structure and will not modify the approved interior approved occupant load. At no time shall any approved outdoor seating be incorporated inside due to foul weather or other situations.
- ~~S-1~~ The applicant should locate an additional fire hydrant on the northern side of Building #1 and one on the southern side of the western building #3. Hydrants shall be located in accordance with comments C-2 and Condition #1.

The following are new comments added by staff:

- F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Thomas Sciulli, Plan Review Supervisor at thomas.sciulli@alexandriava.gov or 703-746-4190. (Code)
- C-1 A separate demolition permit is required for the each building on each lot (USBC 108.1)
- C-2 Six sets of demolition construction documents shall be submitted per the City of Alexandria "Demolition Procedure Requirements".
- C-3 Plan 4 of 24 appears to contain three parcels. The new buildings appear to cross over existing property lines. Compliance with VCC is required.
- C-4 Prior to the application for new Certificate of Occupancy, the applicant shall submit a building permit. Six sets of drawings prepared by a licensed architect or professional engineer shall accompany the permit application. The plans shall show proposed conditions and provide data by the design professional which details how the proposed use will comply with the current edition of the Virginia Uniform Statewide Building Code for the new use in the area of structural strength, means of egress, passive and active fire protection, heating and ventilating systems, handicapped accessibility and plumbing facilities.

- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-6 A soils report must be submitted with the building permit application.
- C-7 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided.
- C-8 A fire prevention permit may be required for the proposed operation.
- C-9 A Certificate of Use of Occupancy is required prior to opening. Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts.
- C-10 All structures contain mixed use groups [S-2 Storage, B-Business, M-Mercantile, R-2 Residential, A-2 Assembly], and is subject to the mixed use and occupancy requirements of the USBC.
- C-11 The site and buildings must be accessible in accordance with USBC.
- C-12 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.
- C-13 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage.
- C-14 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-15 The applicant shall comply with the applicable accessible signage requirements of USBC 1110
- C-16 Means of egress shall comply with USBC.
- C-17 Fire Protection Systems shall be installed in accordance with the USBC.

- C-18 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-19 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC 508.
- C-20 Required exits, parking, and accessibility for persons with disabilities must be provided to the building.
- C-21 A rodent control plan shall be submitted to this office for review and approval prior to occupancy. This plan shall consist of the following:
- (a) Measures to be taken to control the placement of litter on site and the trash storage and pickup schedule.
 - (b) How food stuffs will be stored on site.
 - (c) Rodent baiting plan.
- C-22 Where a structure has been demolished or removed, the vacant lot shall be filled and maintained to the existing grade (USBC 3303.4).
- C-23 Service utility connections shall be discontinued and capped approved rules and (USBC 3303.6).

Fire Department:

- F-1 The following comments are for preliminary review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.
- C-1 The applicant shall provide a separate Fire Service Plan which illustrates **where applicable:** a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to any building over 50 feet; c) all existing and proposed fire hydrants where fire hydrants supplying FDC's are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for each building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.
- C-2 The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area

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

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

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

C - 5 A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.

C - 6 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
- b) The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
- c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
- d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

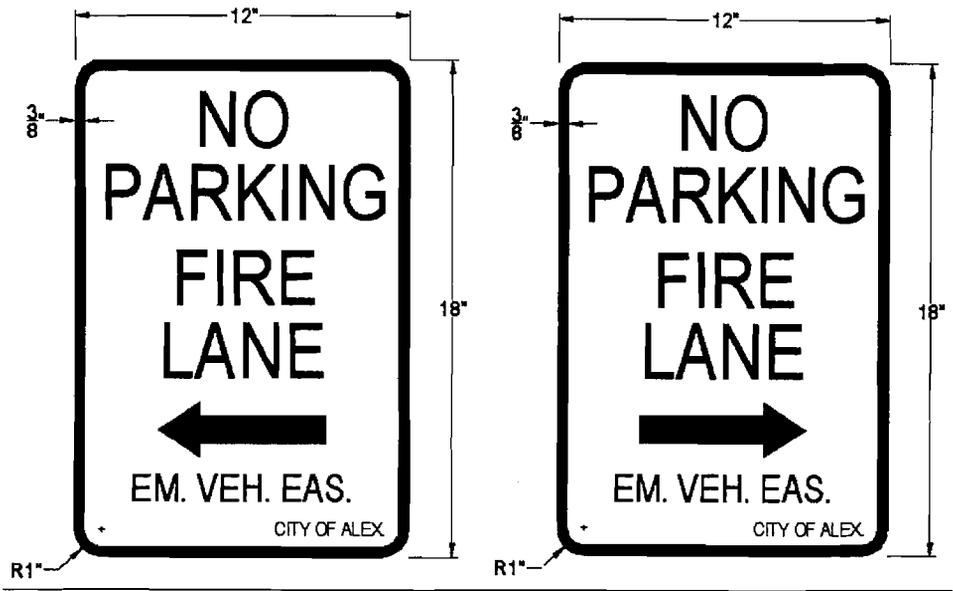
C - 7 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below. Current plans do not have correct signage.

Emergency Vehicle Easements

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

Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS.," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches, EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

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



Fire Lane Sign Left Arrow

Fire Lane Sign Right Arrow

C-8 Submit plan to show how fire department vehicle turning radius will be maintained to ensure fire department access to site during each phase of construction. Current submittal appears to use generic apparatus information. Use attached specifications to demonstrate turning radius.

Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 98" (8') w/o mirrors
Wheel Bases
Tractor - 150" (12' 5") from front steer axle to drive axle
Trailer - 306" (25' 5") from drive axle to rear steer axle
GVW: 64,500#
Angle of Approach: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius: Within 45' wall to wall
2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 496" (41' 4")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 289" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 60,500#
Angle of Approach: 11 degrees
Angle of Departure: 10 degrees
Ramp Breakover: 5 degrees
Turning Radius: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 206
Overall Length - 300" (32' 5")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors
Wheelbase - 212.5" (18' rounded to the nearest foot)
GVW - 51,800#
Angle of Approach: 11 degrees
Ramp Breakover: 8 degrees
Turning Radius: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length - 297" (24 ft. 9 in.)
Overall Width - 110" (9 ft. 2 in.) w/mirrors and 98" (8 ft. 3 in.) w/o mirrors.
Overall Height - 114" (9 ft. 6 in.)
Wheel Base - 167" (13 ft. 11 in.)

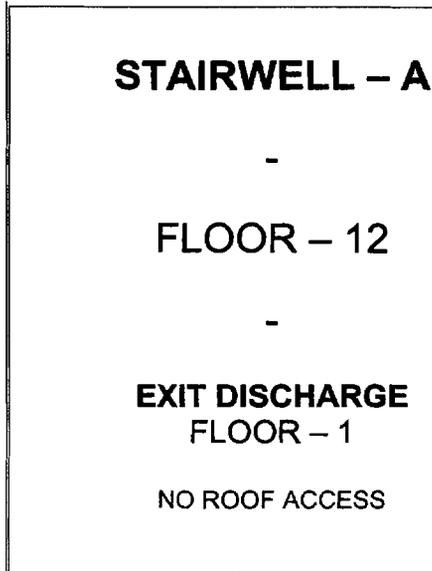
C-9 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department.

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

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a

minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

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



Example Stairway Identification Sign

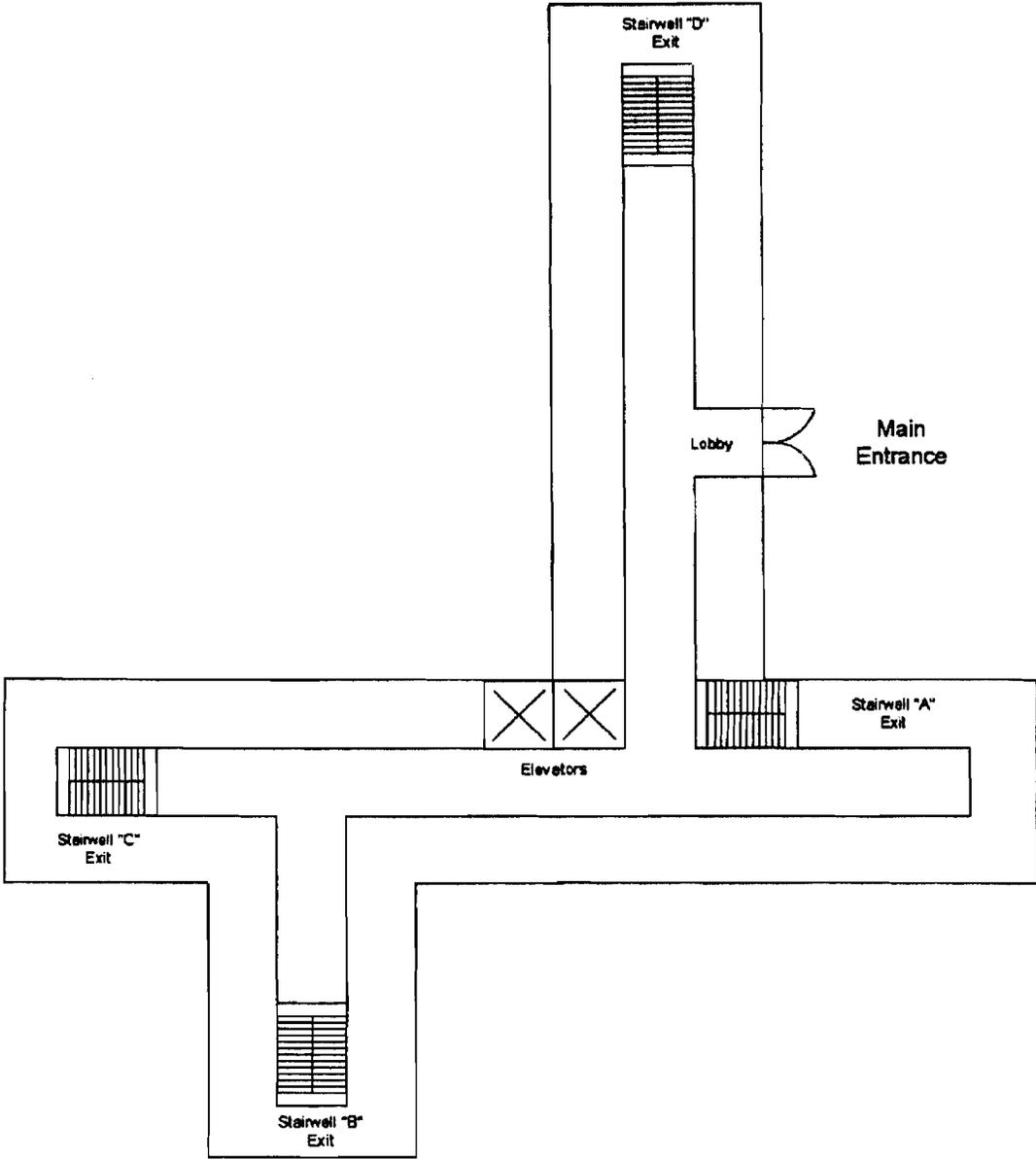


Figure 1020.1.6.2 Example Building Footprint Sign

R-1 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.

Archaeology:

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

- F-1 Maps from the Civil War time period show an unidentified structure in the vicinity of this property. The development lots therefore had the potential to yield archaeological resources that could provide insight into activities outside of the town in the mid-19th century.
- F-2 A draft Documentary Study for this project has been completed by John Milner Associates, Inc. The documentary research indicates that previous grading activities have disturbed any significant archaeological resources that may have been present. No archaeological field work is required.

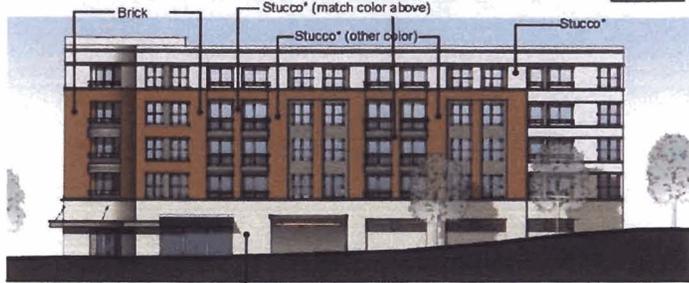
Health Department:

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 **Six sets of plans must be submitted through the Permit Center and approved by this department prior to construction** ~~Five sets of plans are to be submitted to and approved by this department prior to construction~~ of any facility regulated by the health department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- ~~C-10 Coin operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin Operated Dry Cleaning Establishments.~~

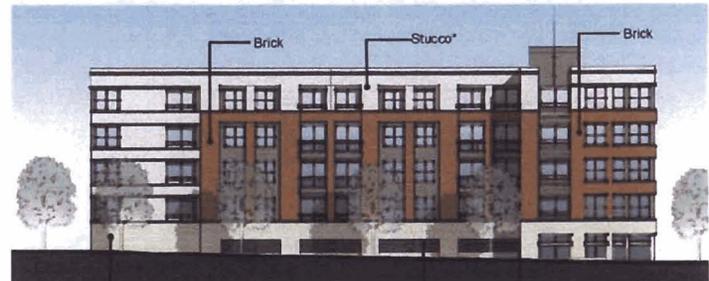
- ~~C-11 Coin operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.~~
- ~~C-12 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps and Campgrounds.~~
- C-13 Food must be protected to the point of service at any outdoor dining facility.
- R-1 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.



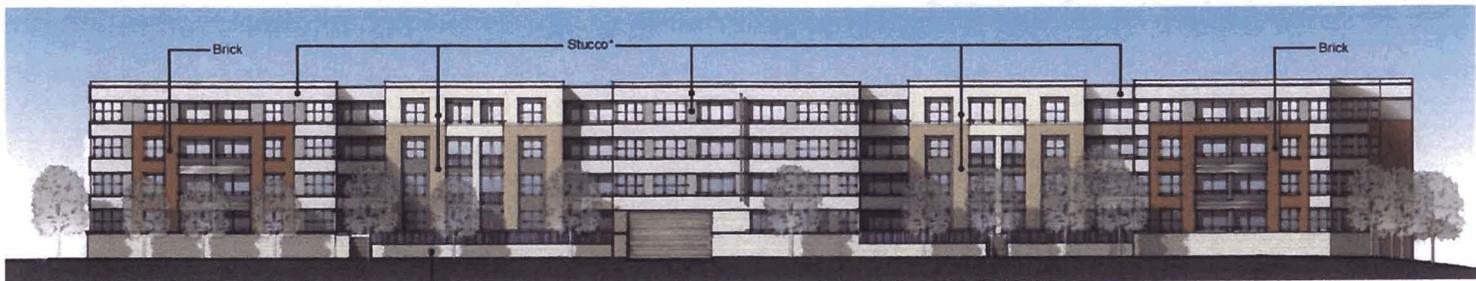
BUILDING 1 - SOUTH ELEVATION



BUILDING 1 - EAST ELEVATION



BUILDING 1 - WEST ELEVATION



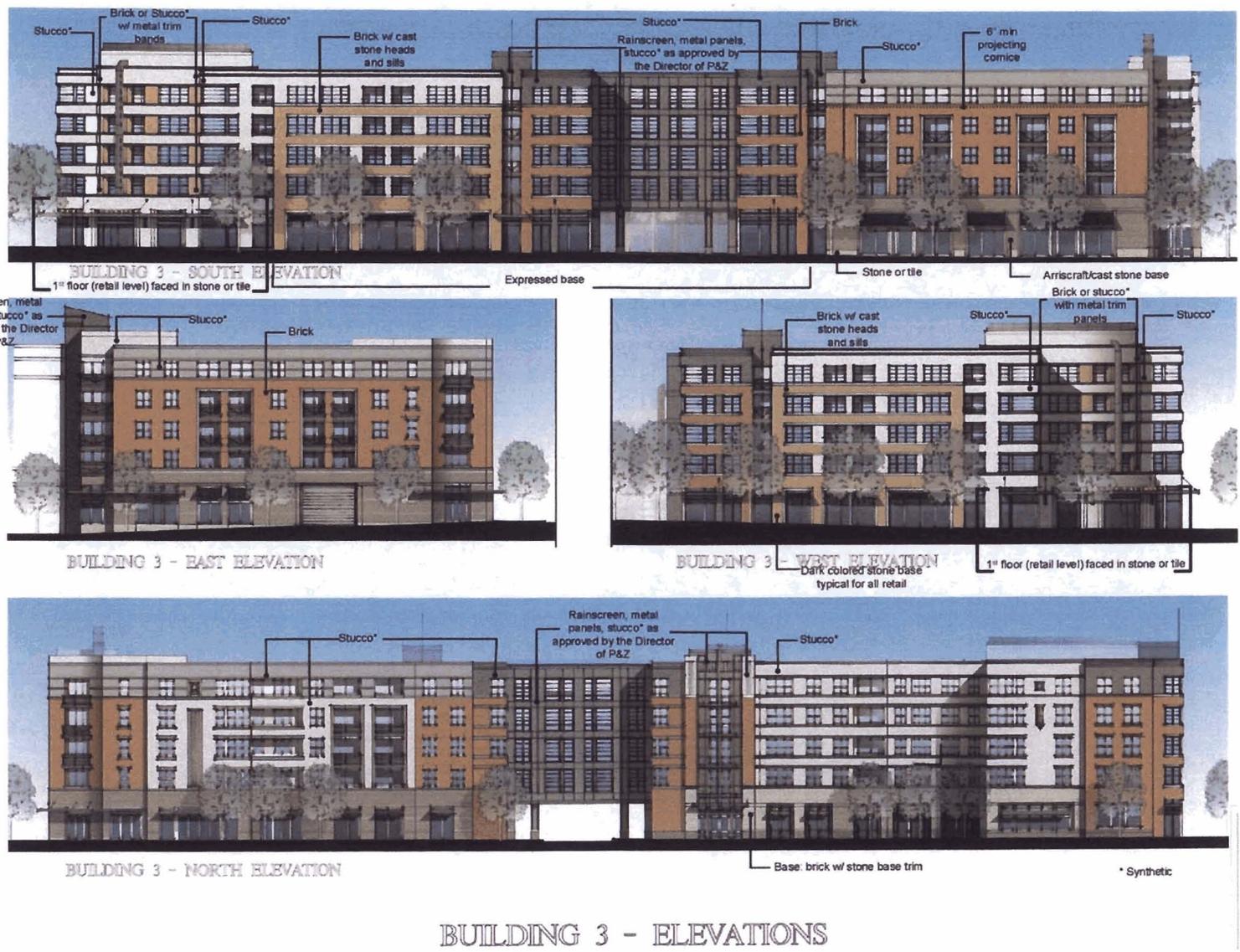
BUILDING 1 - NORTH ELEVATION

* Synthetic

BUILDING 1 - ELEVATIONS

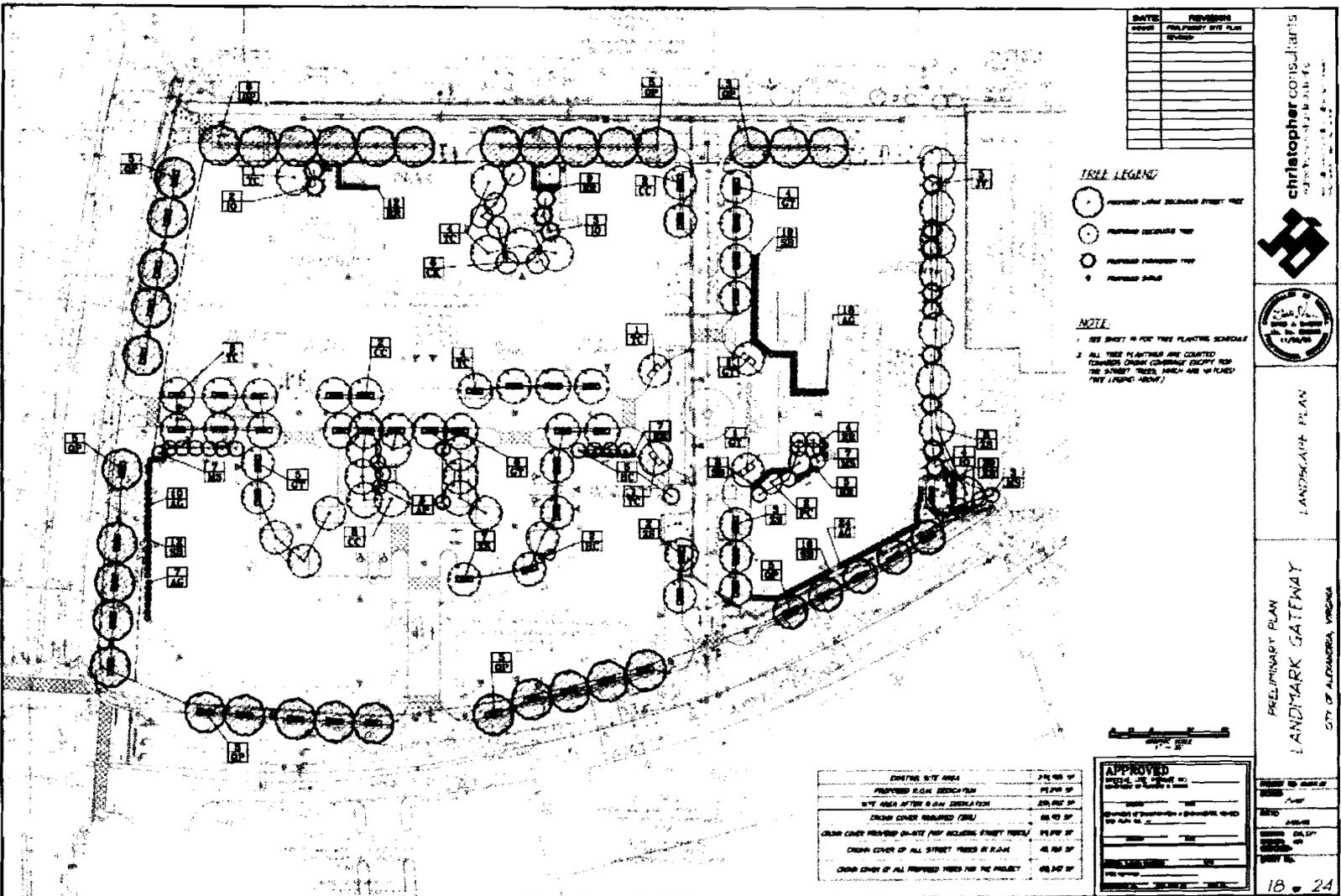
Attachment #1: Building 1 Materials

Attachment #2: Building 3 Materials



BUILDING 3 - ELEVATIONS

Attachment #3: Crown Coverage



Attachment #4: Transportation Management Plan

Note: Previous Transit Inventory and Rate Calculation deleted. Revisions are noted by underline and strikethrough.

A Transportation Management Plan shall be implemented to include strategies that persuade residents to take public transportation as opposed to driving their cars. Below are the basic conditions from where other details originate:

1. The applicant has agreed to establish an owners/tenant's association (the TMP Association) to manage and implement the TMP on behalf of the residents of the project. The City of Alexandria ~~Office of Transit Services & Programs (OTS&P)~~ **Transportation and Environmental Services (T&ES) Transportation Planning Division** may assist the TMP Association.
2. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, **email address**, 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 TMP and the parking management program for the project.
3. An Annual Work Plan will be developed by the TMP Association and approved by the ~~Office of Transit Services & Programs~~ **Transportation Planning Division**. This work plan will be due on ~~January~~ **July** 15 of every year. To fund the ongoing operation and management of the TMP, the TMP Association will assess each owner of property within the development following issuance of each building's certificate of occupancy. The annual rates for the fund are established in paragraph 11 of this same document. The rates will be adjusted yearly as per the consumer price index (CPI).
4. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective owners and tenants.
5. Printed information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
6. 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.
7. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.

8. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program will pay the initial registration and annual membership fees (not the usage fees) to use the carshare vehicles. Location of the carshare spaces shall be coordinated with P&Z and T&ES prior to final site plan approval.
9. Discounted bus and rail fare media shall be sold on-site to residents of the project ~~including~~ during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the ~~Office of Transit Services & Programs~~ **Transportation Planning Division**. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
10. Landmark Gateway shall integrate into the District Transit Management Program when it is organized. All TMP holders in the Landmark/Van Dorn Corridor area will be part of this District. **No increase in TMP contributions will be required as a result of participation in the District TMP.** The objective of this district is to make optimum use of transportation resources for the benefit of residents through economies of scale.
11. The annual rate for the TMP Fund account is calculated based on the TMP goal established for Landmark Gateway, the project's size and the benefits to be offered to participating residents. Based on a ~~22~~**30**% non-SOV goal for the proposed project **during peak hours**, a monthly benefit rate is established at the initial annual contribution levels of ~~\$60~~**80** per occupied residential unit and ~~\$0.39~~**25** per occupied square foot of leasable retail and restaurant space for Phase I of the Landmark/Van Dorn Corridor Plan. ~~This annual contribution will be increased to \$120 per occupied residential unit and \$0.39 per occupied square foot of leasable retail and restaurant space for Phase II of the Plan. This preliminary rate may change when an Area Transportation Management Plan is established.~~ These contributions will be adjusted yearly as per the consumer price index (CPI). The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement to the owners of the condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, ~~unless a waiver is obtained from the Director of T&ES.~~ The TMP fund shall be used exclusively for these approved activities:
 - a. Discounting the cost of bus and transit fare media for owners and tenants. Exception: The fund shall not be utilized to subsidize the cost of transit for residents whose employers already reimburse them for their transit cost.
 - b. ~~Subsidies to transit providers.~~ **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.**

- c. Marketing activities, including advertising, promotional events, etc.
 - d. **Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features**
 - e. ~~Bicycle lockers for residents.~~
 - f. ~~Membership and application fees for carshare vehicles.~~
 - g. **Providing shuttle services or partnering with neighboring organizations for shuttle services.**
 - h. ~~Participate in air quality/ozone action day programs.~~
 - i. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
12. Unencumbered Funds: The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities.
13. The TMP Association shall provide semi-annual TMP Fund reports to the ~~Office of Transit Services & Programs~~ **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 shall be due six months following the issuance of the first certificate of occupancy.
14. The TMP Association shall provide ~~annual surveys and~~ annual reports to ~~OTS&P~~ **Transportation Planning Division**, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the ~~summary results~~ **distribution methods** of the annual survey, together with the raw data, and a work program for the following year. The initial report shall be submitted ~~one~~ year from the time of the issuance of the first Certificate of Occupancy. The annual report shall identify, as of the end of the reporting period, the amount of units or square footage of occupied office and retail space. In conjunction with the survey, the TMP Association shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project.
15. **The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 50% response rate is required as approved by the Transportation Planning Division.**
16. The goals for transit mode share and auto occupancy established in paragraph 11 of this document, will be used in evaluating the performance and effectiveness of the TMP. The

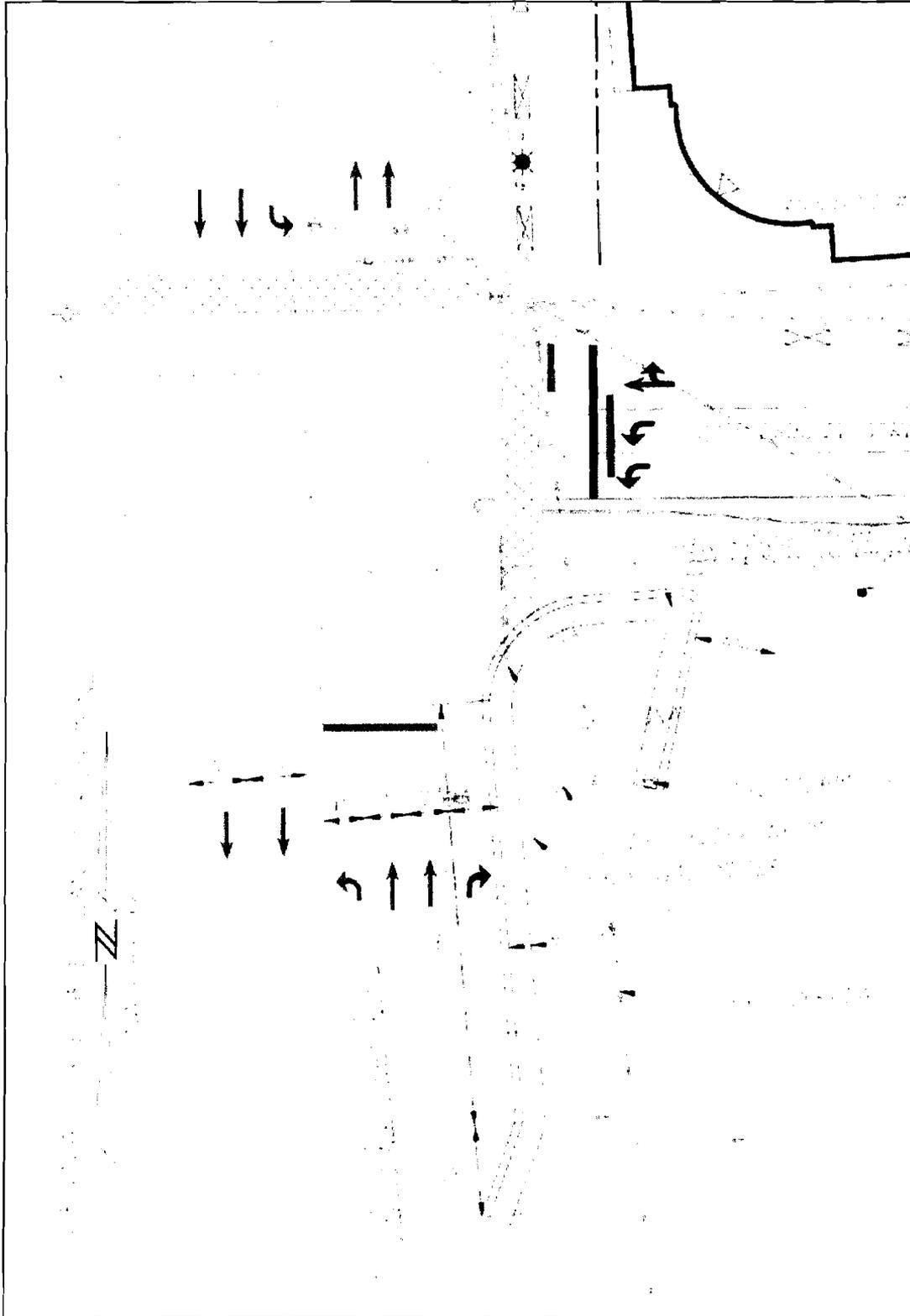
annual survey will be used to continually determine whether the development is meeting these targets.

17. The City of Alexandria, in conjunction with the TMP Association, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Association, and will be used in developing the Annual Work Plan for the association.
18. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.
19. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
20. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP. (T&ES).
21. **As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the 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.**
22. **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.

23. **An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, 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 TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.**

Attachment #5: Right Turn Lane Exhibit



City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 21, 2011

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR, PLANNING AND ZONING *FH by gsm*

SUBJECT: LANDMARK GATEWAY – UPDATE TO THE STAFF REPORT

At the December 6th Planning Commission meeting, the Planning Commission deferred the Landmark Gateway case, with the applicant's consent, prior to reviewing it during the public hearing. A number of concerns had been raised about the traffic impacts of the development and the Planning Commission asked the applicant to explore possible solutions. Over the last two weeks, the applicant and their traffic consultant analyzed two potential improvements at the Pickett Street/Van Dorn Street intersection and discussed the results with staff. A summary of this analysis is provided in the updated report and Condition #95A has been amended to reflect the implementation of the recommended solution.

In addition to the traffic concerns, several members of the community have raised other questions about the particular components of the development. Staff had originally focused the report on the proposed changes and how they fit within the original approval. However, the staff report has now been updated to address some of these concerns. Specifically, the sections below have been added or expanded upon from the December 6th staff report. The staff report for the original approval from January 2009 has also been included to provide additional background of the development and the analysis that was done at that time.

- Consistency with the Landmark/Van Dorn Plan (expanded)
- Building Design/Architecture (expanded)
- Traffic Impacts and Improvements (added)
- Coordination with Corridor C Improvements (added)
- Green Building (added)
- Community (expanded)

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2011-0008

[must use black ink or type]

PROPERTY LOCATION: 520 South Van Dorn Street, 631 and 641 South Pickett Street

TAX MAP REFERENCE: 67.02-02-05, 67.02-02-06, 67.02-02-07 ZONE: CDD #17

APPLICANT'S NAME: ADDRESS: Mill Creek Residential Trust, LLC
6110 Executive Blvd., Suite 315
Rockville, MD 20852

PROPERTY OWNER NAME: Gateway Landmark 1, LLC

ADDRESS: 5403 Edgemoor Lane, Bethesda, MD 20814

REQUEST: Approval of amendment to Development Concept Plan (Landmark Gateway CDD 2008-0003) for a portion of CDD in the Landmark/Van Dorn planning area, Sec. 5-604, Zoning Ordinance

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

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

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

J. Howard Middleton
Print Name of Applicant or Agent

J. Howard Middleton
Signature

3110 Fairview Park Drive, Suite 1400
Mailing/Street Address

(703) 641-4225 (703) 641-4340
Telephone # Fax #

Falls Church, Virginia
City and State

22042 October 19, 2011
Zip Code Date

DO NOT WRITE IN THIS SPACE – OFFICE USE ONLY	
Application Received: _____	Date and Fee Paid: _____ \$ _____
ACTION – PLANNING COMMISSION: _____	ACTION – CITY COUNCIL _____

7/81

ATTACHMENT

A. Applicant:

Mill Creek Residential Trust LLC

MCRT Mid-Atlantic LLC

MCRT - Landmark LLC

Ownership greater than 10%: Charles Brindell, Michael Collins,
William MacDonald and Charles N. Bay

B. Owner

Gateway Holding I, LLC

Gateway Apartments I, LLC

Landmark Gateway, LLC (25%); O'Connor North America (75%)

Landmark Gateway, LLC

Michael E. McGuire
5403 Edgemoor Lane
Bethesda, MD 20814

Robert Pinkard
2 Bethesda Metro Center, Suite 1320
Bethesda, MD 20814

Fidelio Landmark LLC
c/o Buvermo Properties, Inc.
1901 N. Moore Street, Suite 804
Arlington, VA 22209

None of the entities or persons named above have any business or financial relationship with any member of the City Council, Planning Commission, Board of Zoning Appeals or Board of Architectural Review.

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 520 South Van Dorn Street, 631 and 641 South Pickett Street, known as Landmark Gateway, I hereby grant the applicant authorization to apply for land use applications including amendments to CDD Development Concept Plan 2008-0003; DSUP 2006-0021; SUP for Parking Reduction 2008-0071; and application for extension of time for such approvals as described in this application.

Name: Gateway Holding 1, LLC

Phone: 301-652-2890

By: Michael McGuire

Email: MEMCGUIRE@VERIZON.NETAddress: 5403 Edgemoor Lane
Bethesda, MD 20814
SignatureOCTOBER 18, 2011
Date

**Attachment to Concept Development Plan
LANDMARK GATEWAY APPLICATION**

Narrative Description

The Landmark Gateway development was planned and approved in response to the new Landmark/Van Dorn Area Plan. This area is anchored to the north by the Landmark Mall and to the south by the intersection of South Pickett Street and South Van Dorn Street and includes the vicinity of the Van Dorn Metro station on Eisenhower Avenue. The purpose of the Landmark/Van Dorn Area Plan is to establish a framework and urban planning principles for the redevelopment of this area, which consists today of warehouse and industrial uses and a mix of retail and shopping center uses as well as residential buildings. In fact, the Landmark Gateway site is presently occupied by a storage facility, office supply service and/a marble wholesale/retail establishment.

This application proposes a Concept Plan with minor changes from the approved plan with slightly different building footprints and calculations of the open space. Please refer to the Coordinated Development District Concept Plan prepared by Christopher Consultants dated October 14, 2011.

This application also requests an extension of time of validity of approvals, if considered necessary.

7/1
84

Revised: November 15, 2011

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2011-0030

PROJECT NAME: Landmark Gateway

PROPERTY LOCATION: 520 South Van Dorn Street, 631 and 641 South Pickett Street

TAX MAP REFERENCE: 67-02-02-05, 67.02-02-06, 67.02-02-07 ZONE: CDD

APPLICANT Name: Mill Creek Residential Trust, LLC
Address: 6110 Executive Blvd, Suite 315, Rockville, MD 20852

PROPERTY OWNER Name: Gateway Holding 1, LLC
Address: 5403 Edgemoor Lane, Bethesda, MD 20814

SUMMARY OF PROPOSAL: Request approval of amendments to Preliminary Development Plan (DSUP 2006-0021) with Parking Reduction (SUP 2008-0071) for mixed use development consisting of retail and multi-family dwellings on 6.31 acres of land in the Landmark/Van Dorn Area Plan and extension of time of validity pursuant to Sec. 11-506(C)(2)(b) and Sec. 11-418A of the Zoning Ordinance.

MODIFICATIONS REQUESTED: _____

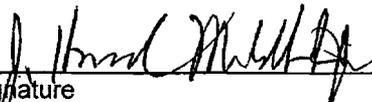
SUP's REQUESTED: Preliminary Development Plan with Amendments, Sec. 5-605, Zoning Ordinance

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

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

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

J. Howard Middleton
Print Name of Applicant or Agent
3110 Fairview Park Drive, Suite 1400
Mailing/Street Address
Falls Church, VA
City and State


Signature
(703) 641-4225 (703) 641-4340
Telephone # Fax #
22042 November 15, 2011
Zip Code Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Date and Fee Paid: _____ \$ _____
ACTION - PLANNING COMMISSION: _____	ACTION - CITY COUNCIL _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

F. T. 85

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

All applicants must complete this form.

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

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

Owner

Contract Purchaser

Lessee

Other: developer

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.

Attachment 1

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

Yes. Provide proof of current City business license

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

~~X~~ 79
86

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

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

Residents of 492 dwelling units and employees and customers for approximately 15,000 square feet of retail space

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

Normal business hours for retail use. The number of employees will be typical for residential and retail use.

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

Day	Hours	Day	Hours
<u>Residential use</u>	<u>24 hrs. day</u>	_____	_____
<u>Retail use, normal business hrs.</u>	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

N.A.

B. How will the noise from patrons be controlled?

N.A.

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

Odors from restaurants will be contained with mechanical equipment

X- 8/1
88

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

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

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

Normal trash from residence and retail establishments

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

Normal trash for general retail and residential use

C. How often will trash be collected?

At least once a week. Each building has been provided with an enclosed loading area and dock within the building envelope and accessed by a service entrance. There are two loading berths at each loading area for a total of six loading berths. At each residential floor level a trash chute is provided that terminates at a trash compactor and trash room with rolling dumpsters adjacent to the loading docks. After trash is compacted, the dumpsters are wheeled from the trash rooms to the loading berths for removal by truck. Trash rooms are provided at retail areas. Trash generated by retail areas that are not adjacent to the loading docks is temporarily stored in trash rooms and when necessary, transported to the loading dock trash rooms for removal.

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

Policing of area by employees of development

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

[] Yes. [X] No.

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

~~X~~ 8/2
89

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

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

Yes. No.

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

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

N.A.

ALCOHOL SALES

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

Yes. No.

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

Possible sale by individual restaurants and retail stores.

PARKING AND ACCESS REQUIREMENTS - Refer to application for approval of parking reduction

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

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

801

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

294 Standard spaces

436 Compact spaces

15 Handicapped accessible spaces

8 tandem in structure and 11 on-street spaces Other.

X- 83/90

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

C. Where is required parking located? (check one)

on-site off-site.

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

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

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

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

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

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

C. Where are off-street loading facilities located? within each building as shown on the site plan

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

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

As required by retail and restaurants

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?

A public improvement plan for the Pickett Street portion of the Pickett/Van Dorn intersection as shown on the site plan.

X- 84
91

ATTACHMENT

A. Applicant:

Mill Creek Residential Trust LLC

MCRT Mid-Atlantic LLC

MCRT - Landmark LLC

Ownership greater than 10%: Charles Brindell, Michael Collins,
William MacDonald and Charles N. Bay

B. Owner

Gateway Holding I, LLC

Gateway Apartments I, LLC

Landmark Gateway, LLC (25%); O'Connor North America (75%)

Landmark Gateway, LLC

Michael E. McGuire
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2 Bethesda Metro Center, Suite 1320
Bethesda, MD 20814

Fidelio Landmark LLC
c/o Buvermo Properties, Inc.
1901 N. Moore Street, Suite 804
Arlington, VA 22209

None of the entities or persons named above have any business or financial relationship with any member of the City Council, Planning Commission, Board of Zoning Appeals or Board of Architectural Review.

8/92

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Name: Gateway Holding 1, LLC

Phone: 301-652-2890

By: Michael McGuire

Email: MEMCGUIRE@VERIZON.NET

Address: 5403 Edgemoor Lane
Bethesda, MD 20814


Signature

OCTOBER 18, 2011
Date

86
93

Attachment 2
LANDMARK GATEWAY APPLICATION

Narrative Description

The Landmark Gateway development was planned and approved in response to the new Landmark/Van Dorn Area Plan. This area is anchored to the north by the Landmark Mall and to the south by the intersection of South Pickett Street and South Van Dorn Street and includes the vicinity of the Van Dorn Metro station on Eisenhower Avenue. The purpose of the Landmark/Van Dorn Area Plan is to establish a framework and urban planning principles for the redevelopment of this area, which consists today of warehouse and industrial uses and a mix of retail and shopping center uses as well as residential buildings. In fact, the Landmark Gateway site is presently occupied by a storage facility, office supply service and/a marble wholesale/retail establishment.

The Landmark Gateway development is poised at the southern gateway into the Landmark/Van Dorn area, at the prominent corner of South Van Dorn Street and South Pickett Street. The parcel of land consists of 6.31 acres and is the initial view of the city for persons arriving from the Van Dorn/Beltway interchange. The buildings will be 60-65 feet in height. The development, as approved, consists of approximately 15,000 sq. ft. of retail space in addition to the residential use in approximately 492 dwelling units, together with underground parking and surface parking adjacent to the retail stores within the courtyard. The major purpose of this application is to increase the number of residential units to 492 and decrease the retail to 15,510 square feet. The total floor area permitted remains the same for an FAR of 2.0.

The off-street parking approved was 792 spaces, with most of the spaces constructed underground as reflected on the site plan with a parking reduction of 11 spaces. This revised

87
94

application provides for 745 legal on-site parking spaces, in structure and surface, with 8 tandem spaces and 11 on-street parking. 801 spaces are required, resulting in a need for a parking space reduction of 56 spaces. The analysis and justification for this request is found in "An Addendum to Landmark Gateway I Shared Parking Study," prepared by PHR&A.

The mix of uses with pedestrian-friendly retail on the ground floor at the corner of South Pickett Street and South Van Dorn Street creates an attractive neighborhood character for those living and working on the site as well as for persons coming into the city from the south. The design, with the focus on the Van Dorn/Pickett corner, provides a gateway into the City of Alexandria, and the rental apartments provide a needed housing type for this area of the city.

The Area Plan also establishes goals for Transportation, Open Space and Civic Amenities, as follows:

- provide coordinated transit services throughout the area and increase transit ridership;
- create a safe, convenient, and attractive pedestrian and bicycle access; and
- provide off-street dedicated pedestrian and bicycle paths.

The proposed Landmark Gateway plan contributes to each of these community goals. With widened sidewalks and retail on the ground level, the project is pedestrian-friendly and enticing to the members of the community as well as the general public. It is also relatively close to the Van Dorn Metro station and will provide shuttle bus service to the station for residents. With the improvements at the intersection of South Pickett and South Van Dorn Streets, along with an additional north-south street through the development and an east-west street parallel to Pickett Street, the Landmark Gateway plan creates a urban grid system in conformity not only with the

Landmark/Van Dorn Area Plan but also with general planning principles for the City of Alexandria.

This application also requests an extension of time of validity of the original approvals. It is the intent of the applicant to proceed immediately with a final site plan and building permit submittals.

89
96

REVISED

11/15/2011



APPLICATION

Revised: November 15, 2011

SPECIAL USE PERMIT

SPECIAL USE PERMIT # 2011-0071

PROPERTY LOCATION: 520 South Van Dorn Street, 631 and 641 South Pickett Street

TAX MAP REFERENCE: 67.02-02-05, 67.02-02-06, 67.02-02-07 ZONE: CDD

APPLICANT:

Name: Mill Creek Residential Trust, LLC

Address: 6110 Executive Blvd., Suite 315, Rockville, MD 20852

PROPOSED USE: Request for approval of parking reduction for Landmark Gateway pursuant to Sec. 8-100(A)(4) and extension of time of validity pursuant to Sec. 11-506(C)(2)(b) and Sec. 11-418A of the Zoning Ordinance

[] THE UNDERSIGNED, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[] THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[] 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 IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

J. Howard Middleton
Print Name of Applicant or Agent

[Signature]
Signature

3110 Fairview Park Drive, Suite 1400
Mailing/Street Address

(703) 641-4225 (703) 641-4340
Telephone # Fax #

Falls Church, Virginia
City and State

20242 November 15, 2011
Zip Code Date



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SUP # 2611-0711

PROPERTY OWNER'S AUTHORIZATION - See Attachment 1

As the property owner of 520 South Van Dorn Street, 631 and 641 South Pickett Street, I hereby
(Property Address)

grant the applicant authorization to apply for the Transportation Management Plan Special Use Permit use as
(use)

described in this application.

Name: _____ Phone _____
Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: Developer of the subject property.

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

Attachment 2

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SUP # 2011-0071

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

- Yes.** Provide proof of current City business license
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

The number of spaces required for both residential and retail use is 801 spaces; the site plan shows 745 legal parking spaces on site, including parking in structure and surface; therefore requiring approval of a reduction of 56 spaces. However, there are also 8 tandem spaces in structure and 11 spaces on the public street for a total of 764 spaces available.

The discussion of our parking analysis and justification for the reduction is found in the study, "An Addendum to the Landmark Gateway I Shared Parking Study," prepared by PHR&A.

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SUP # 2011-0071

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

- Yes.** Provide proof of current City business license
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

3. 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. The description should fully discuss the nature of the activity. (Attach additional sheets if necessary.)

The number of spaces required for both residential and retail use is ⁸⁰¹ ~~800~~ spaces; the site plan shows 745 legal parking spaces on site, including parking in structure and surface; therefore requiring approval of a reduction of ⁵⁶ ~~55~~ spaces. However, there are also 8 tandem spaces in structure and 11 spaces on the public street for a total of 764 spaces available.

The discussion of our parking analysis and justification for the reduction is found in the study, "An Addendum to the Landmark Gateway I Shared Parking Study," prepared by PHR&A.

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USE CHARACTERISTICS

4. The proposed special use permit request is for (check one):
[] a new use requiring a special use permit,
[] an expansion or change to an existing use without a special use permit,
[] an expansion or change to an existing use with a special use permit,
[X] other. Please describe: Parking reduction

5. Please describe the capacity of the proposed use:
A. How many patrons, clients, pupils and other such users do you expect? Specify time period (i.e., day, hour, or shift).

Residents of 492 dwelling units and employees and customers for approximately 15,000 square feet of retail space

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

Normal business hours for retail use. The number of employees will be typical for residential and retail use.

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

Day: Hours:

Residential use 24 hours a day

Retail use - normal business hours

7. Please describe any potential noise emanating from the proposed use.

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

N/A

B. How will the noise be controlled?

N/A

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

Odors from restaurants will be contained with mechanical equipment

~~X~~ gm
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9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

Normal trash from residence and retail establishments

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

Normal trash for general retail and residential use

C. How often will trash be collected?

At least once a week

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

Policing of area by employees of development

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

Yes. No.

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

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

Yes. No.

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

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SUP # 2011-0071

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

N/A

ALCOHOL SALES

13.

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

Yes No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

Possible sale by individual restaurants and retail stores

~~X~~ 96
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PARKING AND ACCESS REQUIREMENTS

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

294 Standard spaces

436 Compact spaces

15 Handicapped accessible spaces.

8 tandem in structure; 11 on street spaces Other

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A: 801
Does the application meet the requirement?
 Yes No

B. Where is required parking located? (check one)
 on-site
 off-site

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

PLEASE NOTE: 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.

C. 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.

Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 6 spaces, 2 in each building for retail and residential

Planning and Zoning Staff Only
Required number of spaces for use per Zoning Ordinance Section 8-200A: _____
Does the application meet the requirement?
 Yes No

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SUP # 2011-2071

B. Where are off-street loading facilities located? within each building as shown on the site plan

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

Normal business hours

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

As required by retail and restaurants

16. 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?

A public improvement plan for the Pickett Street portion of the Pickett/Van Dorn intersection as shown on the site plan,

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)

a stand alone building

a house located in a residential zone

a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other. Please describe: New mixed use development

End of Application

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ATTACHMENT 1

PROPERTY OWNER'S AUTHORIZATION

As the property owner of 520 South Van Dorn Street, 631 and 641 South Pickett Street, known as Landmark Gateway, I hereby grant the applicant authorization to apply for land use applications including amendments to CDD Development Concept Plan 2008-0003; DSUP 2006-0021; SUP for Parking Reduction 2008-0071; and application for extension of time for such approvals as described in this application.

Name: Gateway Holding 1, LLC

Phone: 301-652-2890

By: Michael McGuire

Email: MEMCGUIRE@VERIZON.NET

Address: 5403 Edgemoor Lane
Bethesda, MD 20814


Signature

OCTOBER 18, 2011
Date

ATTACHMENT 2

ATTACHMENT

A. Applicant:

Mill Creek Residential Trust LLC

MCRT Mid-Atlantic LLC

MCRT - Landmark LLC

Ownership greater than 10%: Charles Brindell, Michael Collins,
William MacDonald and Charles N. Bay

B. Owner

Gateway Holding I, LLC

Gateway Apartments I, LLC

Landmark Gateway, LLC (25%); O'Connor North America (75%)

Landmark Gateway, LLC

Michael E. McGuire
5403 Edgemoor Lane
Bethesda, MD 20814

Robert Pinkard
2 Bethesda Metro Center, Suite 1320
Bethesda, MD 20814

Fidelio Landmark LLC
c/o Buvermo Properties, Inc.
1901 N. Moore Street, Suite 804
Arlington, VA 22209

None of the entities or persons named above have any business or financial relationship with any member of the City Council, Planning Commission, Board of Zoning Appeals or Board of Architectural Review.

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Docket Item #3 A-F

Landmark Gateway

520 South Van Dorn Street, 631 and 641 South Pickett Street

Application	General Data	
Project Name: Landmark Gateway	PC Hearing:	January 6, 2009
	CC Hearing:	January 24, 2009
	If approved, DSUP expiration:	January 24, 2012 (36 months)
	Plan Acreage:	6.31 Acres
Location: 520 S. Van Dorn Street and 631 and 641 S. Pickett Street	Zone:	CG & I (current) CDD #17 (rezoning)
	Proposed Use:	Residential and Retail
	Dwelling Units:	431
	Gross Floor Area:	549,558 sf (35,436 sf retail)
Applicant: Green City Development, LLC, represented by J. Howard Middleton	Small Area Plan:	Landmark/Van Dorn
	Green Building:	Applying for LEED Certification

Purpose of Application

Approval for development of the first site within the Landmark/Van Dorn Corridor Plan planning area. The proposal includes three residential buildings with ground floor retail and implementation of the street network as outlined in the draft Plan.

Special Use Permits, Modifications, and other Approvals Requested:

1. Master Plan Amendment (MPA 2008-0007) *Needed if the Landmark/Van Dorn Corridor Plan is deferred.*
2. Rezoning of property from CG and I to CDD #17 (REZ 2008-0002)
3. CDD Concept Plan (CDD 2008-0003)
4. Development Special Use Permit with Site Plan (DSUP 2006-0021)
5. Special Use Permit for a TMP (SUP 2008-0070)
6. Special Use Permit for Parking Reduction (SUP 2008-0071)
7. Street Name for new public street (Street Name 2008-0004)

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: **Katye Parker, AICP** katye.parker@alexandriava.gov
Gary Wagner, RLA gary.wagner@alexandriava.gov

CITY COUNCIL ACTION, JANUARY 24, 2009: City Council approved the Planning Commission recommendation, with a correction to condition #94.c to delete the words “in the first instance and \$1,337,539 in the second (with \$180,107 of this total going to an infrastructure fund)” at the end of the sentence.

PLANNING COMMISSION ACTION, JANUARY 6, 2009: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to **adopt** Resolution MPA #2008-0007. The motion carried on a vote of 7 to 0.

On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to **recommend approval** of REZ #2008-0002. The motion carried on a vote of 7 to 0.

On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to **recommend approval** of CDD #2008-0003. The motion carried on a vote of 7 to 0.

On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to **recommend approval** of DSUP #2006-0021, TMP-SUP #2008-0070, and SUP #2008-0071, and voted to **approve** Street Name #2008-0004, subject to compliance with all applicable codes, ordinances, and conditions, including an amendment to condition 94 regarding the affordable housing condition and a potential infrastructure contribution, and provided nothing in the Landmark Gateway plan contradicts the guidance Planning Commission gave to staff during the January 6, 2009 public hearing regarding the Landmark/Van Dorn Corridor Plan. This guidance dealt with height, FAR, transportation timing, residential mix, public expenditures for infrastructure, preservation of affordable/workforce housing, and schools. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers: *Note: The public hearing for Docket Item #3 was combined with Docket Item #4 (Text Amendment 2008-0009).*

Howard Middleton, attorney, represented the applicant. He stated that the development conforms to the draft Landmark/Van Dorn Corridor Plan, contributes to the transportation improvements identified in the Plan, and the architecture is the result of many meetings with staff and the community. He stressed the importance to the applicant to be able to move forward for financing purposes and discussed the portion of the housing condition that the applicant did not agree with.

Annabelle Fisher, resident of the West End, spoke in support of the development. She expressed some concerns that the proposal could have been approved sooner, but the applicant had to work with staff on underground parking and architecture issues. She asked that the applicant be allowed to add more surface parking, if he determined it was needed, and also asked that the community be permitted to provide input on any future architecture discussions.

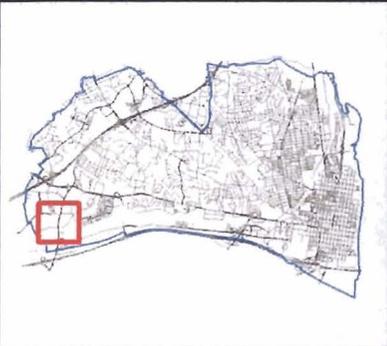
Mindy Lyle, resident of Cameron Station, spoke in support of the development. She stated that the residents of Cameron Station have been waiting patiently for a development such as this to be approved and she urged the Planning Commission to approve it.

Ingrid Sanden, president of the Cameron Station Civic Association, spoke in support of the development. She stated that the development is a good height, an appropriate use, and provides needed open space, retail, and sidewalks in this area. Furthermore, the residents of Cameron Station are very excited about this proposal and would like to see it approved.

CITY COUNCIL ACTION, JANUARY 24, 2009: City Council approved the Planning Commission recommendation, with a correction to condition #94c to delete the words “in the first instance and \$1,337,539 in the second (with \$180,107 of this total going to an infrastructure fund)” at the end of the sentence.



KEY MAP



MPA#2008-0007
CDD#2008-0003
REZ#2008-0002
DSUP #2006-0021
STREET NAME #2008-0004

01/06/09



I. EXECUTIVE SUMMARY

A. Recommendation

As the first development to be reviewed within the Landmark/Van Dorn Corridor Plan planning area, staff recommends **approval** of the Development Special Use Permit and all associated applications subject to compliance with the staff recommendations.

There are several key issues that were considered with this proposal as discussed in more detail later in the report, including:

- Consistency with the Landmark/Van Dorn Corridor Plan;
- Creation of a new street network;
- Upgrading the pedestrian environment and streetscape;
- Designing high quality buildings;
- Providing adequate parking in appropriate locations; and
- Addressing potential traffic issues.

B. Summary of Issues

The applicant, Green City Development, has submitted a proposal for development of Landmark Gateway, located on property within the Landmark/Van Dorn Corridor Planning Area. The proposal consists of three five-story buildings comprised of 431 dwelling units and approximately 35,000 sf of retail. To construct this project, the applicant has requested approval of the following:

- Master Plan amendment (only necessary if the Landmark/Van Dorn Corridor Plan is not approved at the same public hearing);
- Rezoning of the subject property from CG and I to CDD #17;
- CDD Concept Plan;
- Development Special Use Permit with Site Plan;
- Transportation Management Plan (through a special use permit);
- Parking Reduction (through a special use permit); and
- Street Name approval.

This development will provide many public benefits including the following:

- Implementation of the Landmark/Van Dorn Corridor Plan;
- Pedestrian improvements through installation of sidewalks and other pedestrian amenities along Van Dorn and Pickett Streets;
- Creation of three new streets to provide more walkable blocks and better vehicular circulation;
- Retail for residential market;
- Rental housing; and
- Provision of open space where there is currently little to no green space.

II. BACKGROUND

A. Site Context

The 6.3 acre site is comprised of three parcels and is located at the northeast corner of the intersection of Van Dorn Street and Pickett Street. This is a heavily traveled intersection as it is less than a mile from the Van Dorn ramp onto the Capital Beltway and Pickett Street provides a link to Van Dorn Street from Duke Street. Currently on site are three one-story brick warehouse buildings with surface parking and little to no vegetation. East of the site are more warehouse buildings similar to what exists on the site now. North of the site is a shopping center with a Giant grocery store and other retail shops and restaurants. A bank and restaurant are opposite the site across Van Dorn Street and there is a row of retail businesses across Pickett Street to the south.

Although the property is essentially flat in its current configuration, there are significant changes of grade impacting the site. At the northern property line there is a 6 foot grade change between this site and the shopping center to the north which is managed by a retaining wall and the buildings that are built into the slope. An additional 6 foot change in elevation occurs north of the property line up to the shopping center service road, furthering the grade change. Along Pickett Street, there is a gradual 6 foot decrease in elevation from the Van Dorn Street intersection to the southeastern edge of the property which is the lowest spot on the site.

The site is situated at the southern end of the Landmark/Van Dorn Corridor Plan area in the neighborhood designated as Pickett Place. This area is seen as a gateway to the larger Landmark/Van Dorn area from the Beltway. Additionally, it is less than one mile from the Landmark Mall which is slated for a town center themed redevelopment in the Plan and less than one mile in the other direction from the Van Dorn Metro Station.

B. Site History

For the last four decades, the site has been occupied by industrial uses, which is consistent with the surrounding area. The real estate assessments indicate that the three buildings were constructed in 1961. The buildings are currently used as a storage facility, an office supply service, and a marble wholesale/retail establishment. No sale activity has occurred for these properties until recently in 2007 with the sale to the applicant for this development proposal.

In the summer of 2004, in response to a concept plan to redevelop Landmark Mall, the City began the planning process for the larger Landmark/Van Dorn area. Soon after, in 2006, the applicant began discussions with the City for development of the Landmark Gateway site. Since the development of the Plan was still underway and not yet adopted, staff agreed to work with the applicant during the planning process with the understanding that the project must comply with the resulting Plan. The applicant has been involved throughout the planning process for the Plan and has served as a member of the Landmark/Van Dorn Advisory Group. In anticipation of the Plan's adoption, staff agreed to docket the case for the same public hearing.

III. PROJECT DESCRIPTION

Green City Development is requesting approval of what would be the first development to be constructed under the Landmark/Van Dorn Corridor Plan. Per the Plan, the proposal for this site is residential, consisting of three five-story buildings, two of which include ground floor retail. In addition to the three new buildings, three new streets will also be constructed as part of this development: an east-west private street approximately 200 feet north of the Van Dorn/Pickett Street intersection (Street A), a north-south private street approximately 450 feet east of the Van Dorn/Pickett Street intersection (Street B), and an east-west public street at the northern property line (Street C).

Building 1 is located at the northwestern corner of the site, adjacent to Van Dorn Street and overlooking a central plaza. The building will include 160 units and approximately 5,000 sf of retail. Building 2 is located at the eastern portion of the site, east of the new private Street B. The building will be solely residential with 123 units. Building 3 is located at the southwestern corner of the site at the Van Dorn/Pickett Street intersection, with frontage on both streets in addition to two of the new streets and the central plaza. The building includes 148 units and the bulk of the retail with approximately 30,000 sf.

A 544 space underground garage is proposed under Buildings 1 and 3 and a separate 195 space underground garage is proposed under Building 2. An additional 64 parking spaces are provided in the central plaza and on-street parking along Street A, Street B, and Pickett Street. Although 803 spaces as required by the Zoning Ordinance are provided with this development, 11 of those spaces are located on the Pickett Street public right-of-way and can not count towards the parking requirement. Therefore a parking reduction special use permit has been requested. Additionally, the size of the development triggers a Transportation Management Plan (TMP) and the applicant has submitted an application for a TMP-special use permit.

In order to develop at the proposed density, as part of this proposal the applicant is requesting to rezone the property to CDD, which is consistent with the Landmark/Van Dorn Corridor Plan. As a result, the applicant is also requesting approval of a CDD concept plan per the Zoning Ordinance. Finally, the applicant understands that the Landmark/Van Dorn Corridor Plan will be considered at the same public hearing, but in the event it is not adopted at this hearing, an application for a master plan amendment has also been submitted in order to ensure the project can move forward. Whether the Plan is acted on in January or not, staff felt it was important for the Landmark/Van Dorn Corridor Plan and this DSUP to be docketed for the same Planning Commission meeting, so that the context and overall vision for the area could be understood as the development project is reviewed.

IV. ZONING

Property Address:	520 Van Dorn Street, 631 Pickett Street, and 641 Pickett Street		
Total Site Area:	6.31 Acres (274,945 sf)		
Zone:	Existing – CG and I Proposed – CDD #17		
Current Use:	Industrial/ warehouses		
Proposed Use:	Residential with ground floor retail		
	Permitted/Required		Proposed
	CG	I	CDD#17
FAR:	0.75	1.25	2.0
Height:	50 feet	50 feet	60 feet
Parking:	1.3 spaces per 1-bed unit (304 units): 395.2 spaces 1.75 space per 2-bed unit (127units): 222.3 spaces 1.2 spaces per 230 sf of retail (35,436 sf): 184.9 spaces Total: 803 spaces Total w/15% Res. Visitor Parking: 896 spaces		Garage: 739 spaces Plaza: 37 spaces Street: 16 spaces Total: 792 spaces*
Loading spaces:	1 space per 20,000 sf of retail (35,436 sf): 2 loading spaces		6 loading spaces
* parking reduction for 11 spaces requested			

V. STAFF ANALYSIS

A. *Master Plan Amendment and Rezoning Request*

In order for the Landmark Gateway project to develop as proposed, a master plan amendment and a rezoning request must be approved to change the land uses allowed on the site. The 1992 Landmark/Van Dorn Small Area Plan identifies the property as Industrial and the Zoning Map designates the site as Industrial (I) and Commercial General (CG). While these designations were appropriate at the time the Small Area Plan was created and the Zoning Ordinance revised, the entire Landmark/Van Dorn planning area will experience more density and a different type of development with the implementation of the proposed Landmark/Van Dorn Corridor Plan.

The Landmark/Van Dorn Corridor Plan proposes that this site be approved for greater density and height, in addition to being used for residential with ground floor retail rather than the current industrial uses that are allowed. The applicant has submitted an application for a master plan amendment to change the land use designation for this property in the event the Plan does not get approved at the same public hearing. Approval of the master plan amendment would allow the case to move forward even if the Plan is deferred. Additionally, the applicant has also requested that the property be rezoned to a CDD (Coordinated Development District) designation, which is consistent with the recommendations of the draft Plan.

B. *Consistency with the Landmark/Van Dorn Corridor Plan*

As discussed in the Background section, the Landmark Gateway development has been reviewed concurrently with the development of the Landmark/Van Dorn Corridor Plan and the applicant has served as a member of the Advisory Group. As such, the applicant has made a conscious effort to create a proposal that is consistent with the principles of the Plan. A summary of how this proposal is consistent with Plan is provided below and further discussed in the following sections of the Staff Analysis.

An Attractive Gateway

At the southern end of the Plan's boundaries, providing an attractive gateway is particularly applicable to Landmark Gateway. The site is one of the first to be seen when entering the City from the Capital Beltway via Van Dorn Street. As discussed further in the Building Design section, the applicant focused most of their budget for building design and materials on the prominent corner of Van Dorn and Pickett Streets to create a visible and unique gateway. Additionally, 30 feet of their property will be dedicated to the City for improvements to Van Dorn Street. In the future, this site will be the start of Van Dorn Street as a green boulevard.

Pedestrian-Friendly Activity Centers

An important component of this development will be the creation of three new streets to break up the existing super block into several smaller, pedestrian-friendly blocks. Additionally, all three of the proposed buildings are pulled up to the sidewalk along Pickett Street and Van Dorn Street to engage the pedestrians. Finally, over 30,000 sf of retail will be provided along these streets to provide further interest and amenities for pedestrians. Special detail will be paid to developing attractive storefronts for a high quality pedestrian environment.

A Multi-modal Transportation System

The Plan places a strong emphasis on developing a multi-modal transportation system for the Landmark/Van Dorn area. With the creation of the new streets with this development, vehicular circulation is enhanced, as well as vastly improving the pedestrian environment. As mentioned, 30 feet of the property will be dedicated to the City for improvements to Van Dorn Street. Per the Plan, these improvements will include the addition of a transit only lane and a separate bike lane for the length of Van Dorn up to Duke Street. Finally, a TMP is proposed that will encourage residents to take advantage of alternate transportation options, including the nearby metro system.

An Interconnected Open Space System

The Plan calls for a variety of open space, ranging from larger public parks to smaller areas of open space. While none of the larger parks are slated for this site, this proposal includes a central plaza area inside the development as an amenity to the shoppers and residents. Additional courtyards are also provided adjacent to the buildings for use by the residents.

Quality Neighborhoods

This proposal provides much needed rental housing in a redeveloping area near major transportation and transit corridors. The units will range from small studios to larger two bedroom units in order to provide a variety of options. In addition, the new retail adjacent to existing retail will provide many amenities for the new residents of the development.

Environmentally and Economic Sustainable Development

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

C. Streets

The Landmark/Van Dorn Corridor Plan is based on the idea of an interconnected network of streets. As such, the Plan calls for the creation of several new streets to break up the super blocks that are typical of this area into a more pedestrian friendly environment. The Landmark Gateway development has proposed three new streets: one north-south street and two east-west streets. Additionally, the proposal includes a dedication for street improvements to Van Dorn Street and a possible future dedication for a north-south street at the eastern boundary of the site.

Public Right-of-way

Consistent with the Plan, the development will construct and dedicate to the City an east-west street at the northern portion of the site (identified as Street C on the plans). This street will function as a service road which is in keeping with the "C" street classification in the Plan and will provide access to the parking garage and loading areas for the northern buildings. Per the Plan, "C" streets provide a means of access and service entries to parking as well as tertiary

streets through the neighborhood. With this proposal, the dedicated right-of-way will not include any on-street parking, but rather two eleven-foot travel lanes, a ten-foot sidewalk adjacent to Building 1 with a four-foot planting strip, and an eight-foot landscape strip to the north to allow for a substantial buffer along the retaining wall. This will allow for the remainder of the street to be dedicated and constructed by the property owner to the north when that property redevelops.

In addition to Street C, the applicant will also dedicate land at the western edge of the property for improvements to Van Dorn Street (discussed in more detail in the Pedestrian and Streetscape Improvements section). The additional 30 feet of right-of-way for Van Dorn Street will allow for a dedicated transit lane, a bike lane, and new wider sidewalks. The Plan also proposes a new north-south street at the eastern edge of the Landmark Gateway site which would link Pickett Street with the new retail main street proposed a block north of the site. This street will widen north of the Landmark Gateway site to create Pickett Square, a one acre urban square in the center of this street. Although the exact location of this street has not been determined, the applicant may be required to dedicate a portion of their property to the east for construction of this road. Additionally, Street C will be designed to allow for a connection to this street whenever it is constructed.

Private Streets

In addition to the new right-of-way that will be dedicated to the City, the proposal includes two new private streets. As shown in the Plan, a new north-south street (Street B) will connect Pickett Street to Street C and will separate Buildings 1 and 3 from Building 2. This street is classified as a "C" street as well and will also provide access to the parking garages and loading areas. A new east-west street (Street A) will be constructed between Buildings 1 and 3 that extends from Van Dorn Street to Street B, where it will terminate in a rotary with a focal feature in the center. The central plaza parking area will be accessed off of this street. On-street parking spaces will be provided on both of these streets where it can be accommodated.

Street Names

With the dedication of Street C, the Planning Commission must also approve the name of the street. Staff recommends McConnell Avenue, in honor of a former owner of the property, Alexander McConnell. According to historic records, he owned land which included this site in 1798. Per City Code, this street is designated as an avenue since it runs in an east-west direction.

D. Pedestrian and Streetscape Improvements

The Landmark/Van Dorn Corridor Plan provides detailed design guidelines for each street type within the planning area. These guidelines dictate various streetscape elements including the sidewalk width, location of curb cuts, and landscaping/buffers. By incorporating these guidelines, the Landmark Gateway development will provide numerous pedestrian and streetscape improvements that will be of great benefit to this area.

Overall

As discussed, the site currently includes warehouse buildings and wide expanses of surface parking lots with very little vegetation across the property. Additionally, the sidewalk, where it exists, is narrow and has no buffer from the high traffic volume on Van Dorn and Pickett Streets.

With this development, the sidewalk along Van Dorn and Pickett Streets, as well as the new internal streets will be widened to allow for better pedestrian flow, with new street trees and landscaping added. Ground floor retail will be provided in Building 3 which will further enhance the Van Dorn and Pickett Streets streetscape. Additionally, the creation of the new street networks will break up these large blocks which will create more comfortable blocks for pedestrians. The overall effect will be a more pleasant pedestrian environment that encourages people to walk rather than drive.

Van Dorn Street

As one of the two main streets within the planning area, special attention has been paid to creating design guidelines for Van Dorn Street. In conjunction with dedication from other property owners in the area, the additional 30 feet of right-of-way from the Landmark Gateway development will allow for several future improvements to be made to Van Dorn Street, consistent with the overall Plan. Ultimately, a transit only lane will be provided which may become part of the larger dedicated transit lane system for this portion of the City. Adjacent to the sidewalk will be a dedicated bike lane that is separated from traffic by a landscape buffer. Both of these will ultimately connect to the Van Dorn Metro Station providing multi-modal linkages for metro users. Finally, the additional right-of-way will allow for a landscaped median in the center of Van Dorn Street that will contribute to the goal of turning Van Dorn Street into a green boulevard.

Pickett Street

The Plan also establishes detailed design guidelines for the four A2 streets in the planning area, one of which is Pickett Street. The Landmark Gateway proposal provides the additional sidewalk width to support retail use and outdoor dining, and creates several new on-street parking spaces, convenient to retail users. There will be one curb cut along Pickett Street for direct access to the surface parking lot in the central plaza between Buildings 1 and 3 and it will function more as a driveway with right-in/right-out turning movements from and to Pickett Street. Additionally, staff is recommending that a 6-8 foot wide landscaped median be constructed to separate eastbound and westbound traffic along Pickett. This will significantly improve the look of an otherwise very industrial and auto-oriented street as well as provide a pedestrian refuge for the crosswalk at the Van Dorn intersection. The median will also prevent left turns directly into the central plaza area from eastbound Pickett Street and will direct traffic to Street B.

E. Building Design

In undertaking this project, the applicant has worked to develop a building design that will not be replicative of motifs found elsewhere in the City of Alexandria, but rather, will make a unique architectural statement reflective of the Landmark/Van Dorn area. Specifically, the applicant has worked to build off of the mid-20th century character of the western part of the City rather than recall Colonial architectural themes more appropriate for the historic districts. Given the fact that this proposal is the first development of this magnitude in the Landmark/Van Dorn area, the applicant is undertaking a certain amount of risk with this project. As such, cost of the project has been an important factor to consider. As a result, staff and the applicant agreed that the higher quality materials should be focused on the more prominent facades of the development such as the corner of Pickett Street and Van Dorn Street. The facades facing the interior private

streets, while also important, were determined to be more secondary and therefore simplified material-wise. This is consistent with the Plan that recommends the highest quality architectural façade treatments for the building facades along “A” street frontages, such as Van Dorn and Pickett Streets.

Building 1

Building 1 is a rectangular building located in the northwest corner of the site. The widest part of the structure faces private Street A, but approximately 160 feet of the building fronts Van Dorn Street. The facade of Building 1 that faces Street A will include some ground floor retail and amenities for the residents of the development. Approximately 35 feet of the retail will be visible along Van Dorn Street, but given the grade change of about 5 feet from Van Dorn Street into the site, the entrance will be located off of Street A. However, there is an opportunity for signage at this corner to highlight the retail. The remainder of the Van Dorn Street frontage of Building 1 will be parking garage. As discussed previously, there is a significant grade change across the site and the garage tries to use this to its advantage.

Building 2

Building 2 is the easternmost building of the development and part of the second phase of construction. Located east of private Street B, Building 2 stretches from Pickett Street to public Street C. Similar to Building 1, the building uses the change in grade across the site to bury most of the underground parking garage, although some is exposed at the lowest elevation along Pickett Street. Also similar to Building 1, the loading area and garage entrance are located on Street C. Given that this building is part of a later phase of construction, the architecture has not been fully developed. However, the general footprint and height of the structure is appropriate for this development and the larger area. The applicant has agreed to continue to work with staff during final site plan, subject to specific conditions listed in the Staff Recommendations, to further improve the architecture for this building.

Building 3

Located at the corner of Van Dorn and Pickett Streets, Building 3 is the most prominent building of this development and therefore a lot of design consideration went into this building. This building will be the first building a person sees when driving north on Van Dorn Street from the Beltway and therefore acts as gateway into the Landmark/Van Dorn planning area. The architecture of the building is reminiscent of an Art Moderne style with a curved wall/drum at the corner that connects to buildings facing Van Dorn and Pickett Streets. A building break roughly 200 feet from the Van Dorn intersection in the form of a glassy, recessed hyphen provides some relief to the overall length of this building and provides an architectural transition point to the second half of the building that faces Pickett Street and Street B. The hyphen also coincides with the driveway to the central plaza and surface parking area. Retail will be located on the ground floor which will activate the building and the pedestrian environment. The entire building is “U” shaped, which surrounds the internal parking plaza and central green space.

Staff strongly supports the architectural design of Building 3; however, staff is aware that some members of the community are very concerned about the design. Staff would support additional coordination with the community during the final site plan process to further refine some of the architectural details for this building.

F. Parking

There is no question that a development of this size will generate a higher parking demand than the existing warehouse uses. Currently there are 50 parking spaces on the site, although as a warehouse use with many large trucks coming and going from the site, the entire site often appears to be a parking lot. The change in use and increase in density inevitability means more parking is needed and it is important that this issue be adequately analyzed.

Parking Requirements

Under the current parking standards in the Zoning Ordinance, the development is required to provide 803 parking spaces on-site. Additionally, staff typically recommends that developments provide an additional 15% of the total residential requirement for visitor parking, bringing the total to 896 parking spaces. However, the Landmark/Van Dorn Corridor Plan has recognized the fact that providing more parking than is needed typically encourages people to drive and exacerbates the traffic problems. Therefore, the Plan recommends using maximums rather than minimums for the parking requirement. Based on the recommendations of the Plan, this development would be permitted to provide up to 753 spaces.

Proposed Parking

The parking for this development has evolved from a completely above grade, wrapped parking structure, to a predominately underground garage that takes advantage of the grade change across the site. With the exception of Street B and Street C, the entire site is occupied by the underground parking garage. One large garage with 544 spaces is located under Buildings 1 and 3 and Street A. The upper level of the garage is partially above grade within Building 1 along Street A, but is screened by retail and residential uses. A second garage with 195 spaces is located under Building 2. In addition to the garage parking, the central plaza that is located between Buildings 1 and 3 provides an additional 37 surface parking spaces which will serve the retail uses. Finally, 16 on-street parking spaces are provided with the construction of Street A and Street B, and 11 spaces are created along Pickett Street.

Parking Reduction

The applicant is requesting approval of a parking reduction special use permit. Although the required 803 parking spaces will be provided with this development, 11 of these spaces will be provided on Pickett Street on City right-of-way and therefore do not count towards the parking requirement. There are several justifications for approving this request. First, a reduction is consistent with what is proposed in the Plan, given that the Plan is recommends a maximum parking requirement. The proposal actually provides 39 more spaces than recommended by the Plan. Second, the developer will be implementing a Transportation Management Plan (TMP) until such a time as a District-wide TMP is established (see the following section) which will help reduce the number of vehicles and trips to and from the site. Third, the applicant provided shared parking study that used methodology by the Urban Land Institute (ULI). This study found that by taking into account the different times users of the residential and retail spaces will be using the parking spaces and the likelihood that the residents will use the retail and therefore not need a space, a 5% reduction from the City standards could be applied to this site.

G. Transportation Management Plan

An important justification for approving a parking reduction is adopting an aggressive transportation management plan (TMP) for the development. Additionally, similar to the *Braddock Metro Neighborhood Plan*, the Landmark/Van Dorn Corridor Plan calls for the development of a Transportation Demand Management District for the planning area. The district-wide TMP would draw on the resources of each development within the area for support in implementing an area-wide set of actions. At this time this District has not been established. Therefore a separate TMP is required for this development, but the developer will be required to integrate their TMP with the District when it is established.

Overall, the TMP is designed to provide disincentives to single-occupant auto use for commuting into the Landmark Van Dorn area, while making transit and other options as inexpensive and easy as possible. The conditions for approval outline a detailed set of TMP incentives and disincentives that include:

- Establishment of a TMP Fund with an initial annual contribution rate of \$60 per occupied residential unit and \$0.39 per leased square foot during Phase I of the Landmark/Van Dorn Corridor Plan. The rate will increase to \$120 per occupied residential unit and \$0.39 per leased square foot during Phase II of the Plan. The amount will increase annually equal to the CPI Index;
- Discounted bus and rail fare media;
- A goal of 22% of people not using single occupant vehicles;
- A carshare program;
- Participation in Ozone Action Days and other regionally sponsored clean air transit, and traffic mitigation promotions; and
- Configuring the units for high-speed and wireless internet access to promote teleworking.

H. Traffic

Area Traffic Impacts

The development of mixed use residential/retail on this parcel corresponds to the draft Landmark/Van Dorn Corridor Plan. A traffic evaluation was conducted to determine what additional impacts would result from the proposed development plan. Based on the applicant's traffic study, the development will generate 379 AM peak hour trips and 559 PM peak hour trips. These numbers include a 19% vehicle reduction based on the proposed transportation demand management (TDM) strategy for the development.

Comparison of Peak Hour Traffic Conditions

The applicant also analyzed peak hour volumes using appropriate procedures, as detailed in the 2000 Edition of the Highway Capacity Manual. Traffic analysis results are summarized in the table below for key area intersections. Although the 2012 traffic conditions with the Landmark Gateway project are higher than the existing conditions and 2012 without Landmark Gateway conditions, these estimated volumes do not take into account the larger traffic improvements that will be implemented as part of the Landmark/Van Dorn Corridor Plan. These improvements, including new streets to relieve traffic volumes on the main streets, improved transit, and potential additional lanes, will have a positive impact on the traffic flow for this area.

Peak Hour Level of Service and Delay for Key Landmark Gateway Intersections

Study Intersection	Existing Conditions		2012 without Landmark Gateway		2012 with Landmark Gateway	
	AM	PM	AM	PM	AM	PM
Van Dorn Street and Pickett Street	E 76.9	E 68.7	F 94.3	F 83.6	F 116.1	F 118.4
Van Dorn Street and Edsall Road	F 85.6	D 49.0	F 97.3	D 53.8	F 111.7	E 64.0
Van Dorn Street and Eisenhower Avenue	F 81.3	D 53.2	F 91.7	E 62.4	F 99.2	E 73.3

I. Open Space

The Landmark/Van Dorn Corridor Plan has identified a few areas within the planning area where large parks or open space should be created. None of these areas falls within the Landmark Gateway property, but the proposed Pickett Square, the one acre urban square will be immediately northeast of the site and undoubtedly be an asset to the residents of this development.

The Plan also recommends that all projects provide at least 25% ground level open space for each site. For the Landmark Gateway site, a total of 29% open space is provided although 5% is technically above grade in the form of the two 6,500 sf courtyards for Building 1. These two courtyards are approximately 4 feet above grade. The rest of the open space is located in the central plaza in between Buildings 1 and 3, the ground level courtyard in front of Building 2, and sidewalk and buffer areas within the site. The plans for the central plaza and the courtyards for Buildings 1 and 2 are still being developed and staff has added recommendations that set minimum standards for the design and amenities. As the only large open space areas for this 6 acre site, these areas must be appropriately designed to provide the most benefit to the residents and retail patrons.

The Plan also recommends that an open space fund be established and developers provide contributions to this fund at the time of redevelopment. The money from this fund would be used to acquire, design, and construct the four parks identified in the planning area, similar to the funds established in Eisenhower East and Braddock Metro. However, as a catalyst project, the developer of Landmark Gateway will not be required to provide a contribution to this fund.

J. Economic Sustainability and Fiscal Impact

The Economic Sustainability Work Group was established in 2006 to discuss and make recommendations on improving the economic sustainability of the City. In 2007, the Workgroup presented their recommendations, which included promoting transit oriented development, encouraging more commercial uses, such as retail, and supporting mixed use development at metro stations. Although this development is predominately residential, the 35,000 sf of proposed retail does coincide with the recommendations of the Work Group. Additionally, the overall proposal of creating a mix of uses (residential and retail) close to a metro station further promotes these recommendations. Overall, the increased tax benefit that will be generated by

this project as well as the benefit from other developments that will move forward once the Plan has begun to be implemented through this project is consistent with the City's goals of becoming more economically sustainable.

The projected fiscal impact for all of the development proposed by the Landmark/Van Dorn Corridor Plan was analyzed as part of the larger planning process. The study determined that at the full buildout of 13.5 million square feet, \$34.6 million of new tax revenues will be generated. Setting aside one-third for service expenditures would result in \$23.2 million of new tax revenue at full build-out. Additional information on the fiscal impact of the development occurring in the entire planning area is included in the Landmark/Van Dorn Corridor Plan.

K. Affordable Housing Contribution (additional information added after Planning Commission)

Given that this site is a catalyst project, staff worked with the applicant to develop an appropriate affordable housing contribution and payment schedule. In general, the City has agreed to provide some flexibility with the timing and amount of the contribution (see Condition 94 for specific details). Using the three phases identified by the Corridor Plan, the majority of the applicant's contribution will not become due until after the Landmark/Van Dorn area enters its second development phase, and a portion of staff's originally recommended housing contribution (which the Planning Commission determined should be devoted to infrastructure rather than housing) for the applicant's final phase of development becomes due only if construction of the applicant's final phase commences after this trigger point has occurred.

In the event the Corridor Plan does not get approved before the applicant submits the first final site plan for review, the applicant and staff shall develop a mutually agreeable trigger point, consistent with the intent of the current trigger point, for the obligation to make the deferred payments and, if applicable, the additional payment that the Planning Commission directed be used for infrastructure. If a revised trigger point becomes necessary, staff and the applicant agree to establish this trigger point, to the satisfaction of the Director of Housing and the Director of Planning and Zoning, within 90 days of submission of the first final site plan for review. Should Council consider it advisable to do so, this course of action for addressing the timing of the housing contribution in the absence of an approved Landmark/Van Dorn Plan can be added as a condition of the land use approval.

VI. COMMUNITY

The community surrounding this site has been extensively involved in the design and review of this development. Over the last year, the developer has met with the Cameron Station Civic Association (the closest residential area to the development), Seminary Hill Civic Association, and Brookeville – Seminary Valley Civic Association. In addition, the developer has served as a member of the Landmark/Van Dorn Advisory Group and has presented the proposal for this development at several Advisory Group meetings, all of which are open to the general public. Overall, the public sentiment for this proposal is very positive and many residents are excited at

the prospect of new construction, including retail, at this site. However, there continues to be concern about the architectural design of the project and staff is recommending that the applicant continue to work with the community on this issue during the final site plan process.

VII. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director, Planning and Zoning;
Jeffrey Farner, Deputy Director, Planning and Zoning;
Gwen Wright, Chief, Development;
Gary Wagner, Principal Planner;
Katie Parker, AICP, Urban Planner; and
Matt Melkerson, T&ES.

December 5, 2011

Mr. John Komoroske
Chair, Alexandria Planning Commission
Alexandria City Hall
301 King Street
Alexandria, VA 22314

Dear Chairman Komoroske:

John-

I am writing you in my capacity as President of the Cameron Station Civic Association. On behalf of the Civic Association's Board of Directors, I would like to provide you with comments regarding the proposed amendment to the previously approved Landmark Gateway redevelopment project, located at the corner of South Van Dorn Street and South Pickett Street in West Alexandria. We appreciate this opportunity to offer our perspective on this vitally important redevelopment and look forward to doing what we can to advance this project.

While we understand this correspondence may be reaching you on short notice, we would ask that you recognize the related staff report only became available to the public before the Thanksgiving holiday. On very short notice Howard Middleton, his clients (Mike McGwire and Chip Bay) were kind enough to meet with us and help us better understand the project and the proposed amendments. Gwen Wright and Donna Fossum also contributed to that discussion and we sincerely appreciate the responsiveness from all involved.

Overall, the Civic Association remains very supportive of the Landmark Gateway project. We believe this development is an important first step that will be a major catalyst and ultimately lead to wholesale rehabilitation of the Landmark/Van Dorn corridor. However, there remain some unresolved and lingering concerns that the Civic Association Board believes should be addressed before Planning Commission adopts any amendment to the existing approvals. Those concerns are detailed below:

Retail – We are comfortable with the proposed 15,000 square feet of retail space, given the retail requirements for the balance of Block J. We understand the developer is constructing some ground-level space in Building 3 that will initially be used for housing, but may later be available for conversion to retail space once the market demands such retail space. We strongly support this approach.

Traffic Mitigation – One of our primary concerns regarding this project involves the associated traffic generated from the addition of nearly 500 housing units at the South Pickett Street and South Van Dorn Street intersection. To that end, we do not believe the impact of traffic at this intersection has been adequately addressed and are very concerned that the traffic load will be greater than the existing road capacity will allow. We received the updated traffic study provided by the developer to the Department of Planning and Zoning on December 2nd and, at best, remain skeptical of the consultant's conclusion.

Traffic mitigation at South Pickett Street and South Van Dorn Street is absolutely critical to Cameron Station residents. This intersection is used by our neighborhood's Transportation Management Plan (TMP)-required shuttle to provide approximately 800 rides per day to the Van Dorn Street Metro station. Any further degradation in Levels of Service (LOS) at this intersection as a result of the Landmark Gateway project could potentially threaten the viability of the Cameron Station shuttle which is, arguably, the most successful TMP program in the city.

Before any approval of the amendment occurs, we believe additional traffic mitigation measures should be examined at this critical intersection. Simply taking the word of the developer-retained consultant that an additional 2,949 vehicle trips per day "will have little impact on the existing road network" does not, in our opinion, meet the standard necessary to approve an amendment of this scope and scale. We have detailed our analysis of the existing conditions as daily users of the intersection in an attachment to this letter and have posed critical questions we would like addressed before Planning Commission makes any recommendation to City Council.

Coordination with Corridor C Transit Planning – Our examination of the staff report does not show any mention of the Corridor C transit planning approved by City Council earlier this year. Are the building setbacks noted in the staff report sufficient to comfortably accommodate the installation of additional transit lanes on South Van Dorn Street? Is the City doing the necessarily planning to ensure this project is in line with the overall transit plan for Corridor C? If so, what specific coordination steps have been taken? We believe this project, as well as future redevelopment projects throughout the Landmark/Van Dorn plan area, should explicitly state how they are being fully integrated into the Corridor C transitway planning.

Design Aesthetics – We continue to be very concerned, and generally unimpressed, with the design aesthetics of the proposed development, especially given its prominent position as the gateway to the western part of our City. The staff report notes that the proposed architecture "ensure(s) the design of the building would be appropriate for the gateway location and set the proper tone for future development in the planning area." While recognizing the inherently subjective nature of our response, we nevertheless strongly disagree. The staff report also notes that the standard is "built off of the mid-20th century character of the western part of the City." Most West Alexandria residents generally find the current architectural style (much less that of the 1940s-50s-60s) in the western part of the City to be unimaginative and quite utilitarian, with few exceptions, one certainly being the Charles Beatley Library.

Overall, we find the proposed development to be architecturally bland and would ask that a more active, interesting, unique and identifiable architectural style be considered/proposed. For example, many residents have indicated favorability toward the inter-war period styles (1920s-1940s) including Art Deco and Streamline Moderne, rather than the mid-20th Century approach proposed in the amendment. This is, after all, the cornerstone of a major area of redevelopment and will stand as the entry to our City for years to come.

Roof Condensers – We note that the current design of the project requires the placement of approximately 500 condensers on the roof into to provide HVAC for the units. We agree with the placement of these units on the roof, but are concerned that, without adequate rooftop screening, the condensers may be viewable from atop the apex of the South Van Dorn Street Bridge. Considering this will be the first major development that can be seen when traveling northbound on South Van Dorn Street and will set the tone for the rest of the redevelopment in the area, we strongly recommend that the City ensure the screening for the condensers shields them both from the street level as well as from the Van Dorn Street Bridge apex.

Activating the Street – With the loss of ground level retail, it is our desire to ensure that the housing units facing South Pickett Street have active entrances in order to maintain pedestrian activity. Our experience in Cameron Station speaks to this desire. In our own community, the primary entrance for most of the homeowners is their garage, located in the exterior of the townhomes. This results in those owners only infrequently using their front entrance and, as a direct consequence, the sidewalk and frontage lacks “life” it might otherwise have. In addition, requiring front entrances that access the sidewalk will give the building additional character and a more inviting ground-level experience.

Effect on Schools – We want to emphasize our concern about the addition of 500 units and the resulting effect on an increase in the school-age population. As you know, Samuel Tucker Elementary has reached capacity and can no longer accept any children during the school year (it is first come, first served enrollment and is unusually filled before the school year opens). The ACPS Modified Open Enrollment (MOE) policy has kicked in for Tucker and some families in our community have to send their children to other ACPS schools. It is the unfortunate consequence of poor anticipatory planning for an increase in school-aged children.

We believe there will be an increase in the school-age population that will be exasperated by the Landmark Gateway project. We do not believe that concern should prevent the project from moving forward but, rather, we note the likely increase in school population in order to flag the need for additional school capacity, beyond the additional school capacity added as a result of the Patrick Henry K-8 expansion project and look to the Planning Commission to ensure those concerns are addressed in a timely and responsive manner.

The Way Ahead – As we stated earlier, we continue to be active supporters of the Landmark Gateway project, but believe critical issues such as traffic mitigation, Corridor C transitway planning and design aesthetics need further consideration. We understand that the existing DSUP approval for this project does not expire until March 2012 and are committed to working with the developer and landowner to ensure full Civic Association support prior to that date.

Accordingly, we would request a deferral by Planning Commission at the December 6th meeting for this docket item in order to address the concerns we have raised.

Once again, thank you for the opportunity to address this important project. We look forward to working with you, the Commission, the developers and landowners, and the City to ensure that Landmark Gateway is successful for the entire Alexandria community.

Sincerely,



Dak Hardwick
President
Cameron Station Civic Association

Attachments:

Comments Relating to Current and Potentially Increasing Traffic Congestion At and Around the Van Dorn Street/Pickett Street Intersection

CC:

Cameron Station Civic Association Board of Directors
Alexandria Planning Commission
Sheryl Gorsuch, Chair, Alexandria School Board
Morton Sherman, Ed.D, Superintendent of Schools
Howard Middleton, ReedSmith
Mike McGwire, Gateway Holding
Chip Bay, Mill Creek Residential Trust
Nick Giannotti, President, Cameron Station Community Association
Faroll Hamer, Director, Planning and Zoning
Rich Baier, Director, Transportation and Environmental Services
Abi Lerner, Deputy Director, Transportation and Environmental Services
Gwen Wright, Chief, Development, Planning and Zoning
Gary Wager, Principal Planner, Planning and Zoning
Katy North, Urban Planner, Planning and Zoning

Comments Relating to Current and Potentially Increasing Traffic Congestion
At and Around the Van Dorn Street/Pickett Street Intersection
(As Impacted by the Proposed Landmark Gateway Development)

Note: In the absence of detailed and scaled drawings, many of the below comments are unfortunately based only upon a layman's estimate of distances. It appears that most drawings throughout the studies are clearly marked "Not to Scale", hindering one's ability to perhaps more clearly understand them.

Westbound Pickett from Edsall to Van Dorn:

1. Current Structure/Design:

- 1.1. There is a traffic light on Pickett at Edsall and then (on westbound Pickett) no light or stop sign until one reaches Van Dorn (perhaps 1500 feet away).
- 1.2. Parking is allowed along both sides of most of Pickett but not overnight (which is not a time when one needs to worry about congestion).
- 1.3. Parked cars (and frequently numerous trucks, large and small) generally confine Pickett to one traffic lane in each direction (but for 11:00 pm to 7:00 am).
- 1.4. As one approaches Van Dorn (maybe 200 feet, perhaps 8 car lengths, from Van Dorn?) curbside parking is no longer permitted and the street widens to three westbound lanes – the curbside one for traffic proceeding straight or turning right and the other two both left turn lanes (onto southbound Van Dorn).
- 1.5. The "cycle time" (that is the time from it first turning green, then turning yellow, red and then again turning green) for the left turn signal from westbound Pickett onto southbound Van Dorn is generally 3 minutes (exactly). The green portion of that cycle is 15 seconds.
- 1.6. On neither side of Pickett are there are curb-side cut-outs for busses nor are there earmarked "no parking" curbside areas to allow busses to pull over at the bus stops. Consequently, when there are cars parked curbside (most of the day), the busses stop in the only remaining traffic lane to load and unload their passengers and traffic in that direction stops until the bus moves on.
- 1.7. In many places, the configuration (curvature) of the street makes it very difficult for people entering the street to see oncoming vehicles, especially when vehicles are allowed to park (curbside on Pickett) within a very few feet of the entering driveway/parking lot exit.

2. Current Consequences/Reality:

- 2.1. Traffic frequently stops, mid-block, as a result of stopped busses.
- 2.2. Vehicles parked curbside confine traffic to one (westbound) traffic lane often resulting in lengthy backups during rush hours and significantly reducing the value of the three lanes provided (on westbound Pickett) immediately before reaching Van Dorn.
- 2.3. The extensive congestion on southbound Van Dorn, particularly over the PM rush hours, frequently means that only 3 or 4 cars can turn from westbound Pickett onto southbound Van Dorn over the course of one traffic light cycle. It is not uncommon to have to endure 3 or 4 cycles (of 2+ minutes each) to make this turn. One assumes that this already qualifies the intersection for an LOS of F.
- 2.4. Even when southbound Van Dorn is flowing somewhat more smoothly, it is not uncommon to see backups on (westbound) Pickett at least half way back to Edsall/Cameron Station Blvd. On some occasions the backup has extended as far back as the "Home Depot" light on Pickett.

- 2.5. Eastbound Pickett is not nearly as congested although it has the same "busses blocking the only traffic lane" issue – especially at a bus stop on Pickett only (perhaps) 200 feet east of Van Dorn (and directly across the street from Landmark Gateway).
 - 2.6. At this point in time there is seldom cause for anyone to want to turn (from eastbound Pickett) across the westbound Pickett traffic (i.e. turning in to the Landmark Gateway site), although the occasional tractor/trailer wanting to access the current parking lot tends to cause havoc in both directions, depending on the time of day.
3. Concerns About the Impact of Landmark Gateway ("LG"):
- 3.1. Apparently there is a plan to add 11 curbside parking spaces along the north (LG) side of west Pickett. That has to increase congestion considerably not only by removing a traffic lane but as a consequence of vehicles entering and leaving parallel parking spaces in an already over-congested area.
 - 3.2. When westbound Pickett Street traffic is already backed up "for blocks", vehicles attempting to enter Pickett from LG will seemingly be at the mercy of finding a Good Samaritan to let them in.
 - 3.3. It is suggested that having three access points from LG onto westbound Pickett will somehow mitigate the access problem. On the contrary, it would seem to simply mean that three different people will be seeking three Good Samaritans all at the same time. It still means more vehicles attempting to get through an intersection that is already at LOS F.
 - 3.4. Will people exiting LG onto Pickett be able to turn left (to head east)? That would presumably just make the issues even more challenging.
 - 3.5. Will people exiting LG onto westbound Pickett be able to (attempt to, in a very short space) weave across traffic to turn south on Van Dorn? If so, will that not only make matters worse?
 - 3.6. Will vehicles coming from Van Dorn, eastbound on Pickett, be able to turn left into LG? If so, how long might it realistically take them to find their way across three lanes of bumper-to-bumper and frequently stopped traffic? In the meantime, assuming curb-side parking on the south side of Pickett, these vehicles waiting to turn (left) into LG will then be blocking the only available lane of eastbound Pickett.

Northbound Van Dorn from Pickett Toward Edsall:

4. Current Structure/Design:
 - 4.1. At present northbound Van Dorn curves to the right as one proceeds from Pickett to the "Van Dorn Station" retail complex.
 - 4.2. Perhaps 100 feet north of Pickett (on northbound Van Dorn) is another bus stop.
 - 4.3. Just beyond the bus stop is first an entrance to the Van Dorn Station retail area and immediately after that an entrance onto Van Dorn from those shops.
5. Current Consequences/Reality:
 - 5.1. As a result of "the curve", a driver exiting the Van Dorn Station onto northbound Van Dorn has to hope that cars coming around the somewhat blind curve (from his left, headed north on Van Dorn) are doing so at a rate of speed that safely allows him to enter the street. At rush hour, given the bumper-to-bumper traffic, one is simply again left at the mercy of Good Samaritans.
 - 5.2. There is also a repeat of Pickett's "bus stop problem". Busses stop in the right hand traffic lane of northbound Van Dorn to load and unload. This leads to irritated drivers trying to push into the congested left hand lane and to those who don't move to the left frequently backing

up sufficiently far to block Pickett Street traffic in all directions, especially if the light changes at "the wrong" time.

- 5.3. Frustrated drivers who do succeed in getting around the stopped bus often abruptly cut back into the right hand lane, providing a further safety challenge to anyone searching for an opportunity to enter the street from Van Dorn Station.

6. Concerns About the Impact of Landmark Gateway:

- 6.1. To have LG add another two access points from/onto northbound Van Dorn in this very confined and often very congested space can only exacerbate the current challenges.
- 6.2. It appears that when "Transit Corridor C" takes a right-of-way of 30 feet (wide) along the east side of Van Dorn that will cut into a portion of the currently proposed LG structures. A detailed architectural drawing would help clarify this.

7. Conclusions:

- 7.1. The essence of the conclusions drawn in the traffic study provided by LG is that they "will have little impact on the existing road network".
 - 7.1.1. That is difficult to accept. Yes, LOS "F" is as bad as you can get so there is downside protection against getting a "G" or an "H". That hardly means we should accept additional gridlock! Yet the traffic study projects an additional 2,949 vehicle movements (in and out of LG) per day.
- 7.2. A "plan" based upon repeatedly and consistently finding innumerable Good Samaritans is a difficult one to support.
- 7.3. In addressing the worst congestion (PM peak hour, turning from westbound Pickett onto southbound Van Dorn) the traffic engineers appear to have essentially given up – "Volume exceeds capacity; queue is theoretically infinite; queue shown is maximum after two cycles; queue may be longer." The queue is often already longer, much longer. And with 15 seconds of green every three minutes and a very congested intersection, it is not uncommon to see only a handful of vehicles make the turn during that 15 second period.
- 7.4. The study also concludes that "the provision of five access points allows an effective distribution of trips onto and off the site."
 - 7.4.1. The logic is difficult to follow. There will be the same number of cars attempting to exit LG and enter the three lanes of bumper-to-bumper traffic on westbound Pickett (let's hope none are trying to go east!). Whether they come out of one driveway or three in the same very confined stretch of roadway, what appreciable difference does it make - they still need three Good Samaritans if they are to exit LG.
- 7.5. Failing to address the issue should not be an acceptable response. Nor should the suggestion that an additional 2,949 vehicle trips per day to and from LG will have "little impact" on traffic in the area.

8. "Bottom Line":

- 8.1. At this point it would appear to many that the traffic consequences of this project have been trivialized. We need something better than the Good Samaritan Plan.

SPEAKER'S FORM

DOCKET ITEM NO. 6

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM.**

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. **NAME:** Howard Middleton

2. **ADDRESS:** ReedSmith, LLP, 3110 Fairview Park Dr., Falls, Chu
TELEPHONE NO. 703 641-4225 **E-MAIL:** jmiddleton@reedsmith.com

3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**
applicant

4. **WHAT IS YOUR POSITION ON THE ITEM?**
For

5. **NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY,
LOBBYIST, CIVIC INTEREST, ETC.):**
attorney

6. **ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE
COUNCIL?**
Yes

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.