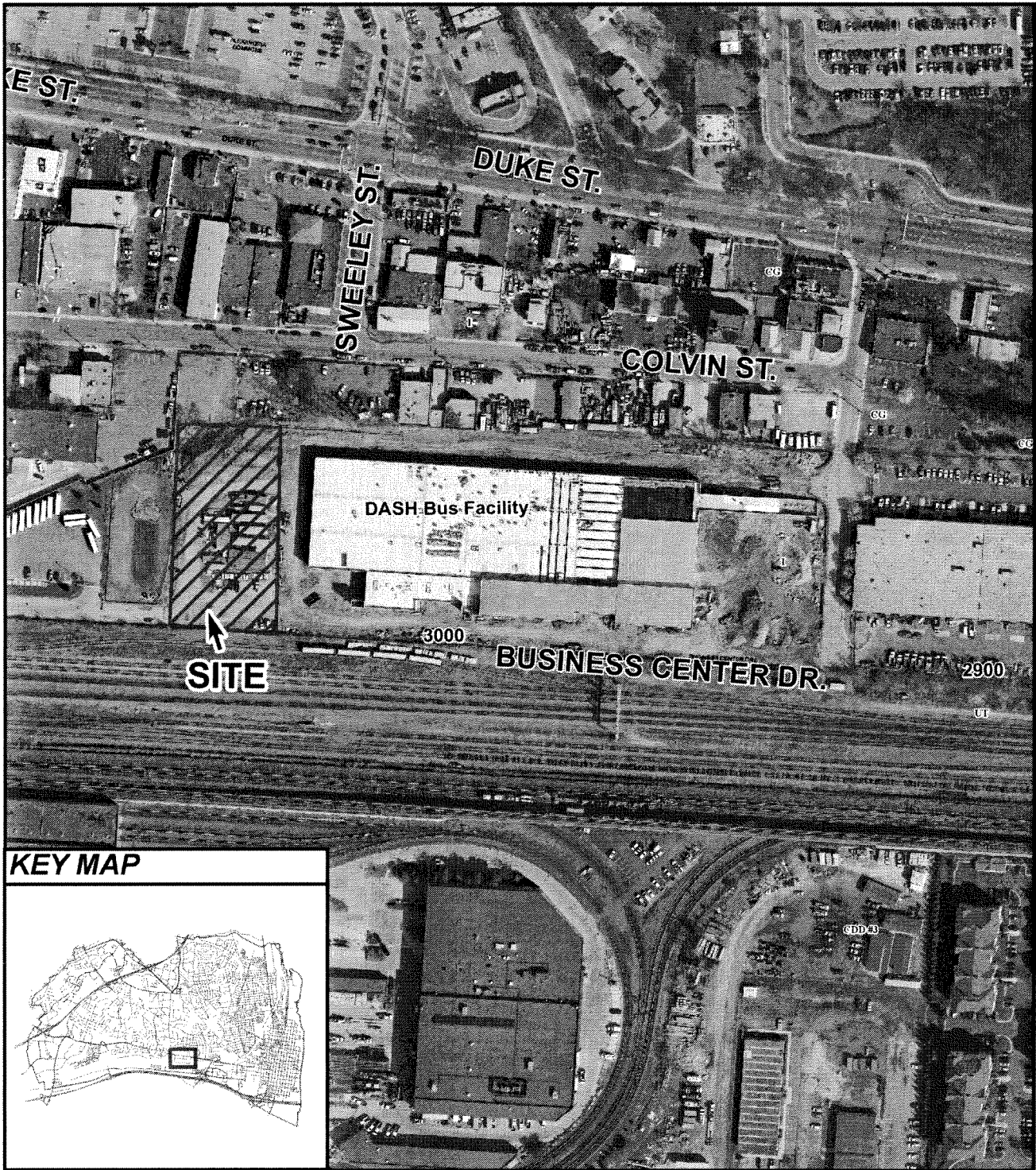


**Docket Item #5**  
**Development Special Use Permit #2011-0008**  
**Impound Lot at DASH Facility**  
**(Amendment to DSUP #2006-0025)**

Application	General Data	
<b>Project Name:</b> Impound Lot at DASH Facility	PC Hearing:	May 3, 2011
	CC Hearing:	May 14, 2011
	If approved, DSUP Expiration:	May 14, 2014 (3 years)
<b>Location:</b> 3300 Business Center Drive	Zone:	I, Industrial (Section 4-1200)
	Proposed Use:	Vehicle towing service and associated impound lot (Section 4-1203(T))
<b>Applicant:</b> Department of General Services – City of Alexandria	Small Area Plan:	Taylor Run/Duke Street
	Historic District:	No
	Green Building:	N/A

Purpose of Application
<p>A consideration for requests to perform the following:</p> <ol style="list-style-type: none"> <li>1. Amend development special use permit #2006-0025 to allow for a temporary impound lot;</li> <li>2. Approve as a special use a <i>vehicle towing service and associated impound lot</i>;</li> <li>3. Modification to required parking lot landscaping.</li> </ol>
<b>Staff Recommendation:</b> APPROVAL WITH CONDITIONS
<p><b>Staff Reviewer(s):</b> Dirk H. Geratz, AICP, Principal Planner, Planning &amp; Zoning  Satya (S.P) Singh, Ph.D., P.E. Civil Engineer IV, Transportation &amp; Environmental Services  Gregory Tate, Sr. Project Manager Fire Station 210/Impound Lots, General Services</p>



DSUP#2011-0008

5/3/2011



## **I. SUMMARY**

### **A. *Recommendation***

Staff recommends approval, with conditions, of a request to permit a temporary City impound lot on a portion of property at the DASH bus operations and maintenance facility slated for future DASH expansion. Issues considered by staff in this review include:

- Provision of a temporary relocation of a portion of the City-operated impound lot currently located on Eisenhower Avenue, to make way for a the new fire station;
- Construction of additional stormwater improvements to provide conveyance and storage to alleviate flooding at the DASH site.

### **B. *Summary of Request***

In order to allow for temporary vehicular storage of impounded vehicles, the City is requesting that the Planning Commission and City Council act on the following specific applications:

- Amend development special use permit #2006-0025 to allow for a temporary location for a City-operated impound lot on a vacant portion of property intended for future expansion of the DASH bus operations facility on Business Center Drive;
- To permit as a special use a *vehicle towing service and associated impound lot*; and,
- Modification to Landscape Requirements in a parking lot pursuant to Section 11-416(B).

## **II. PROJECT PROPOSAL**

City Council approved funding for a new fire station, known as station 210, and construction of two vehicle impound lots - one permanent and one temporary. The site for the station will be known as 5255 Eisenhower Avenue on property currently owned by the City and operating as the City's impound lot for towed vehicles. This is where vehicles are stored that are ticketed for parking violations, left abandoned, confiscated as part of a police investigation or impounded for other reasons. The impound lot is operated by the Department of Transportation & Environmental Services. Approximately 300 vehicles, with approximately 50 vehicles for Police evidence, are stored at this site at any given time. The Police Department has agreed to relocate their impounded evidence vehicles to another secure location. The Eisenhower Avenue property consists of 3 acres and includes a small on-site operations office.

In order to accommodate the new fire station, part of the current impound parking lot will need to be partially removed and relocated. The City plans to maintain part of it's impound lot operations at the Eisenhower Avenue location in a newly constructed storage lot with space to accommodate 124 vehicles. This lot will be about half the size of the current lot and will be used for the storage of cars on a shorter term basis. The remainder of the spaces will be relocated to vacant land associated with the DASH bus operations facility on Business Center Drive. The DASH location, subject of this application, will be about 51,858 square feet or 1.191 acres in

area and will accommodate approximately 108 cars that are planned for auction or other disposal. This is a temporary location expected to occupy this site until such time that the City's approved and funded DASH expansion requires use of this land. At the time that a DASH expansion is imminent the City will relocate this impound operation to another site.

### **III. BACKGROUND**

#### ***A. The Previous Site Plan Approval***

The DASH Bus Operations facility DSUP #2006-0025 was originally approved by City Council in May of 2008, to create a 160,000 square foot building to house 96 buses for protective storage and maintenance bays for repair and preventative maintenance work. As originally approved, the property was designed and graded to allow for a future expansion on the west side of the building to accommodate additional parking for 34 buses. Under the current proposal, this site will be used as the temporary location for the impound lot until this expansion program is approved and funded.

### **IV. ZONING & SMALL AREA PLAN**

#### ***A. Zoning Compliance***

The existing zoning of the subject land area is Industrial (I) and this zoning classification will not change. The proposed impound lot use is permitted in the I zone as a *vehicle towing service and associated impound lot* pursuant to Section 4-1203(T) and will comply with the standards of the I zone. This is the only zone in the City that permits a combination towing and impound lot use.

#### ***B. Small Area Plan***

The subject property is located within the most southern portion of the Taylor Run/Duke Street small area plan. This plan identifies the subject property, including much of the land area south of Colvin Street, as an area planned for light industrial and commercial service uses. The area occupied by the DASH facility had at one time been part of a railroad yard with industrial type uses surrounding this area. This location is an appropriate one for an impound lot.

### **V. STAFF ANALYSIS**

#### ***A. Temporary Impound Lot***

**Impound Lot Operations** – The overall operation of impounding vehicles in the City will be split into two operations. The exiting location on Eisenhower Avenue will be shrunk to about half its current size to allow for construction of the new fire station. This lot will be used for impounding vehicles that are to be stored on a short-term basis until their owners

retrieve them. The use of the impound lot at the DASH location is primarily intended for placement of impounded vehicles requiring long-term storage before being reclaimed by their owners or while awaiting processing for the disposal by other means such as resale or auction. As part of this request, the City also reserves the right to use the impound lot for the storage of City-owned or operated vehicles if the need arises.

It is critical for the timing of the construction of the new Eisenhower fire station that this impound lot be approved and constructed. This will allow the City to relocate vehicles from Eisenhower Avenue to this site so room is made for construction of the new station. The fire station is slated to open in early 2013.

The impound lot will be locked 24 hours per day but access by the public may be arranged between the hours of 8:00am and 6:45pm. No employees will be employed at the lot but between 1– 3 employees will be associated with the impound lot operations, including operating the tow truck. There is no fixed frequency as to how often vehicles are towed to this lot and the schedule will vary from day to day. However, the towing of vehicles is a 24-hour operation that may occur seven days per week.

### ***B. Relationship to DASH Operations***

The City owns the 9-acre parcel that the DASH facility occupies with their bus operations and maintenance facility. All 9 acres, except for the area slated for future expansion of the DASH facility, are currently developed and in use by DASH. The impound lot is expected to use the western end of the site and will be separated from the DASH operations by a chain link fence. The grading and soil compaction for the impound lot will effectively serve as the first phase of construction for future outdoor bus parking as well as the eventual expansion of the DASH building. The impound lot will remain in use until plans for the expansion of the DASH facility have been approved and funded at which time the impound lot would be relocated. A condition concerning the interim duration of the impound lot is included as a staff recommendation. The Department of General Services and the Department of Transportation & Environmental Services will continue to search for a permanent location for the impound lot. The DASH operations administration and the DASH Board of Directors will be updated of this effort on a regular basis.

### ***C. Site Enhancements***

**Vehicle Storage Area** – Though the parking lot is intended to be a temporary use of the property it will be designed with curb and gutter and a paved driveway entry leading from Business Center Drive. The vehicle storage area will have a compacted gravel surface. In preparation of the site, approximately 2 – 3 feet of contaminated soil will be removed as part of this project. The soil will be replaced with a compacted gravel base which will serve as the surface material for the impound lot. The gravel compaction will be designed such as to withstand the weight of standard passenger vehicles, however, storage of DASH busses will require installation of additional base materials with paving to support longer term use for bus storage.

A possible future expansion of the storage area to the north would allow the storage of an additional 22 vehicles. However, significant improvements to stormwater management on the DASH site would be necessary before the expansion could occur. Approval of this application would permit this expansion, identified on the preliminary site plan as phase 3.

A black, vinyl-coated chain link fence will surround the site for security purposes and will match the black chain link fence approved and installed with the completed DASH project. A lockable manual sliding gate will be placed at the driveway entry. A pedestrian walkway will connect the parking area to the former DASH facility building at the northwest corner of the site for access by City personnel and customers wishing to retrieve or purchase a vehicle. A small sign will be installed on the site identifying the address of the property and the fact that it is a City facility.

**Landscaping** – The City will provide landscaping as part of this project. In particular, a mass planting area consisting of evergreen trees and shrubs will create a vegetated screen between the vehicular storage area and Business Center Drive. This planting will be in addition to the street trees that were already planted as part of the construction of the DASH facility.

Pursuant to Zoning Code Section 11-416(B) a modification to the landscape requirements for tree planting within a parking lot is recommended. In consultation with Recreation & Parks staff it was determined that the landscaping normally required within the interior of a parking lot not be required in this instance as it would interfere with the ability to tow vehicles in and out of their parking positions. This lot is strictly for the storage of vehicles that have been impounded for a long term. Public access is restricted except in cases where a vehicle is to be retrieved. Thus, staff recommends that the landscaping along the street frontage be enhanced and a fee be paid into the Living Landscape Fund in lieu of planting trees in the parking lot. A condition addressing the fee in-lieu proposal is included in staff recommendations.

**Stormwater Improvements** - The current DASH facility was previously developed under DSUP #2006-0025. Prior to construction, a detailed stormwater study was conducted and stormwater infrastructure improvements were constructed under that DSUP. However, additional stormwater improvements were identified at that time as being necessary to alleviate flooding on the DASH site. These additional improvements include an additional storm sewer drainage system crossing the CSX rail road tracks. These additional improvements are currently budgeted in the CIP and approval for the sewer crossing is being negotiated with CSX.

The site of the proposed impound lot is currently experiencing surcharged storm sewers that result in flooding of the site. The proposed plan includes interim drainage improvements to partially mitigate the drainage and flooding problems while the permanent solution is being implemented. The interim improvements include providing additional stormwater conveyance to the existing stormwater detention pond, constructed as part of DSUP #2006-00025. This detention facility has adequate detention capacity to manage this additional flow as an interim condition. These minor improvements will help to improve the management of

existing stormwater system without aggravating the existing conditions and creating any new problems or make the existing problems worse. It was determined by the City engineering staff that until the long term improvements are constructed, the proposed storm water management improvements will minimally provide the desired relief.

## **VI. COMMUNITY**

The standard public notice procedures took place with this property including the posting of signs on the property as well as notices in the newspaper and City website. Additionally, a presentation was made to the Federation of Civic Associations and an announcement was made through eNews. No negative comments have been received by the City on this project.

## **VII. CONCLUSION**

Staff recommends **approval** of the proposed amendment to the DASH DSUP and to permit the impound lot use at this location subject to compliance with all applicable codes and the following recommended conditions.

Staff: Faroll Hamer, Director of Planning and Zoning;  
Gwen Wright, Division Chief, Development;  
Dirk Geratz, AICP, Principal Planner

## **VIII. STAFF RECOMMENDATIONS**

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

**New conditions – DSUP #2011-0008**

#55 – 61

**Amended conditions - DSUP #2006-0025**

#3e, 11, 23, 32, 33, 34, 35, & 52

**New or amended city department findings & code comments**

Transportation and Environmental Services: F-8, F-9, F-11, F-12, F-20, F-21 & F-22  
Fire Department: C-1 & C-2

### **A. BUILDING DESIGN:**

1. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated April 23, 2008. In addition, the applicant shall provide additional refinements to the satisfaction of the Directors of P&Z and T&ES that shall at a minimum include (DSUP #2006-0025):
  - a. All facades of the building shall be constructed entirely of masonry (precast) as generally depicted in the preliminary architectural elevations.
  - b. The building elevations shall be light sandblast and include bands of blue and yellow paint or stain to add visual interest and identification to the building.
  - c. The band of blue shall be provided on the two-story segment of the Business Center Drive and Roth Street building elevations, except in the recessed building segments. The band of yellow shall be located immediately beneath the band of blue on the two-story segment of the Business Center Drive and Roth Street elevations and continue on each building elevation.
  - d. Louvers located within the yellow band shall be factory finished or painted yellow to match the band of yellow stain or paint. All other louvers shall be factory finished or painted match corresponding wall material or color.
  - e. The stairs located on the north of the building shall be factory finished or painted to correspond to the color of the precast.
  - f. Overhead doors shall be factory finished to match the bands of blue stain or paint.
  - g. Provide fourteen to sixteen detailed, fluted pilasters on the southern and eastern building elevations to identify the main entrance and administrative area as a primary façade.



- h. Windows shall be gridded with an operable awning and mullions shall be factory finished or painted yellow to correspond to the yellow building band.
  - i. The entrance canopy shall be enhanced to provide a decorative, cable-suspended canopy. All building identification shall be located above the canopy to ensure consistency with the art deco style.
  - j. The DASH sign shall be integrated with the building and designed in general conformance with Attachment #1.
  - k. The rooftop mechanical equipment visible from Business Center Drive and Roth Street shall be painted to match the precast concrete panels.
  - l. The building mounted light fixtures shall be an integrated part of the façade and shall be provided with the final site plan submission.
  - m. The freestanding light poles on the ramp shall be eliminated. Wall mounted lighting on the interior of the ramp shall be provided.
  - n. The City of Alexandria encourages the use of green/sustainable building technology. The applicant shall achieve points toward LEED Silver Certification under the U.S. Green Building Council's System. The sustainable design elements and innovative technologies implemented to achieve the points shall be consistent with the preliminary project checklist dated February 29, 2008.
  - o. A color on-site mock-up shall be provided prior to the final selection of the precast concrete and other building materials.
  - p. Color architectural elevations (front, side and rear) shall be submitted with the final site plan and with the mylar submission. (P&Z)(T&ES)
2. 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 (DSUP #2006-0025):
- 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. Acknowledged by applicant, will be evaluated with DB team. (Code)

**B. PEDESTRIAN AND STREETSCAPE:**

3. **[CONDITION AMENDED BY STAFF]** The applicant shall provide pedestrian and streetscape improvements that at a minimum provide the level of improvements depicted on the preliminary site plan dated March 20, 2008 and shall also at a minimum provide the following to the satisfaction of the Directors of P&Z, RP&CA, and T&ES:
  - a. The sidewalk on the north side of Business Center Drive, with the exception of the entrance area, shall be a 6-foot-wide unobstructed sidewalk located adjacent to the curb with a minimum 6-foot landscape strip located between the sidewalk and the bioretention planter boxes.
  - b. The sidewalk on the west side of Roth Street shall be a minimum of 7 feet, with a minimum unobstructed width of 5-feet. A landscape strip shall be provided adjacent to the curb and a continuous screen hedge shall be installed adjacent to the sidewalk within the landscape strip. Street trees shall be centered in the landscape strip between the screen hedge and the curb.
  - c. The developer shall install and maintain ADA accessible pedestrian crossings serving the site.
  - d. Where crosswalks are to be marked, provide thermoplastic (open ladder) style crosswalks at all midblock locations; all other crosswalks at controlled intersections shall be standard two-line crosswalks.
  - e. All pedestrian and streetscape improvements shall be completed prior to the ~~issuance of a certificate of occupancy permit~~ physical occupation of the impound lot. (P&Z) (T&ES)(RP&CA)
4. 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 (DSUP #2006-0025). (T&ES)
5. Provide all pedestrian and traffic signage in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES (DSUP #2006-0025). (T&ES)

**C. LANDSCAPING:**

6. The applicant shall provide landscape improvements that at a minimum provide the level of improvements depicted on the preliminary site plan dated March 20, 2008

and shall also at a minimum provide the following to the satisfaction of the Directors of P&Z, RP&CA, T&ES, and Code Enforcement (DSUP #2006-0025):

- a. Develop, provide, install and maintain an integrated Landscape Plan that is coordinated with other associated site.
- b. The plan shall comply with the City of Alexandria Landscape Guidelines.
  - i. Ensure that FDC connections and secure access/exit areas for the building are not compromised by proposed plantings.
  - ii. Provide required crown area coverage.
  - iii. Provide hose bibs at a maximum spacing of 90' apart on three faces of the building, as generally depicted on the preliminary plan
  - iv. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
- c. The transformer located adjacent to Business Center Drive shall be screened.
- d. Flow-through planter boxes shall be precast to match the building materials.
- e. The rooftop open space shall be designed to function as high-quality usable open space for the employees. At a minimum, the rooftop deck shall include planters, tables and chairs, benches, and trash receptacles.
- f. The landscaping for the proposed development shall not impede the visibility of any FDC or Fire Hydrant and shall comply with Section 912 of the Statewide Fire Prevention Code. Landscaping that impedes FDC visibility and shall be removed by the Final Site Plan #1 submission.  
(RP&CA)(P&Z)(T&ES)(Code)

**D. SITE PLAN:**

7. Security fences and gates shall be black, vinyl-coated chain link and shall not exceed 8 feet in height (DSUP #2006-0025). (P&Z)
8. Shift the security fence located adjacent to the stormwater management basin north to accommodate the five street trees between the sidewalk and the fence (DSUP #2006-0025). (P&Z)
9. The final subdivision and consolidation plats 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 (DSUP #2006-0025). (P&Z)
10. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z in consultation with the Chief of Police and shall include the following (DSUP #2006-0025):
  - 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 fixtures, mounting height, and strength of fixture in Lumens or Watts;

- c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
- d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all the adjacent streets and/or 20 feet beyond the property line on all adjacent properties, and right-of-way. Show existing and proposed street lights and site lights.
- e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
- f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement.
- h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- i. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- j. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (T&ES)(P&Z) (Police)

**E. STORMWATER:**

11. **[CONDITION AMENDED BY STAFF]** ~~Per~~ In compliance with the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant has conducted a detailed ~~shall complete~~ a drainage study under DSUP #2006-0025 and constructed stormwater infrastructure improvements to provide ~~and~~ adequate outfall analysis for the total drainage area to the receiving sewer that serves the site; however, additional stormwater improvements were identified at that time as being necessary to alleviate flooding at the DASH site, which are currently budgeted in the CIP and approval for the sewer crossing is being negotiated with CSX. Since ~~If~~ the existing storm system is known ~~determined~~ to be inadequate then the applicant shall design and construct improvements ~~build~~ on-site or off-site improvements to discharge to an adequate outfall; or improve the existing drainage system on the proposed development site without adversely impacting the downstream conditions. The condition shall be fulfilled even if the post development storm water flow from the site is reduced from the pre-development flow. ~~The Final Site Plan shall be prepared to provide adequate conveyance to the stormwater detention pond constructed under DSUP2006-00025. The Plan shall demonstrate compliance with this condition to the satisfaction of the Director of Transportation & Environmental Services. that a non-erosive stormwater outfall is present.~~ (T&ES)
12. 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 (DSUP #2006-0025). (T&ES)

13. 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) (DSUP #2006-0025). (T&ES)
14. 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. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard (DSUP #2006-0025). (T&ES)
15. The storm water collection system is located within the Cameron 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 (DSUP #2006-0025). (T&ES)

**F. WASTEWATER / SANITARY SEWERS:**

16. 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 (DSUP #2006-0025). (T&ES)

**G. SOLID WASTE:**

17. The City of Alexandria shall provide the solid waste collection services and all the refuse/recycling facilities shall be designed to the satisfaction of Director T&ES (DSUP #2006-0025). (T&ES)
18. The standard containers that are compatible with the City collection system shall be provided to the satisfaction of the Director of Transportation and Environmental Services (DSUP #2006-0025). (T&ES)

19. 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 City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132 (DSUP #2006-0025). (T&ES)

## **H. STREETS/TRAFFIC:**

20. All improvements to the City's infrastructure, including but not limited to, curb, gutter, sidewalk, and driveway aprons, and patch work required for utility installation, etc., or damaged during construction shall be designed and constructed as per the City of Alexandria standards and specifications (DSUP #2006-0025). (T&ES)
21. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging (DSUP #2006-0025). (T&ES)
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 (DSUP #2006-0025). (T&ES)
23. **[CONDITION AMENDED BY STAFF]** Show turning movements of standard vehicles, buses, tow trucks, and trash trucks on the parking structure and/or on-site. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
24. The slope on parking ramp to garage entrance shall not exceed 10 percent. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice formation (DSUP #2006-0025). (T&ES)

## **I. UTILITIES:**

25. All private utilities shall be located outside of the public right-of-way and public utility easements (DSUP #2006-0025). (T&ES)
26. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities (DSUP #2006-0025). (T&ES)

## **J. SOILS:**

27. The applicant shall provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments with the submission of the first final site plan (DSUP #2006-0025). (T&ES)

**K. BMP FACILITIES:**

28. 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 (DSUP #2006-0025). (T&ES)
29. 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 (DSUP #2006-0025). (T&ES)
30. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are (DSUP #2006-0025):
  - 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)
31. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES (DSUP #2006-0025). (T&ES)
32. **[CONDITION AMENDED BY STAFF]** The DASH Bus Maintenance Facility, 3000 Business Center Drive, shall be added to the Memorandum of Understanding ~~dated July 2007~~ concerning maintenance responsibilities for the City owned stormwater management best management practices-. including stormwater detention pond. ~~Page 3 of 3 lists departmental responsibilities of facilities and their addresses. The DASH Bus Maintenance Facility with three bioretention planters and one extended detention pond shall be added to the responsibilities of the Department of General Services.~~ Amending this document shall be accomplished prior to mylar approval. (T&ES)

33. **[CONDITION AMENDED BY STAFF]** Prior to physical occupation of the impound lot ~~release of the temporary certificate of occupancy~~, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
34. **[CONDITION AMENDED BY STAFF]** Prior to physical occupation of the impound lot ~~release of the temporary certificate of occupancy~~, 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)

**L. CONTAMINATED LAND:**

35. **[CONDITION AMENDED BY STAFF]** Due to historic uses at the site and potential for contamination, the following condition shall be included:
- a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code ~~Enforcement~~ Administration. (T&ES)
36. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES (DSUP #2006-0025):
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
  - d. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

**M. NOISE:**

37. All exterior building mounted loudspeakers are prohibited (DSUP #2006-0025). (T&ES)



**N. AIR POLLUTION:**

38. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services (DSUP #2006-0025). (T&ES)
39. DASH buses and contractors shall not cause or permit diesel fueled vehicles to idle for more than 10 minutes when parked (DSUP #2006-0025). (T&ES)

**O. AUTOMOTIVE:**

40. Car wash facilities must be equipped with a water recycling system. The building official shall approve such a system. Any car washing activity must drain to the sanitary sewer system with prior approval from ASA, or be covered by a VPDES permit for discharge into the storm sewer (DSUP #2006-0025). (T&ES)
41. Provide a plan that shows the method of connection for the discharge of vehicle wash to an approved sanitary sewer system and proper disposal of rainwater to the storm sewer system. In case the applicant chooses to install commercial car washing equipment, such equipment shall be equipped with a water recycling system approved by the building official (DSUP #2006-0025). (T&ES)
42. All waste products including but not limited to organic compounds (solvents), motor oil, compressor lubricant and antifreeze shall be disposed of in accordance with all local, state and federal ordinances or regulations and not be discharged to the sanitary or storm sewers or be discharged onto the ground (DSUP #2006-0025). (T&ES)
43. The applicant shall comply with the City of Alexandria Best Management practices manual for automotive related industries. A copy can be obtained by contacting the Division of Environmental Quality at 703-838-4334 (DSUP #2006-0025). (T&ES)

**P. CONSTRUCTION:**

44. 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 (DSUP #2006-0025). (T&ES)
45. 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 Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws (DSUP #2006-0025). (T&ES)

46. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to the release the final site plan. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to explain the plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. Copies of plans showing the hauling route, construction worker parking, and temporary pedestrian and vehicular circulation and temporary construction trailer location shall be posted in the construction trailer and given to each subcontractor before they commence work (DSUP #2006-0025). (P&Z) (T&ES)
47. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES (DSUP #2006-0025). (T&ES)
48. 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 (DSUP #2006-0025). (T&ES)
49. The applicant shall submit a wall check to the Departments of P&Z and T&ES prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. 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 (DSUP #2006-0025). (P&Z)(T&ES)
50. As part of the request for a certificate of occupancy permit, a building and site location survey shall be submitted to the Departments of P&Z and T&ES for all site improvements. A certification of height for the building shall also be submitted as part of the certificate of occupancy for each building(s). The certification shall be prepared and sealed by a registered architect and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance (DSUP #2006-0025). (P&Z)(T&ES)

51. 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; 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 (DSUP #2006-0025). (P&Z)(T&ES)
52. **[CONDITION AMENDED BY STAFF]** Temporary construction trailers shall be permitted and be subject to the approval of the Directors of P&Z, T&ES, and Code Enforcement Administration. The trailer(s) shall be located on the final site plan and removed prior to physical occupation of the impound lot ~~the issuance of a certificate of occupancy permit~~. (P&Z) (T&ES) (Code)

**Q. MISCELLANEOUS:**

53. The applicant shall provide two (2) short-term / visitor bicycle parking racks at the ground level preferably located within 50 yards of the building entrance. If the rack location is not apparent or immediately visible to visitors, provide standard, MUTCD compliant (D4-3) signs indicating location of bicycle parking. Racks may not be more than 200 yards from the building entrance. Bicycle rack locations are preferably covered and grouped. Short term racks shall be located in a manner that will not obstruct the existing / proposed sidewalks. City of Alexandria bicycle parking standards and details for acceptable locations are available at: [www.alexride.org/bicycleparking.php](http://www.alexride.org/bicycleparking.php) (DSUP #2006-0025). (T&ES)
54. Long term / employee bicycle parking, storage and changing rooms (DSUP #2006-0025):
- a. The applicant shall provide five (5) long-term / employee bicycle parking racks to the satisfaction of the Director of T&ES. If the racks location is not apparent or immediately visible, provide standard, MUTCD compliant (D4-3) signs indicating the location of bicycle parking. City of Alexandria bicycle parking standards and details for acceptable locations are available at: [www.alexride.org/bicycleparking.php](http://www.alexride.org/bicycleparking.php)
  - b. The applicant shall provide two (2) shower(s) per gender and a minimum of ten (10) clothes storage lockers per gender. The lockers shall be accessible to all employees of the facility to the satisfaction of the Director of T&ES.
  - c. To satisfy LEED Credit 4.2 (Alternative Transportation: Bicycle Storage and Changing Rooms) the combination of short-term/visitor parking and long-term/employee parking may be increased in the event that the number of bicycle parking spaces does not provide enough bicycle racks to provide for 5% or more of all building users during peak use periods. (T&ES)

**R. CONDITIONS RELATED TO THE INTERIM IMPOUND LOT:**

55. **[CONDITION ADDED BY STAFF]** The applicant shall provide improvements of an interim impound parking lot that at a minimum shall provide the level of

improvements depicted on the preliminary site plan dated April 8, 2011, for the area depicted as, *future expansion*, on the DASH facility site plan approved in 2008. (P&Z)

56. **[CONDITION ADDED BY STAFF]** Subject property shall be used as an interim location for a City operated impound parking lot and towing facility until such time that the City's approved and funded DASH expansion requires the use of this land. (P&Z)(T&ES)(General Services)
57. **[CONDITION ADDED BY STAFF]** The impound lot may also be used by the City to park City owned and/or operated vehicles as necessary. (P&Z)(General Services)
58. **[CONDITION ADDED BY STAFF]** The City shall pay a fee in lieu of the installation of eight (8) shade trees into the Living Landscape Fund or shall plant these trees at an off-site location as determined by the City Arborist and the Director of Planning & Zoning. (P&Z)(RPCA)(General Services)
59. **[CONDITION ADDED BY STAFF]** An identification sign of approximately 2-feet by 3-feet is permitted on the subject property that may include the name of the use and address of the subject property. (P&Z)
60. **[CONDITION ADDED BY STAFF]** All tree protection measures shall be consistent with the City of Alexandria Landscape Guidelines. Limits of Disturbance shall not be permitted to impact the tree protection areas. (RPCA)
61. **[CONDITION ADDED BY STAFF]** The Phase III improvements proposed in the Preliminary Plan shall not be constructed prior to the completion of additional improvements to provide adequate outfall through CSX rail road crossing. (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

**Planning and Zoning**

- F-1 Revise the proposed plat of consolidation and the re-subdivision plat to include identify the newly subdivided lots as Lot 800 and Lot 801, rather than Lot 702 and 703. (P&Z)
- F-2 Revise the proposed plat of consolidation and the re-subdivision plat to be shown on an 18"x24" sheet with thin lines depicting the existing lots and a thicker line depicting the proposed lots. (P&Z)
- F-3 Revise the proposed plat of consolidation and the re-subdivision plat to depict the tax map numbers for all existing and surrounding parcels in dotted lines/words. (P&Z)

**Transportation and Environmental Services**

- F-1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-2 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-3 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-4 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-5 **[FINDING AMENDED BY STAFF]** 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 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 35 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 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-6 **[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 35 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12” or larger diameters); ~~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. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F-7 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-8 **[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 the 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-9 **[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-10 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 and pressure tested in place without leakage prior to installation. 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-11 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F-12 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-13 The applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F-14 The Plan shall call out various storm and sanitary sewer and water structures in the plan and profile views. (T&ES)
- F-15 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-16 All sanitary laterals and/or sewers are to be maintained by the City. (T&ES)
- F-17 A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained. (T&ES)
- F-18 Project lies partially within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence (or absence) of marine clay or highly erodible soils. (T&ES)
- F-19 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 City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

F-20 **[FINDING ADDED BY STAFF]** The site of the proposed impound lot is currently experiencing surcharged storm sewers that result in flooding of the site. The proposed plan includes interim drainage improvements to partially mitigate the drainage and flooding problems while the permanent solution is being implemented. The interim improvements include providing additional stormwater conveyance to the existing stormwater detention pond, constructed as part of DSUP #2006-00025. The stormwater pond has additional detention capacity to manage additional flow as an interim condition. These minor improvements will help to improve the management of existing stormwater system without aggravating the existing conditions and creating any new problems or make the existing problems worse. It was determined by the City engineering staff that until the long term improvements are constructed, the proposed storm water management improvements will minimally provide the desired relief. (T&ES)

F-21 **[FINDING ADDED BY STAFF]** Additional stormwater improvements were identified during the completion of DSUP #2006-00025 as being necessary to alleviate flooding on the DASH site. These additional improvements include an additional storm sewer drainage system crossing the CSX rail road tracks. These additional improvements are currently budgeted in the CIP and approval for the sewer crossing is being negotiated with CSX. (T&ES)

F-22 **[FINDING ADDED BY STAFF]** The plan must be prepared in compliance with the requirements of Memorandum to Industry 02-09 dated December 3, 2009. The memorandum is available at the following web address of the City of Alexandria (T&ES):

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- C-1. All downspouts must be connected to a storm sewer by continuous underground pipe. (T&ES)
- C-2. All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-3. 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-4. All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)



- C-5. Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-6. 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-7. 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-8. 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-9. 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-10. 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-11. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)
- C-12. All streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-13. Provide City standard pavement for Emergency Vehicle Easements (EVE). (T&ES)

- C-14. All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-15. 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)

**Alexandria Sanitation Authority**

- C-1 Ensure all discharges are in accordance with the City of Alexandria Code 4035.
- R-1 Ensure that planned flow capacity does not exceed City of Alexandria allotted ASA plant capacity of 20.5.
- R-2 Ensure in writing to ASA that additional flow planned does not exceed flow capacity in ASA Interceptors and Trunk Sewers during wet and average flow conditions.
- R-3 Proposed construction and sewer discharge limits from new facility could be regulated by ASA Pretreatment. Provide a list of stored chemicals and clarify whether the bus wash/chassis wash is a closed loop.
- F-1 Detailed sanitary sewer flow calculations are not shown on plans.

**Code Enforcement**

- F-1 The proposed security gates shall be equipped with an override system that opens the gates in the event of a power failure, activation of a siren, or through the use of a Knox Box key. These features shall be designed and installed to the satisfaction of the Director of Code Enforcement.
- F-2 Provide a Fire Lane through the rear of the site on the proposed roadway. The Fire Lane shall be properly signed, 22 feet in width (minimum), have a minimum turning radii of R-25' and shall be free of parked vehicles at all times. Finding met.
- F-3 Provide hydrant coverage along the front and rear of the structures. Fire hydrants serving fire department connections (FDC) shall be located no closer than 40 feet and no greater than 100 feet from each FDC; on site fire hydrants shall be spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site. Finding resolved.
- F-4 Buildings shall be equipped with an automatic fire suppression system. Finding resolved.
- F-5 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. Finding resolved.

- F-6 A separate tap is required for the building fire service connection. Finding resolved.
- F-7 The fire hydrant located near the stormwater retention pond shall be moved along the rear access driveway. Finding resolved.
- F-8 All Emergency Vehicle Easements shall be designed to AASHTO HS-20 loading. Acknowledged by applicant.
- F-9 The FDC located at the southeast corner of the building is further than 100 feet from a fire hydrant. The FDC or hydrant must be relocated as to comply with code requirement C-1. Finding resolved.
- C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Acknowledged by applicant.
- C-2 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. Acknowledged by applicant, attached guidelines were hand distributed to the applicant on 3/13/2008.
- C-3 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-4 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged by applicant.
- C-5 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Acknowledged by applicant.
- C-6 A fire prevention code permit is required for the proposed operation at the time of application for a Certificate of Occupancy. Acknowledged by applicant.
- C-7 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.
- C-8 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Acknowledged by applicant.

- C-9 This structure contains mixed use groups [B, Business; S-1, Moderate-Hazard Storage (motor vehicle repair garage), S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of the USBC. Acknowledged by applicant.
- C-10 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Acknowledged by applicant.
- C-11 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-12 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.9). Acknowledged by applicant.
- 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. Acknowledged by applicant.
- C-14 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Acknowledged by applicant.
- C-15 This garage with a gross square footage of      is required to have an automatic sprinkler system throughout the structure to be in compliance with USBC 406.4.1 and 903.2.9. Acknowledged by applicant.
- C-16 A fire protective signaling system is required in the B, Business use group area (offices) which are located two or more stories above the lowest level of exit discharge (USBC 907.2.2). Acknowledged by applicant.
- C-17 Oil water separators are required where automobiles are services, greased, repaired, washed, or where gasoline is dispensed. The separator shall be designed and installed in accordance with the plumbing code. Acknowledged by applicant.
- C-18 The developer shall declare on the plans if the parking structure is considered a public parking structure complying with Chapter 4 of the USBC or an open parking structure. If the structure is declared as an open parking structure, the developer shall submit information detailing how the structure meets the openness criteria. If the structure is declared a public parking structure, the plans shall reflect required water and sewer lines, FDC's and oil / water separator locations. Acknowledged by applicant, this will be an open parking structure given the rooftop parking.
- C-19 The new handrails must comply with USBC for a minimum/maximum height of 30 to 34 inches. The ends must extend 12" beyond the top and bottom risers. The handgrip

position must not be more than 2-1/4" in cross-sectional dimension, or the shape must provide an equivalent gripping surface. The handgrip portion must have a smooth surface with no sharp corners. The space between the wall and handrail must not be less than 1-1/2". Acknowledged by applicant.

- C-20 The new stairs must comply with USBC for riser and tread dimensions. Acknowledged by applicant.

**Fire Department**

- C-1 **[CODE REQUIREMENT ADDED BY STAFF]** Steps shall be taken to prevent the leaking of any motor vehicle fluids onto the ground or parking surface. Including but not limited to drip pans for leaking or severely damaged vehicles. Lot shall maintain sufficient quantities of spill equipment on-site. (DSUP #2011-0008)
- C-2 **[CODE REQUIREMENT ADDED BY STAFF]** Fence shall be equipped with a rapid entry system (KNOX BOX) and provided with a manual override system to allow emergency access. (DSUP #2011-0008)

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2011-0008

PROJECT NAME: Dash Impound Lot

PROPERTY LOCATION: 3000 Business Center Drive

TAX MAP REFERENCE: 61.04-02-23/24 ZONE: I-Industrial

APPLICANT Name: Department of General Services

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

PROPERTY OWNER Name: City of Alexandria

Address: 301 King Street, Alexandria, Virginia 22314

SUMMARY OF PROPOSAL: Temporary Overflow Impound Lot with future DASH bus  
storage lot.

MODIFICATIONS REQUESTED: None

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

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

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

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

Gregory Tate  
Print Name of Applicant or Agent

\_\_\_\_\_  
Signature

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

703-746-3222  
Telephone #

703-519-3332  
Fax #

Alexandria, Virginia 22314  
City and State Zip Code

March 3, 2011  
Date

===== **DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY** =====

Application Received: \_\_\_\_\_  
Fee Paid & Date: \$ \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_  
Received Plans for Preliminary: \_\_\_\_\_

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Development Special Use Permit with Site Plan (DSUP) # 2011-0008

All applicants must complete this form.

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

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

☒ Owner      ☐ Contract Purchaser

☐ Lessee      ☐ Other: \_\_\_\_\_

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

CITY OF ALEXANDRIA

301 KING STREET, ALEXANDRIA, VIRGINIA 22314

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

N/A

☐ Yes. Provide proof of current City business license

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

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## NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.  
*(Attach additional sheets if necessary)*

The City is proposing to construct a new fire station (designated as Fire Station 210) at the existing City impound lot and Police Pistol Range located at 5261 Eisenhower Avenue. In order to obtain the required site area for the new fire station, the City is proposing to relocate approximately half of the current capacity over to a secondary (overflow) impound lot to be located on a vacant portion of the DASH Bus facility at 3000 Business Center Drive. The vacant site is proposed for future expansion of the DASH bus facility for bus storage. Use of the impound lot is primarily intended for storage of impound vehicles requiring long-term stays before being reclaimed by their owners or while awaiting processing for disposal by other means such as resale or auction. The timing for construction of the DASH impound lot is critical to the construction schedule for Fire Station 210 and a contracted impound lot at the Eisenhower Avenue site, which is scheduled for completion in early 2013.

In the original DSUP approval for the DASH bus facility, reference was made regarding storage for 34 additional buses on the vacant portion of the DASH site but use of the site for vehicle storage was not approved in that application; which conceptually called for an additional building structure. This application is not seeking approval for a building structure at this time. Construction of the impound lot requires an extensive capital investment primarily because of the contaminated soil volume which must be removed and handled in compliance with City, State and Federal regulations. As a result, the City is also requesting permission for future storage of City owned vehicles or buses on the improved lot once the impound lot has ceased operations, which is to occur when expansion of DASH requires the use of the site.



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

As an overflow impound lot customer volume to be limited to no more than 5 to 10  
patrons per day but in no case should volume exceed more than 20 to 30 patrons per  
day during periods of vehicle sales and/or auctions during the hours of 8:00 am to  
6:45 pm Monday through Friday.

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

Between 1 to 3 employees (no employees located on-site), Monday through Friday  
between the hours of 8:00 am to 6:45 pm.

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

Day	Hours	Day	Hours
<u>Monday – Friday</u>	<u>8:00 – 6:45 pm</u>	<u></u>	<u></u>
<u>Saturday</u>	<u>Closed</u>	<u></u>	<u></u>
<u>Sunday and Holidays</u>	<u>Closed</u>	<u></u>	<u></u>
<u></u>	<u></u>	<u></u>	<u></u>

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

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

Noise limited to vehicles, tow trucks and buses

B. How will the noise from patrons be controlled?

No noises are anticipated from patrons

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

None anticipated other than normal exhaust fumes from tow trucks and vehicles.

Exhaust fume expected with future bus storage.

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

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

None expected but limited to any incidental refuse from vehicles consisting of paper waste.

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

Trash volume anticipated to be very limited.

C. How often will trash be collected?

As needed required, to be monitored by impound lot personnel.

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

To be monitored by impound lot personnel

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

☐ Yes. ☒ No.

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

Limited to any leaking typical vehicle fluids

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:

None anticipated with regard to impound lot vehicle storage

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

Impound lot is to be secured by a minimum six foot tall chain link fence with site  
lighting. Lot is secured 24 hours per day seven days per week, no employees located  
on-site and access limited to authorized personnel only.

**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.

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**PARKING AND ACCESS REQUIREMENTS**

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

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

None required however proposed lot capacity is 128 spaces

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

128 Standard spaces  
           Compact spaces  
           Handicapped accessible spaces.  
           Other.

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- C. Where is required parking located? (*check one*) **N/A**    ☐ on-site    ☐ off-site.

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

\_\_\_\_\_

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

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

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

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

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

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

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

Limited to tow truck operations only, 24-hours per day, seven days a week.

\_\_\_\_\_

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

No fixed frequency but tow truck operations to occur 24-hours per day, seven days

a week.

\_\_\_\_\_

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

Vehicular access from Business Center Drive, no road improvements required.

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