

Docket Item # 23  
BAR CASE #2005-0303

BAR Meeting  
March 21, 2007

**ISSUE:** Concept approval of two new buildings  
**APPLICANT:** Armed Forces Benefit Association  
**LOCATION:** 909, 901, & 919 North Washington Street  
**ZONE:** CD/Commercial

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**STAFF RECOMMENDATION, MARCH 21, 2007:** Staff recommends **deferral** for restudy subject to the following:

1. Reduce the height of the buildings on Washington Street to be predominantly three story as generally depicted in Attachment # 1.
2. Provide a more varied height on Montgomery Street with the introduction of three story portions of buildings and explore ways to reduce the perceived height on First Street.
3. Provide larger, simpler building volumes, more consistent with the Washington Street Standards and consistent with the massing and proportions of historic buildings on North Washington Street.
4. Provide more variety and style in building types consistent with revised building volumes.
5. Revise the architectural styles to be consistent with buildings of architectural merit rather than abstracted elements.
6. Provide more pedestrian-scale improvements, including more functional doors and windows on the street. Buildings facing Washington Street shall have their main entrances on that street. In order to provide the main entrance on Washington Street for the building at First and Washington Streets, the parking garage may have to be lowered.
7. Explore the possibility of an additional setback and some additional green at the corner of Washington Street and First Street, consistent with previous BAR recommendation.
8. Each perceived building element shall have a functional door to the street, serving as either an entry for retail or office use, or as a building egress. Thus, an expressed group of three townhouse elements would require three separate, functional doorways; and a

larger building (up to and including the maximum 80' x 100' building) could have a single entry, although additional retail entries are encouraged.

9. Building facades shall be developed with high quality materials and details, consistent with each style that is being referenced, both in terms of material quality and refinement of detail. While the Washington Street Standards do not require or encourage copying buildings of historical merit, they encourage the thoughtful reinterpretation of historical styles, including the materials, details and ornamentation that would typically be associated with each such style.

**BOARD ACTION, MARCH 7, 2007:** Deferred prior to the public hearing due to lack of public notice.

**STAFF RECOMMENDATION, MARCH 7, 2007:** Staff recommends **deferral** for restudy subject to the following:

1. Reduce the height of the buildings on Washington Street to be predominantly three story as generally depicted in Attachment # 1.
2. Provide a more varied height on Montgomery Street with the introduction of three story portions of buildings and explore ways to reduce the perceived height on First Street.
3. Provide larger, simpler building volumes, more consistent with the Washington Street Standards and consistent with the massing and proportions of historic buildings on North Washington Street.
4. Provide more variety and style in building types consistent with revised building volumes.
5. Revise the architectural styles to be consistent with buildings of architectural merit rather than abstracted elements.
6. Provide more pedestrian-scale improvements, including more functional doors and windows on the street. Buildings facing Washington Street shall have their main entrances on that street. In order to provide the main entrance on Washington Street for the building at First and Washington Streets, the parking garage may have to be lowered.
7. Explore the possibility of an additional setback and some additional green at the corner of Washington Street and First Street, consistent with previous BAR recommendation.
8. Each perceived building element shall have a functional door to the street, serving as either an entry for retail or office use, or as a building egress. Thus, an expressed group of three townhouse elements would require three separate, functional doorways; and a larger building (up to and including the maximum 80' x 100' building) could have a single entry, although additional retail entries are encouraged.

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**BOARD ACTION, FEBRUARY 1, 2006:** The Board combined the discussion of docket item #'s 14 & 15. On a motion by Ms. Quill, seconded by Mr. Keleher, the Board approved the Permit to Demolish 901 North Washington Street and deferred for restudy the conceptual review of the proposed development project at 901, 909 and 919 North Washington Street. The roll call vote on the motion was 7-0.

**REASON:** Mr. Phipps gave a Power Point presentation concerning the proposed development. The Board agreed with the Staff recommendation. Additionally, the Board believed that serious consideration should be given to maintaining the open space at the corner of First and North Washington Streets. The Board also agreed that whatever the development ended up looking like that quality materials and workmanship were essential to the development. Further, the members agreed that a massing model of the proposed development and surrounding blocks was needed so that the context could be understood. The members also suggested to the development team that design development should be carried out without regard to the Washington Street standards. Finally, the members asked Staff to schedule a work session so that the developers, members and interested citizens could discuss the design of the development on a night when other docket items did not have to be considered.

**SPEAKERS:** Engin Artemel, consultant representing the Armed Forces Benefit Association, spoke in support  
Michael Wilsey, representative of the Armed Forces Benefit Association, spoke in support  
Tom Kerns, project architect, spoke in support  
Sean McCabe, National Park Service, George Washington Memorial Parkway, spoke in opposition  
Tim Elliott, representing the Old Town Civic Association, spoke in opposition  
Mary Ellen Posey, representing the Northeast Civic Association, spoke in opposition  
Silvia Silpovia, 915 2<sup>nd</sup> Street, spoke in opposition  
Ellen Pickering, Roberts Lane, spoke in opposition  
Lawrence O'Connor, representing the Historic Alexandria Foundation, spoke in opposition  
Poul Hertel, Michigan Avenue, spoke in opposition  
Roger Wood, President, North Old Town Independent Civic Association, spoke in opposition

(Insert sketch here)

## I. EXECUTIVE SUMMARY:

The applicant is requesting concept approval of two new buildings of 48,000 square feet and 67,000 square feet respectively. The existing 105,000 square foot, seven-story AFBA office building will remain for a combined square footage of 220,000 square feet on the entire site. This site is located at a visually prominent location on North Washington Street. For this concept review, the Board is looking to see if the scale, mass, height, use of solids and voids, projections, and recesses are appropriate and visually compatible with the historic context of the Old and Historic Alexandria District, while meeting the Standards and Guidelines, and in this case, the Washington Street Standards. Because of the size of the proposal and the visual prominence of this site, it is especially important that development at this location be of appropriate mass and scale and extremely high quality building design, in addition to complying with the Washington Street Standards. The plan also proposes to remove a number of existing mature trees from the site.



Figure 1: Site Plan and Aerial

While the project has been previously reviewed by the Board, the staff and the community, and the proposal has been revised to address Board, staff and community comments, there continue to be several fundamental concerns that include:

- A. Height of the Buildings on Washington Street
- B. Building Character
- C. Variation in Height
- D. Pedestrian Environment

### A. Height of the Buildings on Washington Street

Staff is recommending that the proposal be revised from all four story buildings on Washington Street to predominantly three stories on Washington Street. The three level buildings will be more consistent with the predominant scale of this section of Washington Street and with the one and a half to two and a half story buildings and townhouses to the north. While staff is recommending that Washington Street be predominantly three stories, a portion of the proposal on Washington Street could be four levels. Staff recommends that if a four story portion of the building is proposed on Washington

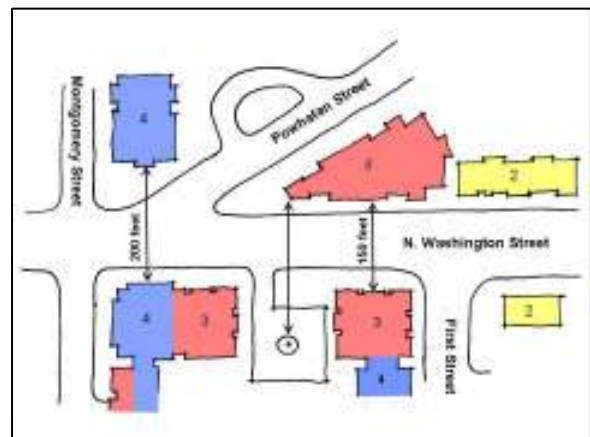


Figure 2: Surrounding Height Relationships

Street that the taller portion should occur at the intersection of Washington and Montgomery Streets due to the width the street at this intersection. A four-level building at this location would provide an appropriate relationship between the 900 N. Washington proposed building, the American Association of Physicians Assistants (AAPA) building and this intersection. The proposal should also explore the possibility of a setback from the corner of North Washington Street and First Street to provide more green space on First Street, consistent with previous BAR recommendation.

**B. Architectural Character:**

The proposal as submitted, while it proposes materials, window openings and general forms found on buildings of historic architectural merit, is not consistent with the Washington Street Standards. The use of applied façade elements is not appropriate, did not occur historically and has no historical precedent. Buildings of historic merit generally fall into two categories: (1) individual townhouses, generally built in groupings (ex. Lloyds Row) or (2) larger commercial or institutional buildings (ex Cotton Factory).

The proposed combination of these two elements (townhouses and commercial buildings) in one structure represents a building typology that is not consistent with the Washington Street Standards. To address these concerns staff is recommending the following:

- Provide simpler building volumes, more consistent with the Washington Street Standards.
- Each volume should be consistent with historic precedent.
- Each volume should be revised to be consistent with a style found in the district rather than abstract style shown in the current proposal.
- Where townhouse-style buildings are proposed, they should be consistent with the other townhouse buildings found on Washington Street; i.e., flush fronted groups of two, three or more townhouse units with substantial setbacks (30 feet or more) for any higher buildings behind.
- The garage entrance on Montgomery Street shall be revised to be a recessive hyphen element.
- Building facades shall be developed with high quality materials and details, consistent with each style that is being referenced, both in terms of material quality and refinement of detail. While the Washington Street Standards do not require or encourage copying buildings of historical merit, they encourage the thoughtful reinterpretation of historical



**Figure 3: Cotton Factory**



**Figure 4: Lloyd's Row**



**Figure 5: Demaine Funeral Home**

styles, including the materials, details and ornamentation that would typically be associated with each such style.

**C. Variation in Height:**

In addition to the reduced and varied height, on Washington Street, staff is also recommending reduced and more varied height on Montgomery Street as depicted the attached graphic. Staff is also recommending that the applicant explore more varied roof forms rather all flat roofs, which can be explored as the building volumes and styles are resolved.



**Figure 6: Applicant's Proposed Heights**



**Figure 7: Staff's Recommended Heights**

**D. Pedestrian Environment:**

Because of the change in grade from Washington Street to Saint Asaph Street, a portion of the building is substantially above the sidewalk level. Staff is recommending that the pedestrian environment be restudied to have active uses and architectural treatments to ensure that the First Street frontage and the corner of Washington and First Streets is treated appropriate for this important pedestrian path and visually prominent location.

**II. PREVIOUS BAR ACTION AND HISTORY:**

**A. Previous Board Action:**

On February 1, 2006, the Board combined the discussion of the demolition plan and the concept plan. On a motion by Ms. Quill, seconded by Mr. Keleher, the Board approved the Permit to Demolish 901 North Washington Street and deferred for restudy the conceptual review of the proposed development project at 901, 909 and 919 North Washington Street. The roll call vote on the motion was 7-0. The Board agreed with the staff recommendation. Additionally, the Board believed that serious consideration should be given to maintaining the open space at the corner of First and North Washington Streets. The Board agreed that whatever the development ended up looking like that quality materials and workmanship were essential to the development. Further, the members agreed that a massing model of the proposed development and surrounding blocks was needed so that the context could be understood. The members also suggested to the

development team that design development should be carried out without regard to the Washington Street standards.

## B. History:

The block currently contains the Jefferson Building, located at 901 North Washington Street, and the Armed Forces Benefit Association (AFBA) Building. The building at 901 North Washington Street is a seven-story glass and marble curtain wall building that was constructed in 1963. It was designed by Charles Pearson of the architectural firm of Saunders and Pearson, and was approved by the Board on 1/23/63. The existing AFBA Building at 909 North Washington Street was completed in 1989, when the boundaries of the Old and Historic Alexandria District were limited to 100 feet on either side of the center line of the George Washington Memorial Parkway in that area of North Washington Street, so at the time of construction, the building was outside the district purview of the Old and Historic Alexandria Board of Architectural Review.



Figure 8: Existing AFBA Building

## III. BACKGROUND:

The applicant is seeking concept approval for the new construction of two buildings to be located at 909, 901, & 919 North Washington Street, which are subject to the Washington Street Standards. The application requires the demolition of the Jefferson Building.

The application requires the approval of a development special use permit (DSUP) to increase the allowable net floor area from 1.5 to 2.27. Consistent with the Board's policy, staff is bringing a concept review before the Old and Historic Alexandria Board of Architectural Review.

The applicant has stated that this project will not begin until 2013. Because of the extended amount of time requested by the applicant, the City has consistently indicated that the proposed time frame for the approvals is highly unusual and would require extenuating circumstances for approval now.

The applicant and staff have met previously with various Alexandria civic associations to discuss the project and receive input. The applicant has worked with the City and community to revise the architecture to be more traditional in style and elements. A clear comment from the community was that the building design should consist of traditional buildings that recall the elements of exemplary buildings of the District. Staff concurs that the design of the buildings should be a traditional design, in that the Washington Street Standards require that new "construction shall be compatible with and similar to the traditional building character,



Figure 9: Site Plan



particularly mass, scale, design, and style, found on Washington Street on commercial or residential buildings of historic architectural merit.” Additionally, existing open space and a number of mature trees would be removed under the proposal. Staff recommends larger building setbacks at the corner of Washington Street and First Street to encourage more open space along First Street. The applicant has requested that the project be brought to the Old and Historic District Board of Architectural Review for concept review, with the understanding that all approvals by the Board of Architectural Review are valid for only one year.

**IV. PROJECT DESCRIPTION:**

**A. North Washington Street:**

From North Washington Street looking east, the new complex will appear as a series of connected townhouses and commercial buildings, with the existing courtyard entrance to the 1980's AFBA Building located between the two buildings.

At the corner with First Street, the proposed building reads primarily as a 4-story structure, approximately 80 ft. by 82 ft. in footprint, with three 22 ft. wide by 5 ft. deep, three and four-story townhouse facades applied to a background building, which reads through in the gaps between the townhouse facades. This building has no doors located at street level along Washington Street, and the grade relationship between the building and sidewalk appears to be interrupted by the garage structure below.

Similarly, the approximately 144 ft. by 88 ft. portion of the building at the corner of Washington Street and Montgomery Street includes a series of three and four-story facades attached to an overall four-story structure. There are some functional doors to Washington Street in the southern building, but there is also one townhouse-scale element that lacks an entry. The southern building includes a central 48 ft.-wide portion that reads more in scale with historical commercial building precedents.

In addition to the issues of scale and grouping, many of the elements on this facade do not show the level of articulation, ornamentation and detail that would be found in buildings of historic architectural merit. They appear rather as oversimplified versions of these historical precedents, which also appear in combinations that would never be found on Washington Street.



**Figure 10: North Washington Street Elevation**

**B. Montgomery Street:**

Looking north from Montgomery Street, the proposed buildings are very similar to what is proposed along North Washington Street, including a four-story building with three- and four-story facade elements applied to the underlying structure. Ground floor retail uses are proposed along Montgomery Street, with office uses proposed above the retail. A driveway is proposed to access an underground parking garage along Montgomery Street. A mid-block pedestrian alley is proposed from Montgomery Street, which runs north through the main plaza, all the way to First Street.

There is more variety in building scale and typology along Montgomery Street, but many of the elements shown display the same sense of oversimplification or abstraction and lack of detail as their counterparts on Washington Street. The use of a building facade, rather than a building break, to contain the garage entrance also does not seem to work here, as it negates the small (32' wide) building facade in which it is placed. Once again, the perception of smaller buildings as mere facades pasted on a larger backdrop is not appropriate, and there is lack of detail, especially at the building base and pedestrian level.



**Figure 11: Montgomery Street Elevation**

**C. First Street:**

Similar to other street elevations, the building is expressed primarily as two and three-story facade elements attached to an overall three and four-story structure. The buildings include flat roofs with a number of doorways entering directly onto the street. There is a mid-block pedestrian alley which leads to the central courtyard portion of the plan, and connects through to Montgomery Street. The plan proposes to relocate an existing garage entrance from First Street to North Saint Asaph Street. The important corner building at North Washington and First Streets lacks any doors to the public sidewalk, creating an aloof relationship where there should be a welcoming one. The scale and character of the buildings along First Street seems generally more successful than the previous two, but the problematic expression of background buildings with “applied” facades remains here, as does the lack of appropriate scale-giving detail. Again, Staff recommends reducing the corner element at North Washington and First Streets to three stories at most, shifting the balance of the height to the east along North St. Asaph Street.



Figure 12: First Street Elevation

**D. North Saint Asaph Street:**

The existing AFBA building and its brick retaining wall are the most visible structures looking west from North Saint Asaph Street. The plan proposes a new service alley and a new garage entrance on North Saint Asaph Street, to the immediate south and north of the existing building respectively, as well as retaining the existing garage entrance to the AFBA building. A three-story building is proposed at the corner of First Street and North Saint Asaph, including a recessed plaza at the corner, necessitated by an existing sanitary sewer easement. The corner of Montgomery and North Saint Asaph Streets includes two separately expressed buildings of three and four stories, with the four-story building located at the corner. These buildings include ground-floor retail with office located above the retail.



Figure 13: St. Asaph Street Elevation

**V. STAFF ANALYSIS:**

**A. Mass and Scale:**

The Board has previously reviewed the proposal and the applicant has responded to comments. However, the proposal still requires considerable additional refinement in design, mass and scale, and setbacks appropriate for this important location on Washington Street. Staff is recommending deferral of the application to restudy the mass, scale, architectural character and variety of height as discussed in more detail below.

**B. Washington Street Standards:**

The following Washington Street Standards found in Section 10-105(3) are applicable.

- (1) *Construction shall be compatible with and similar to the traditional building character, particularly mass, scale, design and style, found on Washington Street on commercial or residential buildings of historic merit.*

In general, this standard has been addressed, but not yet successfully met. Staff recommends that more variety in massing and scale be provided along Washington Street with a range of three and four-story buildings, to compete less with the adjoining “Gateway” AAPA building and to provide a more appropriate scale on Washington Street.

- (i) *Elements of design consistent with historic buildings which are found on the street shall be emphasized.*

Staff recommends a reduced number of perceived buildings so as to be more consistent with existing buildings of historic architectural merit found in the area. With this, staff also recommends reducing the height from four stories to three stories for most of the frontage along Washington Street to provide more variety in building height on North Washington Street as required by the Standards. Reducing the buildings from four stories to three stories, except at the corner of Montgomery Street and North Washington Street will make these buildings more consistent with the elements of design found in the existing historic buildings along this street. Additionally, staff recommends that each perceived building element shall have a functional door to the street, serving as either an entry for retail or office use, or as a building egress. Thus, an expressed group of three townhouse elements would require three separate, functional doorways; and a larger building (up to and including the maximum 80 foot by 100 foot building) could have a single entry, although additional retail entries are encouraged.

- (ii) *New buildings and additions to existing buildings shall not by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which are found on the street.*

Staff recommends less volume and height on North Washington Street so the new buildings fronting Washington Street will be more compatible with historic and existing buildings found on the street, and to compete less with the adjoining “Gateway” building of the Physicians Assistants Building.

- (iii) *The design of the new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street.*

Staff recommends that the proposal incorporate a variety of architectural styles that would be complementary to Washington Street, and better embody the Washington Street Standards.

- (iv) *The massing of new buildings or additions to existing buildings adjacent to historic buildings which are found on the street shall closely reflect and be proportional to the massing of the adjacent historic buildings.*

Staff recommends volume and height be transferred from North Washington Street to St. Asaph Street so the massing of the new buildings along Washington street will be more compatible with historic buildings' proportions and massing. Staff also recommends that the buildings fronting Montgomery Street include a three-story portion along the front, with four story portion behind to be more compatible with the smaller existing buildings across the Montgomery Street. Staff further recommends that the style of massing which creates the effect of smaller facades being "applied" to larger backdrop buildings be changed to a more honest and historically correct approach, in which buildings are either large or small, and two, three or four stories in height for a significant depth; the kind of massing used in the current proposal is not consistent with the Standards, and is not found on Washington Street.

- (v) *New buildings and additions to existing buildings which are larger than historic buildings which are found on the street shall be designed to look separate and shall not give the impression of collectively being more massive than such historic buildings. This design objective shall be accomplished through differing historic architectural designs, facades, setbacks, roof lines and styles. Buildings should appear from the public right-of-way to have a footprint no larger than 100 feet by 80 feet. For larger projects, it is desirable that the historic pattern of mid-block alleys be preserved or replicated.*

Staff recommends the plan be modified to provide larger, simpler volumes, more consistent with the Washington Street Standards and consistent with the massing and proportions of historic buildings on North Washington Street.

- (vi) *The massing and proportions of new buildings or additions to existing building designed in an historic style found elsewhere along Washington Street shall be consistent with the massing and proportions of that style.*

Although staff is recommending the plan be modified to provide more variety and style in building types, the massing and proportions of new buildings shall be consistent with the massing and proportions of that style found on Washington Street. For example, where townhouse-style buildings are proposed, they should be consistent with the other townhouse buildings found on Washington Street; i.e., flush fronted groups of two, three or more townhouse units with substantial setbacks (30 feet or more) for any higher buildings behind.

- (vii) *New or untried approaches to design which result in new buildings or additions to existing buildings that have no historical basis in Alexandria or that are not consistent with an historical style in scale, massing and detailing, are not appropriate.*

The approach of layering facades is an untried and inappropriate approach. Staff is recommending more integrated building volumes and having each volume incorporate consistent architectural treatment and details to read as a “building” that complies with the Washington Street standards.

- (2) *Facades of a building generally shall express the 20- to 40- foot bay width typically found on early 19<sup>th</sup>-century commercial buildings characteristic of the Old and Historic Alexandria District, or the 15- to 20-foot bay width typically found on the townhouses characteristic of the Old and Historic Alexandria District. Techniques to express such typical bay width shall include changes in material, articulation of the wall surfaces, changes in fenestration patterns, varying roof heights, and physical breaks, vertical as well as horizontal, within the massing.*

Staff recommends conditions that are consistent with this standard.

- (3) *Construction shall reflect the traditional fenestration patterns found within the Old and Historic Alexandria District. Traditional solid-void relationships exhibited within the district’s streetscapes (i.e. ratio of window and doors openings to solid wall) shall be used in building facades.*

Staff recommends conditions that are consistent with this standard.

## **VI. STAFF RECOMMENDATION:**

Staff recommends **deferral** for restudy subject to the following:

1. Reduce the height of the buildings on Washington Street to be predominantly three story as generally depicted in Attachment # 1.
2. Provide a more varied height on Montgomery Street with the introduction of three story portions of buildings and explore ways to reduce the perceived height on First Street.
3. Provide larger, simpler building volumes, more consistent with the Washington Street Standards and consistent with the massing and proportions of historic buildings on North Washington Street.
4. Provide more variety and style in building types consistent with revised building volumes.
5. Revise the architectural styles to be consistent with buildings of architectural merit rather than abstracted elements.

6. Provide more pedestrian-scale improvements, including more functional doors and windows on the street. Buildings facing Washington Street shall have their main entrances on that street. In order to provide the main entrance on Washington Street for the building at First and Washington Streets, the parking garage may have to be lowered.
7. Explore the possibility of an additional setback and some additional green at the corner of Washington Street and First Street, consistent with previous BAR recommendation.
8. Each perceived building element shall have a functional door to the street, serving as either an entry for retail or office use, or as a building egress. Thus, an expressed group of three townhouse elements would require three separate, functional doorways; and a larger building (up to and including the maximum 80' x 100' building) could have a single entry, although additional retail entries are encouraged.
9. Building facades shall be developed with high quality materials and details, consistent with each style that is being referenced, both in terms of material quality and refinement of detail. While the Washington Street Standards do not require or encourage copying buildings of historical merit, they encourage the thoughtful reinterpretation of historical styles, including the materials, details and ornamentation that would typically be associated with each such style.

CITY DEPARTMENT COMMENTS

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

Code Enforcement:

The following are repeat comments from BAR2005-00302-303. Updated comments in **BOLD**.

- F-1 Proposed structures shall be kept under 50 feet in height, otherwise ladder truck access will be required. The elevation drawings depict several structures ranging in height from 60 to 65 feet. These structures will require ladder truck access. This access is not currently provided in this concept plan submission. **Finding resolved, structures are under 50 feet in height.**
- F-2 The proposed modification to the existing fire access upon addition of the proposed structures shall meet the following criteria: Fire / Ladder Truck Access shall be required to the two longest sides of each structure. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. The proposed access appears to be too close to the existing building near the southwest quadrant of the structure. Turning radii within the fire access lane shall be R-25 minimum. The width of the travel lane shall be 22 foot minimum. Provision for turning fire apparatus around shall include 60 foot deep pockets. These pockets may be part of the fire access lane. The width of the proposed fire access road appears to be less than 22 feet in width. Is the line shown dividing the auto court from the fire access road a separate elevation. What measures are intended to permit fire apparatus to cross the auto court into the fire access road. Turning radii has not been provided, but appear to be far less than the R-25 minimum requirement. Show the limits of the fire access road. As shown on the plans, the lines fade off the drawing.
- F-3 Provide all exit and egress paths from each structure.
- F-4 A full NFPA 13 sprinkler system will be required for all structures and the underground garage.
- F-5 Provide more information on any retaining walls proposed.
- F-6 Additional hydrants may be required as more information is made available.
- F-7 Landscaping shall not be located within the fire access road.

*Note: For the purposes of this review, the term Fire Access Road will refer to Emergency Vehicle Easement. In future submissions, denote any areas used for fire access as Emergency Vehicle Easement.*



- 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.
- 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 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.
- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-4 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11.
- C-5 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11).
- 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.
- C-7 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-9 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.**
- 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 taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.**

**C-11 Permission from adjacent property owners is required if access to the adjacent properties is required to complete the proposed construction. Otherwise, a plan shall be submitted to demonstrate the construction techniques utilized to keep construction solely on the referenced property.**

Historic Alexandria:

No comments were received.

Alexandria Archaeology:

- F-1 The Turning Basin of the Alexandria Canal, operating between 1830 and 1886, is buried beneath this block running east/west, and originally extended east to the middle of N. Pitt Street. Atwell's Ice House stood at the southeast corner of this block. In 1987 when the AFBA building was built, evidence of the basin wall and fill was seen in the excavation work. Therefore, the construction of the two additional buildings has the potential for disturbing archaeological resources that could yield important information about Alexandria's past.
- C-1 To insure that significant information is not lost as a result of development projects on this block, the applicant must hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
- C-2 All archaeological preservation measures must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703) 838-4399.
- C-3 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.
- C-4 The statements in C-2 and C-3 above must appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including sheeting and shoring and grading) so that on-site contractors are aware of the requirement. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.
- C-5 Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
- C-6 If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property.

- C-7 If warranted by the City Archaeologist, the developer will produce a booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology.
- R-1 All archaeological work will be carried out in accordance with the City of Alexandria Archaeological Standards and is subject to the approval of the City Archaeologist.
- R-2 The applicant should not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.

Transportation & Environmental Services:

- R-1 A complete Concept plan is required. The next submission must contain all information listed on the City's Conceptual Review Materials Checklist.(T&ES)
- R-2 Plan is lacking detail regarding public infrastructure. T&ES cannot assess impacts of proposed project on public infrastructure until additional information is provided. (T&ES)
- R-3 Identify type and location of solid waste collection.(T&ES)
- R-4 Sidewalk shall remain open during construction.(T&ES)
- R-5 Applicant shall underground all overhead utilities along.(T&ES)
- R-6 Applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. With the next submission, applicant shall submit a preliminary scope for review prior to performing the study. The scope should include the data collection, analysis periods, proposed modeling software, proposed sources for trip generation and distribution assumptions, and any other pertinent information in a brief bulleted list. Applicant shall provide funding for an independent review of the transportation impact study, if applicable.(T&ES)
- R-7 Provide dimensions of parking spaces, aisle widths, etc. within the parking garage. Note that dimensions shall not include column widths.(T&ES)
- R-8 Provide slopes for all ramps within the garage. Note that ramps shall not exceed 8%.(T&ES)
- R-9 Downspouts must be piped to the existing storm sewer.(T&ES)
- R-10 The applicant is encouraged to involve the stormwater management designer at an early stage of the site plan process in order to ensure future submissions incorporate stormwater design aspects into the site design in accordance with Article XIII of the Zoning Ordinance.(T&ES)

- R-11 The City of Alexandria encourages the use of green building technology. Provide specific examples where this development will incorporate this technology, including low impact development, green roofs, and energy efficient materials, into its design. Incorporate any possible Green Building measures possible per LEEDS standards.(T&ES)
- R-12 Applicant shall provide bike racks in the garage. Quantity to be determined based on square footage of office and retail space.(T&ES)
- R-13 Applicant shall provide shower and locker facilities for employees. Quantity to be determined based on square footage of office space.(T&ES)
- R-14 Applicant shall provide \$1,000/ea to the Director of T&ES for the purchase and installation of City standard street cans along the public streets. (T&ES)
- R-15 Applicant to meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
- R-16 All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
- R-17 Development is within the Combined Sewer District. Applicant shall contribute an amount to be determined prior to Preliminary Plan approval to the City's Sewer Separation Fund. (T&ES)
- R-18 The applicant must demonstrate to the satisfaction of the Director of T&ES that the existing sanitary and storm sewer infrastructure has sufficient capacity to support the proposed development. If the capacity of the existing infrastructure is insufficient, the applicant will be required to provide improvements to the public facilities as required to support the development. (T&ES)
- R-19 No permits for construction or demolition will be released prior to approval and release of the Final Site Plan. (T&ES)