

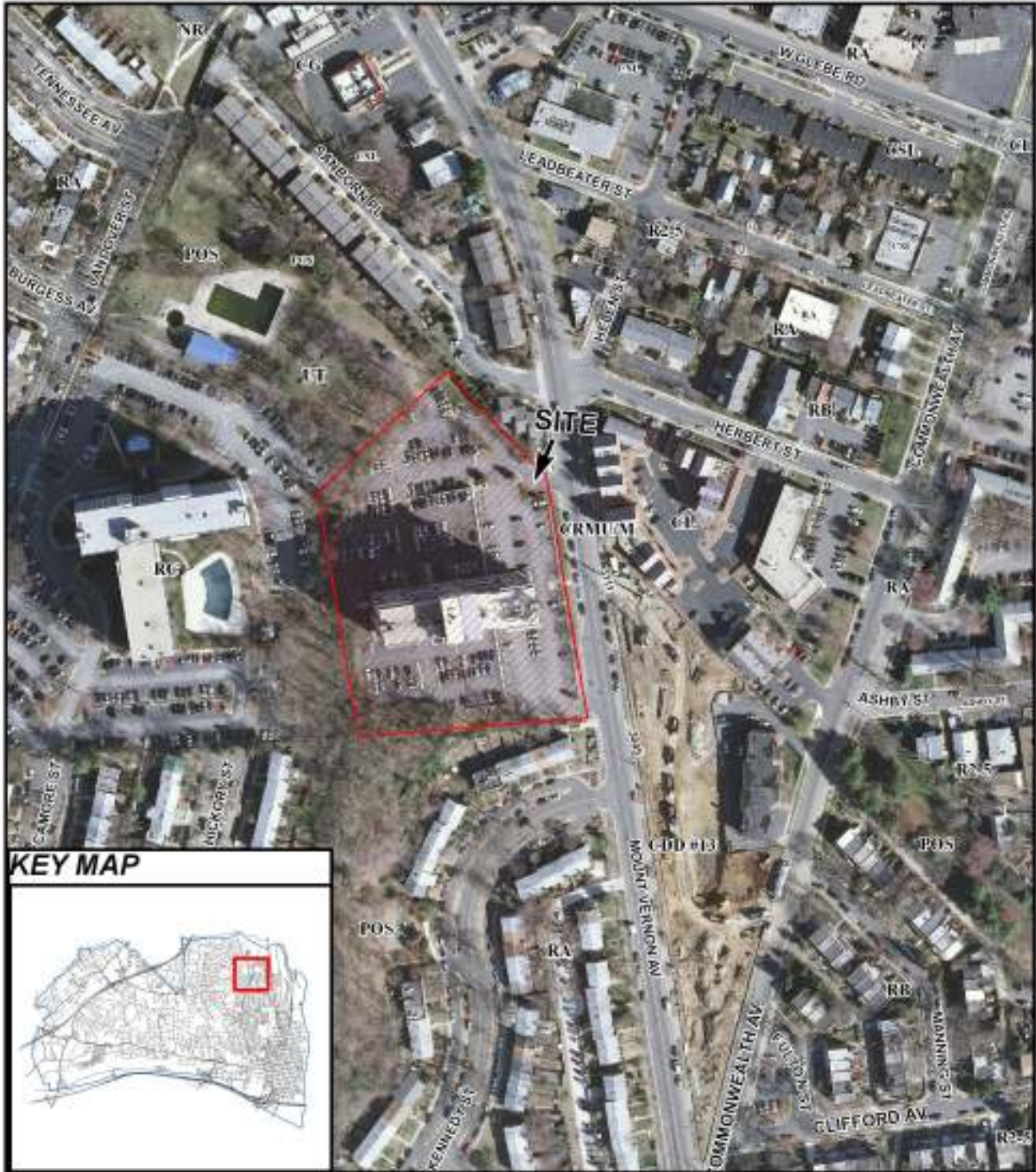


***Docket Item #7 A-E - The Calvert Apartments
 Master Plan Amendment #2009-0005
 Rezoning #2009-0003
 Development Special Use Permit #2009-0006
 Transportation Management Plan #2010-0002
 Vacation #2009-0001***

Application	General Data	
Project Name: The Calvert Apartments Location: 3110 Mount Vernon Avenue Applicant: UDR Calvert, LLC Represented by Duncan Blair	PC Hearing:	September 7, 2010
	CC Hearing:	September 25, 2010
	If approved, DSUP Expiration:	September 25, 2013 (36 months)
	Plan Acreage:	3.41 acres 3.49 acres (with vacation)
	Zone:	CRMU-M
	Proposed Use:	Residential with retail
	Gross Floor Area:	Residential: 283,426 sf Retail: 10,914 sf Total: 294,340 sf
	Dwelling Units:	Existing: 187 Units Proposed: 332 Units
	Small Area Plan:	Potomac West
	Green Building:	Compliance with Green Building Policy – LEED Certification

Purpose of Application
Approval for redevelopment of the existing Calvert Apartments site with the addition of 145 new units. The proposal requires approval of the following applications: <ol style="list-style-type: none"> 1. Master Plan Amendment (to remove proffer) #2009-0005 2. Rezoning (to remove proffer) #2009-0003 3. Development Special Use Permit, with modifications to setbacks and a parking reduction #2009-0006 4. TMP Special Use Permit #2010-0002 5. Vacation #2009-0001

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Katy Parker, AICP, LEED AP katy.parker@alexandriava.gov Gary Wagner, RLA gary.wagner@alexandriava.gov



KEY MAP



MPA #2009-0005
REZ #2009-0003
DSUP #2009-0006
TMP-SUP #2010-0002
VAC #2009-0001

09/07/10



I. SUMMARY

A. Recommendation

Staff recommends **approval** of the development applications proposed for the Calvert Apartment site, subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- An improved façade for the existing high-rise and compatible architecture for the 5-story addition.
- Enhanced streetscape along Mount Vernon Avenue with the elimination of surface parking in front of the retail areas and the creation of a street level plaza;
- Retention of retail for a predominately residential neighborhood;
- Rental housing; and
- Reduction of impervious surface and addition of more usable open space through the removal of a surface parking lot;

B. Summary of Issues

The applicant and developer, UDR Calvert, LLC, has submitted a proposal for redevelopment of the existing Calvert Apartment building on Mount Vernon Avenue. The proposal consists of renovating and refacing the existing 16-story high rise, adding a new 5-story building along the Mount Vernon Avenue frontage, and constructing an underground parking garage. The proposal will result in 145 additional residential units for a total of 332 units and a slight reduction of retail space from 16,000 sf to 10,914 sf. To construct this project, the applicant has requested approval of the following:

- Master Plan amendment (to remove a proffer from 1994);
- Rezoning of the subject property (to remove a proffer from 1994);
- Development Special Use Permit with Site Plan, with modifications to side and rear setbacks and a parking reduction;
- Transportation Management Plan; and
- Vacation of right-of-way.

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

- Justification for removing the proffer;
- Architecture and building design;
- Upgrading the pedestrian environment and streetscape;
- Design and function of open space;
- Providing adequate parking in appropriate locations; and
- Addressing potential traffic issues.

II. BACKGROUND

A. Site Context

The 3.4 acre site is located on the west side of Mount Vernon Avenue, on the stretch between Commonwealth Avenue and Glebe Road. Currently the site is developed with a very distinctive, 16-story apartment building that was constructed in the 1960's. There is also 16,000 sf of ground level retail space (occupied by several restaurants and other retail uses) attached to the apartment building that is set back from the Avenue behind a surface parking lot. The remainder of the site is essentially paved for parking for the residents of the building.

West of the site (behind the Calvert building) is another high rise apartment building, Aspen House, which was also constructed around this time period. The grade change between the two sites makes the Aspen House appear much taller, although they are both roughly the same height. To the north and south of the site along Mount Vernon Avenue are two townhouse developments, Mount Vernon Court and Warwick Village, respectively. Also adjacent to the property but not accessible from the Avenue is property owned by the water company to the north and Goat Hill Park to the south. Finally, to the east across Mount Vernon Avenue, are the Vernon Square office complex and the new Del Ray Central residential development (previously called the Triangle site).

The topography of the Calvert property is rather significant. From Mount Vernon Avenue to the western property line there is a change in elevation of 72 feet, with Mount Vernon Avenue being the low side. Approximately 30 feet of the grade change occurs at the southwest corner where there are retaining walls that will remain with the proposed development. No development is proposed in this area given the steep slopes. The grade change across the remainder of the site, though still considerable, is used to bury the parking garage (discussed further in the Project Description).

The Calvert property falls within the Potomac West Small Area Plan. There are two neighborhood plans in this area, the Mount Vernon Avenue Business Plan and the Arlandria Neighborhood Plan, although the Calvert property falls outside of both of these planning areas. However, there are many consistent features between the plans that the Calvert proposal takes into consideration. The location of this property between the two planning areas could provide an opportunity to create a link or transition between the neighborhoods.

B. Site History

The site was originally developed in 1962 under the C-2 zone. This zone allowed for the 187 unit, 16-story high-rise with a full range of commercial uses. In 1992, the property was designated as Residential High in the Potomac West Small Area Plan and was subsequently rezoned to RC-Residential High. This zone, being more residential in nature, restricted the commercial uses to those more supportive and related to residential neighborhoods. In order to broaden the scope of uses allowed in the commercial space, in 1994, the owner at that time requested a rezoning to Commercial Residential Mixed Use Medium (CRMU-M). Rather than

changing the zoning for the entire property, a proffer was approved as part of the master plan amendment and rezoning to allow the 16,000 sf of commercial space to be subject to the CRMU-M zone, while the remainder of the site to be subject to the RC zone. Today, the property continues to be rental with various retail uses in the designated commercial space.

III. PROJECT DESCRIPTION

The proposal for the Calvert property includes three main components. First, is the retention and renovation of the existing 16-story apartment building. Keeping the high-rise building is a key element of this proposal, but the developer is well aware of the less than favorable opinion that is generally held of the original building design. As a result, the proposal includes significant architectural improvements and enhancements to the exterior of the building to improve the building and give it a more modern appearance (discussed further in the Building Design/Architecture section).

The second part of the proposal is the addition of a building along the Mount Vernon Avenue frontage that connects to the existing high-rise. The developer has proposed to demolish the existing one-story retail wings and surface parking lots on either side of the high-rise and in its place construct a 5-story residential building with ground floor retail. This new building would flank each side of the high-rise and create a central street level plaza in the middle. By shifting the building closer to Mount Vernon Avenue, a more pedestrian and urban streetscape is accomplished, which is comparable to the Del Ray Central development across the street and other recent developments along the Avenue. With this addition, the number of units increases from 187 units to 332 units. Of these, approximately 40 will be studios, 209 will be one-bedrooms, and 83 will be two-bedrooms. The existing 16,000 sf of retail will be slightly reduced to 10,914 sf and there will also be a 1,400 sf leasing office adjacent to the new retail space.

The final component of this development is the creation of an underground garage. Currently, the parking for the apartment building is all uncovered, surface parking that occupies a most of the site. Given the change in grade across the property, much of this parking actually sits on top of the existing one-story retail buildings that are buried into the site. With this proposal, using the grade change, the applicant will construct a three-story underground garage on the north side of the high-rise, which will accommodate 501 parking spaces for the residents and retail patrons. Access to the garage will be through the north and south entrances to the site that exist today. By locating the garage on the north side of the buildings, the south side becomes available for open space.

In order to develop at the proposed density, the applicant is requesting approval of a master plan amendment and rezoning to remove the 1994 proffer that limits the site to the RC zoning parameters. If these are approved, a development special use permit is needed to construct to the proposed FAR of just under 2.0. In addition, the parking is slightly below what is required by the Zoning Ordinance, thus requiring a parking reduction, and the size of the development also triggers a Transportation Management Plan. Finally, the applicant is requesting a portion of the right-of-way be vacated to incorporate into the overall design of the development. More details on each of these are provided in the Staff Analysis.

IV. ZONING

Property Address:	3110 Mount Vernon Avenue	
Total Site Area:	3.41 Acres (148,778 sf) 3.49 Acres (152,227 sf) – with land from the ROW vacation	
Zone:	Existing: CRMU-M with RC proffer Proposed: CRMU-M	
Current Use:	Residential with ground floor retail	
Proposed Use:	Residential with ground floor retail	
	Permitted/Required	Proposed
FAR:	1.25 – under RC 2.0 – under CRMU-M	1.98 – without vacation 1.94 – with vacation
Floor Area:	185,973 sf – under RC 297,556 sf under CRMU-M	294,340 sf
Height:	150 feet	162.2 feet – existing building* 53 feet – addition
Setbacks:	Front: 10 feet Side – North: 1:2, min. 16 feet Side – South: 1:2, min. 16 feet Rear: 1:1, min. 25 feet	Front: 11.4 feet Side – North: 43.5 feet** Side – South: 42.9 feet** Rear: 43.7 feet**
Open Space	Required: 60,890 sf (40%) Existing: 45,668 sf (30%)	64,750 sf (43%)
Parking:	1.3 spaces per studio and 1-bed units (249 units): 324 spaces 1.75 space per 2-bed unit (83 units): 146 spaces 1.1 spaces per 220 sf of retail (10,499 sf): 53 spaces Total: 523 spaces	501 spaces***
Loading spaces:	1 space per 20,000 sf of retail (10,499 sf): 1 loading space	1 loading space
<p>* The height of the existing building exceeds the 150 foot height limit, but is grandfathered. Revisions to the existing building will not exceed the grandfathered height. ** Modification to setbacks requested *** Parking reduction for 22 spaces requested</p>		

V. STAFF ANALYSIS

A. Master Plan Amendment and Rezoning Request

As discussed in the Site History section, there is a proffer associated with this property. In 1994, the owner of the property requested the site be rezoned to allow more flexibility for the commercial uses that had traditionally been part of the development, but were then limited by the 1992 rezoning. The owner agreed to a proffer that allowed CRMU-M zoning for the commercial portion of the site but restricted the remainder to the RC zone. Under the RC zone, a maximum FAR of 1.25 is permitted which would allow a building up to 185,973 sf for this site. Since the existing building is 184,920 sf, this essentially precludes additional development. In order to proceed with the current development proposal, the new owner is requesting a master plan amendment and rezoning to remove the proffer so the entire site can be developed to the 2.0 FAR permitted by the CRMU-M zone.

Elimination of the proffer could allow an additional 111,000 sf of development on this site and such a request should be carefully considered. The current proposal is only viable if the additional floor area is allowed since it includes a 106,000 sf addition. Despite the additional development on this site, the improvements as a result of the proposal will provide significant benefits to the City and neighborhood (discussed in the sections below). In addition, the design supports many of the principles identified by the Mount Vernon Avenue Business Plan, including the enhancement of Mount Vernon Avenue as a vibrant commercial corridor, encouraging mixed use development, and enhancing public spaces.

B. Building Design/Architecture

The improvements to the façade of the existing building are a significant part of this development proposal. As noted earlier, the design of the original building is typical of the architecture of the 1960s and appears dated in comparison with other buildings along the Avenue. The applicant proposes to enhance the design by altering and adding to the building. The most notable change is to the roof element. The essence of the element is maintained by drawing from the unique shape and enlarging it. Whereas the original element is enclosed and comprised of older, heavier materials, the new piece uses a lot of glass and a metal trellis to create a light and airy feel. Additionally, the piece becomes asymmetrical, extending further towards the east and the Avenue, which relates to the asymmetrical redesign of the building skin. The use of glass windows framed by five vertical fins in the center of the north and south facades draws the eye up the building to the signature top. Additionally, several of the existing balconies and sunrooms will be removed and the remainders are tied together with a series of horizontal metal bands that terminate in the center glass piece.

The mid-rise addition will incorporate many of the improvements of the new façade while being comparable to the architecture along Mount Vernon Avenue, particularly immediately across the street at Del Ray Central. The height is five stories, which one story taller than Del Ray Central, and the use of different building materials (brick, glass, and metal) and plane changes creates the illusion of a set back top floor. The addition is tied into the existing high-rise by using a similar

treatment of glass and vertical fins extending from the top floor of the mid rise to the ground in the plaza.

As discussed in the project description, the grade change across the site is used to create a predominately underground parking garage on the north side of the high-rise. The top level will be uncovered, but hidden from view from Mount Vernon Avenue by the new addition. Access to this level will be via the northern entrance from the Avenue and around the new building or through the garage. The next level will essentially be at street level, but will be enclosed by the addition and concealed from view. There will be three entrance and exit points to this level: from both of the Mount Vernon Avenue entrances to the site, as well as from the top level of the garage. Finally, there will be two additional levels completely underground to provide the remaining parking.

One area that staff and the developer spent some time discussing dealt with the treatment of the plaza area leading into the entrance to the high-rise building through garage. Staff was concerned that a major entrance to the building would be located in a dark and uninviting space within the garage. The developer acknowledged this concern and has worked with staff to develop a more pedestrian friendly environment. *Attachment #2* provides an updated design for the plaza and high-rise entrance that significantly improves the original design. In the new plan, the use of paving patterns draws a pedestrian from the plaza across the drive aisle, which is raised to be flush with plaza, to the entrance and building lobby. The lobby is predominately glass allowing more visibility and light for this area. The mechanical room to the right of the entrance uses an illuminated panel to create more light while screening the uses behind it. Finally, where possible, doors from stairways and tenant spaces were reoriented to open into this space, creating even more activity and visibility for the area.

C. Pedestrian and Streetscape Improvements

Currently, the site is more automobile-oriented with surface parking between the retail area and the street, large surface parking lots on the north and south sides of the building, and a lack of open space. However, there are a number of pedestrian and streetscape improvements that are created by this proposal.

First and foremost is the elimination of the surface parking at street level and construction of the addition closer to the street. By shifting the new buildings towards the front property line and directing vehicles behind them to a concealed garage, the retail space is more visible and engaging to pedestrians. The conflicts between vehicles and pedestrians are eliminated by clearly defining the areas for both. The design of the new building provides ample room for outdoor dining in front of the retail space without impacting the public sidewalk. In addition, the center of the new building is recessed providing space for a large plaza, which will be open to the public through a public access easement. A water feature will be designed for the space to create an interesting and inviting focal element.

Another improvement is the grading and redesign of the transition between the public sidewalk and the private property. Currently, the site is separated from the public space by a retaining

wall and fence. With the new proposal, the retaining wall will be removed and series of planters and stairs will be added to create a welcoming entrance to the site.

Improvements along the Mount Vernon frontage are also proposed. Presently, the sidewalk is immediately adjacent to the on-street parking and drive lanes. A typical sidewalk section will be provided that includes street trees between the sidewalk and street, which will match the conditions across the street. The existing right turn lane into the southern entrance will be eliminated to provide a continuous sidewalk and streetscape to the adjacent property. Finally, a bulb-out will be installed near the southern entrance to provide room for a new bus shelter as well as accommodating bus loading/unloading. This bus shelter will be relocated from the private townhouse lot north of the site to a more central location in front of the Calvert.

D. Parking

By adding an additional 145 units to this site, additional parking is a necessary factor to consider. Currently there are 275 parking spaces on the site for the 187 units and existing retail. If the existing building were developed under today's Zoning Ordinance, the site would require 388 parking spaces. Although the existing building is more than 100 spaces short of complying with the parking standards, a parking demand study showed that even at peak periods, the parking lot was only 86% occupied. An analysis of the parking permits issued by the City for residents of the Calvert indicates that there are approximately 1.10 permits, or cars, per unit, which is less than the minimum parking ratio of 1.3 spaces per unit.

Under the new proposal, the Zoning Ordinance requires 470 parking spaces for the residential units and 53 spaces for the retail, for a total of 523 parking spaces. Additionally, staff typically recommends that developments provide an additional 15% of the total residential requirement for visitor parking, which would be an additional 71 spaces – although it is important to note that these spaces are not required by the Zoning Ordinance. If one added in the visitor spaces, it would bring the total to 594 parking spaces. A total of 522 spaces will be provided in the garage, but 21 of these will be tandem spaces which are not counted as legal spaces, leaving a total of 501 spaces.

Since the proposal does not meet the Zoning Ordinance-required 523 parking spaces, the applicant is requesting approval of a parking reduction for 22 spaces. There are several justifications for approving this request. First, a reduction is consistent with the actual parking counts that occur for the site today based on the parking study. In fact, the parking situation at the site will be improved from the existing conditions since it is short 22 spaces rather than 113. Second, the developer will be implementing an aggressive Transportation Management Plan (TMP) (see the following section) which will help reduce the number of vehicles and trips to and from the site. Third, staff anticipates that many of the patrons for the on-site retail will be coming from the building itself, as well as the new residential buildings across the street or the adjacent townhouse communities, and would therefore be walking rather than driving to the site. Finally, this area is well served by Metro and Dash bus, which helps the developer as well as the City to encourage the residents to use alternate transportation.

E. Traffic and Transportation Management Plan

There is no doubt that additional traffic will be generated by this development. As part of this development application, a traffic impact study was provided. This study considered the impacts from the two new developments in the area that will likely be occupied once this site is complete (Del Ray Central residential across the street and Del Ray Greens office/retail building south of the Commonwealth/Mount Vernon intersection). The study found that an additional 22 AM peak trips, 34 PM peak trips, and 328 daily trips would be generated by this development. The results also indicate that all of the study area intersections would continue to operate at acceptable levels of service.

As part of the study, the consultant also evaluated the need for the existing dedicated right turn lane into the southern entrance. Based on their analysis, there would not be enough traffic using this entrance to warrant the retention of this lane. This supports staff's recommendation and the developer's agreement to eliminate this lane and create a more typical sidewalk and street front in this section.

Since the development will consist of more than 250 residential units, a transportation management plan is required. The developer will be subject to typical TMP conditions that have been required of other developments including elements such as providing transit information to the residents, selling transit fare media on site, and providing annual reports. To carry out the TMP, the City recommends an account be funded at an annual rate of \$80 per total residential units (332 units) and \$0.40 per square foot of retail.

F. Open Space

The open space that will be provided with this proposal is a huge improvement from the existing conditions and will be a great benefit for the residents and community. As depicted in the Zoning Table, the site currently falls short of the 40% open space requirement for the zone by approximately 15,000 sf. Furthermore, the open space that is provided is not high quality or very usable as it falls in steep portions of the site or adjacent to parking lots. Under the new proposal, open space for the site will be increased to over 40% and it will be situated and programmed to be more functional and enjoyable.

There are several clusters of open space with this development. One is the central street level plaza off Mount Vernon Avenue. By moving the building closer to the street and eliminating the parking, there is room to provide a plaza area next to the retail and the apartment building entrances. Most of this area is located behind the planters and stairs at the property line, which creates a public space that is removed from the public sidewalk and street. The plaza will use similar paving materials as the public sidewalks to reinforce the public nature of the area. At the center of the property's frontage is a recessed area measuring approximately 30 feet deep by 60 feet wide. This area will include a water feature and different paving patterns and materials to create an interesting space and entrance to the building.

As discussed, the existing surface parking lot on the south side of the building will be removed with this proposal, which leaves a large portion of the site, approximately 140 feet by 100 feet,

available for open space. While the final design of this space is still being developed, the idea for this space is to be a passive spot for the enjoyment of the residents. Currently the plans show a landscaped area with sitting areas and a Koi pond for most of this area. In the rear corner of this space in the area that abuts the existing retaining walls that will remain, the developer has proposed a fenced area to create a small, private dog park.

The developer has also created open space areas on several of the buildings' roofs. The roof covering the drive aisle leading into the parking garage on the south side of the building will be another outdoor amenity area for the residents, which is at the same grade as the open space discussed above. It also provides the added benefit of covering the driveway and hiding it from view indoors. Initial plans also include using part of the roof of the new addition for usable open space available to the residents. Additionally, as provided in the original high-rise, a pool and fitness area will be re-constructed on the top floors of the building.

G. Green Building

The applicant for this development has committed to complying with the City's Green Building Policy as indicated in the conditions of approval. Being a residential building, this means the development will be constructed to obtain a minimum rating of LEED Certified, or an equivalent rating system. There are a number of ways the applicant plans to achieve this. Most notably is the reduction in impervious area and creation of more open spaces by removal of the parking lot south of the high-rise. The developer is also considering installing a green roof for the new building, a portion of which will be amenity space for the residents and the remainder being vegetated. In the garage, the developer plans to provide a few spaces that are equipped for electric car recharging.

H. Vacation

In 1959, land fronting Mount Vernon Avenue (approximately 10 feet deep for the length of the property for a total of 3,562 sf) was dedicated to the City by the then property owner to accommodate future widening of the street. However, Mount Vernon Avenue was never widened. The current owner and applicant for this development proposal have requested the property be vacated by the City and returned to the Calvert property. The planters and stairs leading into the property are proposed in this portion, which would typically not be approved on City right-of-way.

Staff supports the requested vacation as there are no plans to widen the street at this time. By granting the vacation, the property line will be consistent with the property lines to the north and south of the site. The applicant has requested the land be vacated and reconveyed to the property owner at no cost to the applicant. Staff is supportive of this request since the property was part of the original Calvert property. Additionally, the improved streetscape created by the new planters and stairs in the vacated area will be a great improvement for this site and the overall pedestrian environment.

I. Community

The development proposal has been presented to the community groups in the area, including Del Ray Civic Association, Warwick Village, Mount Vernon Courts, and Hume Springs. In general, the community is very supportive of the proposal and favors the improvements to the existing building in addition to the enhanced streetscape for this portion of Mount Vernon Avenue. There have been some concerns about the lack of a safe crossing across Mount Vernon Avenue in this location, and as a result staff has added a condition to require the installation of a bulb-out and crosswalk near the north entrance to the site.

VI. CONCLUSION

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

Staff: Faroll Hamer, Director, Planning and Zoning;
 Gwen Wright, Chief, Development;
 Gary Wagner, RLA, Principal Planner;
 Katy Parker, AICP, LEED AP, Urban Planner.

VII. GRAPHICS



North elevation



East (Mount Vernon Avenue) elevation

Site Plan – Ground Level



Site Plan – Lower Level



VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated December 17, 2009, as amended by the updated zoning tabulations (*Attachment #1*), the Conceptual Study Plaza Plan dated July 23, 2010 (*Attachment #2*), and revised elevations of the mid-rise building dated July 23, 2010 (*Attachment #3*), and shall comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of the final certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all sidewalks along City right of way to City standards using brick in the running bond pattern. The minimum unobstructed width of newly constructed sidewalks in the City right of way along Mount Vernon Avenue shall be 6'. The sidewalks throughout the development shall be brick or concrete.
 - d. Sidewalks shall be flush across all site entrance crossings.
 - e. Align and connect the new sidewalks with the existing sidewalks north and south of the site along Mount Vernon Avenue.
 - f. The street level plaza on private property shall use the same bricks as used along Mount Vernon Avenue, but should also incorporate different paving materials and patterns to create a more interesting design and space.
 - g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to VDOT standards as outlined in a City Memo to Industry (3/07) available on-line: alexandriava.gov/tes/info/default.aspx?id=3522
 - h. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - i. Provide a mid-block pedestrian crossing with a rapid flash beacon at the north driveway entrance. Crosswalk shall be laddered and shall include a bulb-out and ADA accessible ramp on the east side of Mt. Vernon Avenue, and an ADA accessible ramp on the west side of Mt. Vernon Avenue.
 - j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - k. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - l. Provide details for the proposed planters along Mount Vernon Avenue. Materials for planter walls shall be brick or pre-cast concrete in coordination with materials on the buildings.

- m. Provide more details for all of the retaining walls throughout the site, including the existing walls that will remain.
 - i. The portion of the retaining wall along the southern property line that is visible from Mount Vernon Avenue (approximately 40 feet back from the street) shall incorporate some architectural treatment or detailing to lessen the visual expanse of concrete.
 - ii. The new low retaining walls/planters around the perimeter of the building shall be constructed of brick, pre-cast concrete, or stone and shall be compatible with the design of the building.
 - iii. The existing retaining walls and the proposed retaining walls along the southern, western and northern property lines may be concrete (except as noted in (i) above). Where possible, plantings shall be provided to minimize the visibility of these walls. (P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

- 3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure. Soil depth for plantings above structure shall conform to City of Alexandria Landscape Guidelines.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. Provide enlarged and more detailed plans of the street level plaza, the amenity area over the driveway to the garage, and the open space area in the southwest corner of the site. Provide details of all features within these areas, including but not limited to benches, trellises, water features, fences, lighting, paving materials, etc. (P&Z)(RP&CA)
- 4. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Depict tree protection on all grading plan and demolition plan sheets.
 - b. Provide a tree trench for the street trees along Mount Vernon Avenue.
 - c. Provide groundcover in all tree wells.
 - d. Provide a detail of the grass pave area and indicate the seeding mix.
 - e. All grass areas shall be sod. (P&Z) (RP&CA)

5. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (RP&CA)

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

7. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, fences, and screen walls consistent with Condition #2(m). Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

C. *TREE PROTECTION AND PRESERVATION:*

8. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed outside the limits of clearing and disturbance that was not identified as in poor condition and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. (P&Z)(RP&CA)

9. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated December 17, 2009 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

D. BUILDING:

10. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Continue to refine the area between the street level plaza and the entrance to the high rise through the garage to provide a more inviting and pedestrian friendly environment. The area should be generally consistent with *Attachment #2* and consider the following for the final design:
 - i. Provide adequate lighting for the area and incorporate it into the design;
 - ii. Design the treatment of the piers to be compatible with the overall design.
 - iii. The paving from the plaza to the entrance of the high rise shall continue across the driveway.
 - b. Shift selected brick masses outward on the mid-rise building two feet away from the building (towards Mount Vernon Avenue) to create a setback for the top floor, as generally depicted in *Attachment #3*.
 - c. Provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, balcony rails, and roof element, including the final detailing, materials, finish, and color of these elements, during final site plan review.
 - d. Color architectural elevations shall be submitted during final site plan review.
 - e. No visible wall penetrations or louvers for HVAC equipment are permitted on the Mount Vernon Avenue façade of the low-rise building. They are permitted on the north and south facades of the existing tower as well as on the western façade of the mid-rise building. All such equipment shall be rooftop-mounted and louvers provided at that level.
 - f. No wall penetrations shall be allowed for kitchen vents. These shall be carried through the roof and located where they are not visible from the public right-of-way.
 - g. Outside air, dryer and bathroom vents, if not carried through the roof, shall be painted to match the building and integrated within the façade design.
 - h. Provide samples of all proposed building materials during final site plan review and provide on-site mock-up panels during construction to ensure consistency of materials. (P&Z)

11. Provide the following for the retail space within the development:
 - a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along Mount Vernon Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. Retail leases shall prohibit the placement of storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, and similar items which block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
 - d. Provision shall be made for constructing exhaust vent shafts within the residential buildings to accommodate future ground floor restaurant uses. Grease traps will be located to the rear of any restaurant tenant space and outside of the conditioned building envelop. (P&Z)

12. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy.
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC within one month of obtaining certification.
 - e. Failure to achieve LEED Certification for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies in place as of September 2010 and as may be amended with regard to enforcement will apply. (P&Z)(RP&CA)(T&ES)
13. Provide more details about the design and construction of the proposed green roofs on the new building. (P&Z)
14. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials.(T&ES)
15. Energy Star labeled appliances shall be installed in all multi-family residential units. Substitution of alternative labeled appliances shall be to the satisfaction of the Director of T&ES. (T&ES)
16. The applicant shall use EPA-labeled WaterSense fixtures, or equivalent (to the satisfaction of the Director of T&ES), to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
17. Elevators, corridors, stairs and other building elements with direct contiguous placement at the parking garage shall be visible from the parking garage and further identified with locational signage. The design should provide a clear view of the garage by persons inside of the building to minimize the likelihood of crime occurring in the building. As a minimum, glass lites which conform to building code requirements shall be provided within all doors leading to the garage parking areas. (Police)

E. RETAIL USES:

18. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care uses, and restaurants, as defined below, with the exception of one space allowed for a leasing office for the building:
 - a. retail shopping establishments as defined in Section 2-191 of the Zoning Ordinance, excepting appliance stores, auto parts stores, lawn and garden supply stores,
 - b. personal service uses as defined in Section 2-183 of the Zoning Ordinance, excepting appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
 - c. day care centers, as defined in Section 2-133 of the Zoning Ordinance,
 - d. restaurants, as defined in Section 2-190 of the Zoning Ordinance, and
 - e. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. (P&Z)

19. The retail uses existing at the site on March 13, 2010 do not require new special use permits to reopen in the new retail space. However, such uses shall be limited to the previous special use permit conditions and any changes must comply with these conditions of approval or be approved through a new special use permit. (P&Z)

20. Day care centers may be approved administratively by the Director of P&Z, provided that any day care center approved under this provision complies with the conditions listed below. Day care centers that do not meet these criteria may be approved subject to a special use permit.
 - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users.
 - b. Adequate exterior and/or interior active play/recreation space must be provided.
 - c. Day care uses must not occupy more than 1/3 retail square footage. (P&Z)

21. Restaurants shall be permitted without a separate special use permit provided they comply with the conditions below. Restaurants that cannot meet these conditions may apply for a separate special use permit.
 - a. The hours of operation for the indoor restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
 - b. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour. All patrons must leave by one hour after the closing hour.
 - c. Non-amplified, low scale, acoustic entertainment may be permitted, but must be accessory to the restaurant use. No admission or cover fee shall be charged. Any advertising of the entertainment shall reflect the subordinate nature of the entertainment by featuring food service as well as the entertainment. If low scale,

- acoustic entertainment is proposed, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. The use of loudspeakers or musicians outside is prohibited.
- d. Deliveries to the business shall not take place between the hours of 11:00 pm and 7:00 am.
 - e. If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be nonvehicular (made on foot, via bicycle, etc.). Delivery of nonalcoholic beverages shall only be in association with food deliveries.
 - f. Alcoholic beverages may be sold for on-premises consumption only and shall clearly be accessory to food sales.
 - g. Grease traps shall be located to the rear of the leased restaurant tenant space outside the conditioned building envelope. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
 - h. No food, beverages, or other material shall be stored outside.
 - i. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.
 - j. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
 - k. Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.
 - l. The restaurant operator shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.
 - m. The restaurant operator shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and on how to prevent underage sales of alcohol.
 - n. The Director of P&Z shall review each restaurant established under this development special use permit for review one year after the use becomes operational and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the Director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed.(P&Z)(T&ES)
22. Outdoor dining for restaurants is encouraged and may be permitted administratively by the Director of P&Z subject to the following minimum criteria and conditions:
- a. All outdoor dining areas shall be accessory to an approved indoor restaurant.

- b. The hours of operation for the outdoor dining area shall be between 11:00 am and 10:00 pm daily.
- c. An unobstructed sidewalk pathway with a minimum width of 4 feet shall be provided at all times.
- d. Any permanent structures which are required for the outdoor seating area shall be subject to review and approval by the Director of P&Z.
- e. Any outdoor seating areas shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
- f. The outside dining area shall be cleaned at the close of each day of operation.
- g. All conditions associated with the primary restaurant use noted above, continue to be in force for the outdoor dining use. (P&Z)(T&ES)

F. SIGNAGE:

- 23. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, RP&CA, and T&ES.
 - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage. Coordinate signage with the building design,
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - e. Installation of building mounted retail tenant signage shall not significantly damage the building and signage shall comply with all applicable codes and ordinances.
 - f. Building identification signage for the property name shall be included and coordinated with the architecture of the project. Location and design to be determined prior to approval of the final site plan. The current property name of The Calvert will be changed as part of the redevelopment effort. (P&Z) (RP&CA) (T&ES)
- 24. A freestanding subdivision or identification sign shall be prohibited. (P&Z)
- 25. Install a temporary informational sign on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)

G. HOUSING:

26. A voluntary contribution of \$421,710 for affordable housing would be consistent with the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. (Housing)
27. The developer voluntarily agrees to provide the Office of Housing with a written description of the process for terminating leases and dislocating residents of occupied units. (Housing)

H. PARKING:

28. Provide a minimum of 501 parking spaces in the garage, of which a minimum of 427 parking spaces will be designated for residents or visitors of the residents and a minimum of 53 parking spaces will be designated for retail. Residential/visitor parking spaces shall be distinguished from retail spaces. The 21 remaining spaces shall be prioritized for residential use if needed. (P&Z)(T&ES)
29. Provide sixty (60) bicycle parking space(s) per Alexandria’s current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Provide six (6) of the required bicycle spaces within the plaza area. (T&ES)
30. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan. The plan shall include at a minimum:
 - a. Provide controlled access into the bottom two levels of the underground garage for the residential spaces. The controlled access shall be designed to allow convenient access to the underground parking for residents. The residential spaces on the same level as the retail spaces shall be signed for residential use only.
 - b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
 - c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons. (P&Z)(T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

31. According to Article XI of the City’s Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in *Attachment #4* to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

32. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
33. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
34. The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this DSUP. (T&ES)
35. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)
36. An annual TMP fund shall be created, based on the TMP reduction goal of 20% of people not using single occupant vehicles, established for the Calvert Apartments, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$80 per occupied residential unit and \$0.40 per square foot of retail. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for the approved transportation activities detailed in *Attachment #4*. (T&ES)
37. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
38. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Office of Transit Services and Programs (OTS&P) as detailed in *Attachment #4*. The annual contribution rate for the residential buildings may be reduced with approval from the Director of T&ES provided that the applicant maintains the reduction goal of 20% for single occupant vehicles through the applicant's transportation demand management strategies. (T&ES)

J. BUS STOPS AND BUS SHELTERS:

39. The ADA accessible bus stop passenger loading pad shown as “Handicap Pad” on Sheet 5 of the Preliminary Plan shall connect to the back-face of the curb along the bump-out. (T&ES)
40. Show all existing and proposed bus stops with associated features, to include bus shelter(s) adjacent to the site on the final site plan. All proposed features of the bus stop(s) shall be ADA compliant; bus shelters must include a bench and solar illumination. The final bus shelter design shall meet City standards and the approval of the Director of T&ES. (T&ES)
41. Remove the bus shelter north of the Calvert property located at 3290 Mount Vernon Avenue after the new bus shelter is installed as part of this approval. Provide notification to the property owner and coordinate as necessary. (P&Z) (T&ES)

K. SITE PLAN:

42. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
43. Provide a public access easement for the street level plaza in front of the retail bays that includes the central area with a portion of the water feature, but does not include the areas under the building overhang and garage parking deck. The plat shall be approved by the City prior to release of the final site plan. (P&Z)
44. Submit the plat of the vacation and all applicable easements prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan. (P&Z)
45. Approval of the requested vacation of a portion of the existing Mount Vernon Avenue right-of-way (approximately 3,400 sf in area and approximately 10 feet in depth along the entire front property line), shall be subject to the following:
 - a. Utility easements for all public and private utilities shall be provided within the vacated right-of-way and such easements are to be shown on the plat of consolidation.
 - b. The sanitary sewer lateral upstream of the existing sanitary manhole located in the existing right-of-way that will be located in the future sanitary easement shall be maintained by the applicant.
 - c. The vacated right-of-way shall be consolidated with the adjoining lot, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of

- the final site plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.
- d. The applicant shall be responsible for perpetual ownership, development and maintenance of the improvements constructed in the vacated right-of-way.
 - e. The property owners may not use the vacated land area to derive any increased above and below grade development rights for the lands adjacent to the vacated area, including increased floor area, subdivision rights or additional dwelling units; however, the property owner may construct the planters and steps as shown on the Preliminary Site Plan. The above and below grade restrictions shall appear as part of the deed of vacation and shall also appear as a note on the consolidation plat, both of which shall be approved by the Directors of P&Z and T&ES.
 - f. The City shall own and maintain the sidewalk constructed in the public right-of-way and the property owner shall own and maintain the improvements constructed in the vacated right of way. This area shall be covered by a public access easement that allows the public to use the improvements constructed in the vacated public right-of-way. (T&ES) (P&Z)
46. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate new above grade utilities in dedicated open space areas. However, there are existing above grade utilities on site servicing adjoining property owners, which are intended to stay in service. (RP&CA)(P&Z)(T&ES)
47. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.

- f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - k. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
 - l. Provide a note to indicate that the lights along the Mount Vernon Avenue frontage will be located on private property and will be maintained by the property manager or owner. (P&Z)(T&ES)(RP&CA)(Police)
48. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
49. For all first floor bays with a street-facing door providing their primary access, coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined and an appropriate address based on the location of the primary entrance door of the new space will be assigned. (P&Z)
50. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

L. CONSTRUCTION:

51. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (T&ES)
52. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:

- a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include the overall schedule for construction and the hauling route;
 - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)(Code)
53. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers for the development will not be permitted to park on public streets. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)
54. The sidewalks shall remain open during construction or alternate pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
55. No major construction staging shall be allowed within the public right-of-way on Mount Vernon Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
56. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
57. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

58. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
 59. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
 60. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
 61. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z)
 62. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
 63. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance, as shown in *Attachment #5*. (P&Z)
 64. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
- M. WASTEWATER / SANITARY SEWERS:**
65. Discharge from pool shall be connected to the sanitary sewer. (T&ES)

66. Include data from third sanitary sewer monitoring point with the First Final Site Plan submission. (T&ES)

N. *SOLID WASTE:*

67. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles along Mount Vernon Avenue Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

O. *STREETS / TRAFFIC:*

68. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
69. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
70. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
71. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
72. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
73. The slope on parking ramp to garage entrance shall not exceed 12.5 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES:

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

Q. WATERSHED, WETLANDS, & RPAs:

75. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
76. The storm water collection system is located within the Four Mile Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
77. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)

R. BMP FACILITIES:

78. 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 or alternative in accordance with Article XIII of the Zoning Ordinance. (T&ES)
79. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
80. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)

81. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
82. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
83. If units will be sold as individual units and a homeowner's association (HOA) established, the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.Otherwise the following condition applies:

The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
84. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. (T&ES)
85. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated

conveyance systems identified as critical on the E&S plan or in a pre-construction meeting were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)

S. CONTAMINATED LAND:

86. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

T. NOISE:

87. All exterior loudspeakers shall be prohibited, except in the pool area, the rooftop amenity area, the internal residential plaza, and the drive aisle, and no amplified sound shall be audible at the property line. (T&ES)
88. Commercial supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. Residential moves will not be scheduled by site management between the hours of 11:00 pm and 7:00 am. (T&ES)

U. AIR POLLUTION:

89. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
90. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

V. CONTRIBUTIONS:

91. The inclusion of a fountain in the street level plaza and specialty paving materials and paving patterns shall satisfy any contribution level for the property as a public art element for the development. The work shall be generally consistent with what is represented in *Attachment #2*. (P&Z) (RP&CA)

W. DISCLOSURE REQUIREMENTS:

92. In the event the building is converted to a condominium, the condominium documents shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP. The language in the documents shall establish and clearly explain that these conditions cannot be changed except by an amendment to this

development special use permit approved by City Council. Additional language, including the use of the underground garage, visitor parking, landscaping maintenance, and building improvements, may be required to be included in the documents upon review by City staff. (P&Z)

CITY DEPARTMENT CODE COMMENTS

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

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 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 6 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10” in the public Right of Way and sanitary lateral 6” for all commercial and institutional developments; however, a 4” sanitary lateral will be acceptable for single family residences. The acceptable pipe

materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

- F - 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 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 9 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 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 11 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 - 12 The applicant has provided a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F - 13 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 14 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 16 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line

(HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 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. (T&ES)
- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 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 - 10 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up in the City right of way to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 11 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan. (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan. (T&ES)
- C - 17 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 - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 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 - 20 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 DELETED (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 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 - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

Code Administration

- R - 1 An automatic sprinkler system is recommended. (Code)
- R - 2 It is recommended that the owner present a notarized affidavit to the Building Official stating when (to his best knowledge) the current usage was established. (Code)
- R - 3 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code)
- R - 4 In lieu of strict compliance with ladder truck access requirements specified in item C-_, an alternative compliance proposal is recommended. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features were built into the buildings.
 - a. Enclose all elevator lobbies in smoke tight construction
 - b. Stair capacity to be designed without taking the sprinklered building exception.
 - c. Fire phones installed on every level in the elevator lobby and the stairs.
 - d. Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.
 - e. Full automatic sprinkler system designed to NFPA 13. (Code)

Police

Parking Garage Recommendations:

- R - 1 It is recommended that the stairwells within structured parking garages shall be visible, without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42” in height along open sides of the stairways and landings which are located 30” above the floor or grade below. The width between the balusters shall be no wider than 4” and the handrails are to be a minimum of 34” and a maximum of 38”. (Police)
- R - 2 During the Final Plan Review process the applicant shall work with the Police Department to resolve issues relating to the safety and security of the users of the parking garage:
 - a. Segregation of the retail parkers and the resident parkers so that retail parkers do not have access to the stairs and lobbies that serve the residences
 - b. Control of access to the residential parking, lobbies and stairs
 - c. Unobstructed visibility into the elevator lobbies from the parking garage
- R - 3 It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident’s vehicles and other crimes.
- R - 4 It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

- R - 5 Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 6 The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations:

- R - 7 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks:

- R - 8 It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous:

- R - 9 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 10 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 11 It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 1 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

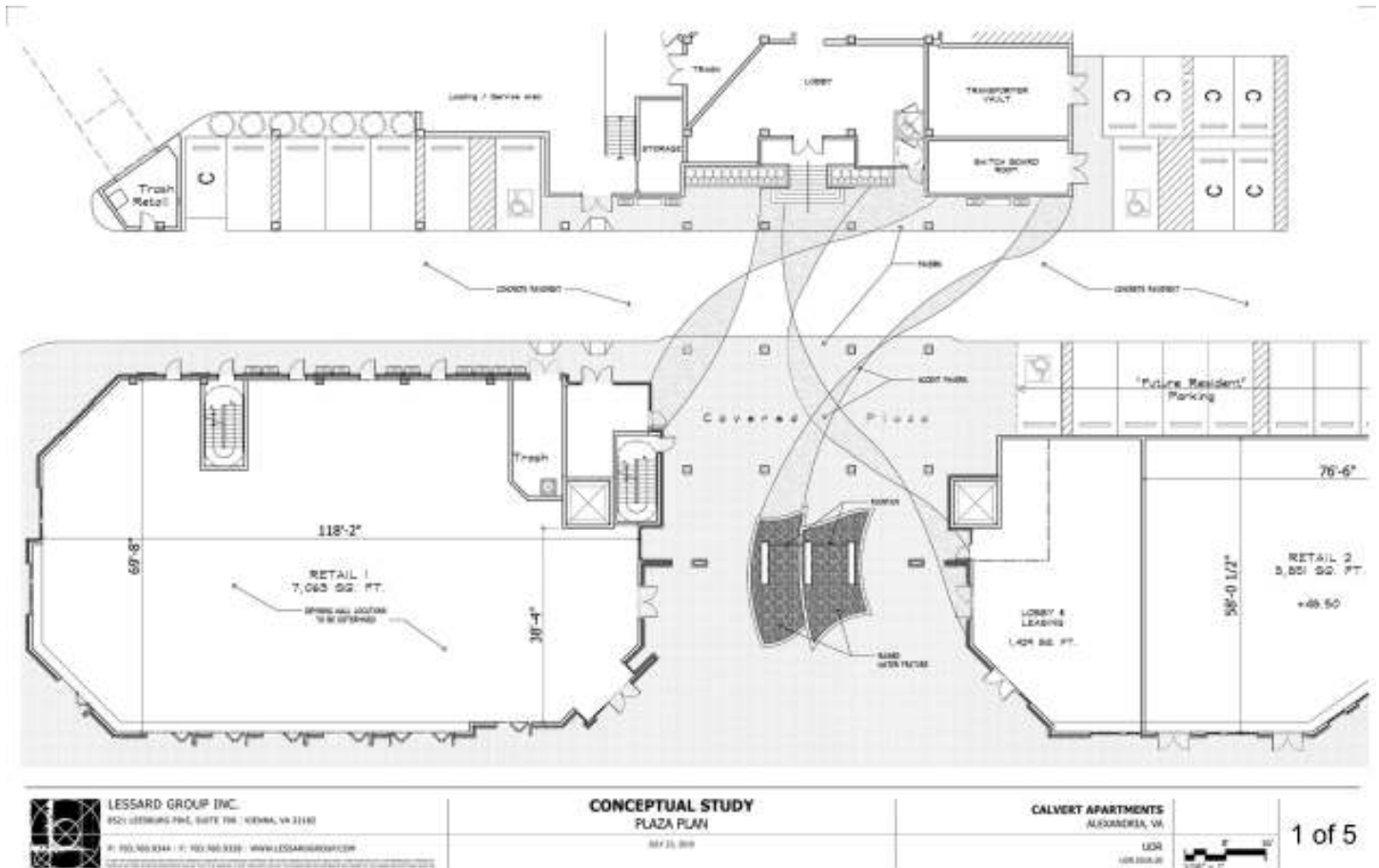
Attachment #1 – Revised Zoning Tabulations

SITE TABULATIONS

EXISTING ZONE:	CRMU-M (COMMERCIAL/RESIDENTIAL MIXED USE -MEDIUM) WITH PROFFER TO RC RESIDENTIAL
EXISTING PRINCIPAL USE:	
RESIDENTIAL	184,920 s.f./187 UNITS
EXISTING SECONDARY USE:	
RETAIL/RESTAURANT	17,640 S.F.
EXISTING GROSS SITE AREA (G.S.A.):	3.41 Ac. ± OR 148,778 s.f. ± MAX FAR ALLOWED: 297,556 sf/148,778 sf =2.0
PROPOSED AREA FROM VACATED ROW:	0.08 Ac. ± OR 3,450 s.f. ±
PROPOSED GROSS SITE AREA (P.G.S.A.):	3.49 Ac. ± OR 152,227 s.f. ±
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED:	304,454 s.f. / 152,227 s.f. = 2.0
EXISTING F.A.R.:	1.36 *
PROPOSED F.A.R. (BASED UPON 3.41 AC (G.S.A))	1.98
PROPOSED F.A.R.:	1.94 **
(NUMBERS DO NOT INCLUDE STAIRS, ELEVATORS, ETC.) BASED UPON 3.49 AC (P.G.S.A.)	
PROPOSED TOTAL GROSS FLOOR AREA:	294,340 GROSS SQUARE FEET (G.S.F.)
EXISTING G.F.A. TO REMAIN	184,920 s.f.
PROPOSED G.F.A.	(DOES NOT INCLUDE 9,464 s.f. BASEMENT) 109,420 s.f. (DOES NOT INCLUDE 13,844 s.f. BASEMENT)
PROPOSED PRINCIPAL USE:	
RESIDENTIAL UNITS:	332
UNITS PER ACRE:	332/3.49 = 95 UNITS/ACRE
PROPOSED SECONDARY USE(S):	
SOUTH RETAIL AREA:	7,063 S.F.
NORTH RETAIL AREA:	3,851 S.F.
TOTAL RETAIL/MISC.	10,914 G.S.F.
EXISTING OPEN SPACE (30% OF P.G.S.A.)	1.04 AC. ± OR 45,668 S.F. ±
LANDSCAPED OPEN SPACE REQUIRED (40.0% OF P.G.S.A.):	1.39 AC. ± OR 60,890 S.F. ±
PROPOSED LANDSCAPED OPEN SPACE PROVIDED (42% OF P.G.S.A.):	1.48 AC. ± OR 64,750/ S.F. ±
CROWN COVERAGE REQUIREMENT: (25% OF P.G.S.A.)	0.87 AC.± OR 38,056 S.F.
PROPOSED CROWN COVERAGE PROVIDED: (36% OF P.G.S.A.)	1.26 AC. OR 55,000 S.F.
MAXIMUM BUILDING HEIGHT ALLOWED:	150'
PROPOSED MAXIMUM BUILDING TOWER HEIGHT:	
- EXISTING BUILDING HEIGHT	162.2'
- PROPOSED BUILDING HEIGHT	159.5' ***
LOW RISE HEIGHT:	53'

* EXISTING F.A.R. BASED ON EXISTING SITE AREA OF 148,778 S.F.±.
 ** 2.0 MAXIMUM F.A.R. PERMITTED WITH A SPECIAL USE PERMIT ON THE CONDITION THAT AT LEAST 50 PERCENT OF THE FLOOR SPACE OF THE PROPOSED DEVELOPMENT IS FOR RESIDENTIAL USE AND IF THE COMMERCIAL USE WITHIN SUCH A DEVELOPMENT DOES NOT EXCEED A F.A.R. OF 0.75. THIS DEVELOPMENT SEEKS A REZONING TO REMOVE THE EXISTING PROFFER.
 ***REFER TO SHEETS 8 & A2.1

Attachment #2– Revised design for the plaza and entrance to high-rise



Attachment #3 – Revised elevations for mid-rise building



LESSARD GROUP INC.
400 LESSARD AND QUINN BLVD
ALEXANDRIA, VA 22304
P: 703.999.2044 F: 703.999.0100 WWW.LESSARDGROUP.COM

**CONCEPTUAL STUDY
EAST ELEVATION**

This drawing is intended to provide a conceptual illustration of the proposed building and is not intended to be used for construction or other purposes. It is subject to change without notice. © 2009 Lessard Group Inc.

**CALVERT APARTMENTS
ALEXANDRIA, VA**



1 of 5



LESSARD GROUP INC.
400 LESSARD AND QUINN BLVD
ALEXANDRIA, VA 22304
P: 703.999.2044 F: 703.999.0100 WWW.LESSARDGROUP.COM

**CONCEPTUAL STUDY
WEST ELEVATION - LOW RISE**

This drawing is intended to provide a conceptual illustration of the proposed building and is not intended to be used for construction or other purposes. It is subject to change without notice. © 2009 Lessard Group Inc.

**CALVERT APARTMENTS
ALEXANDRIA, VA**



2 of 5



LESSARD GROUP INC.
821 LESSARD FINE ARTS DR - VIRGEE VA 22801
A 202.264.0191 F 202.264.0192 WWW.LESSARDGROUP.COM

CONCEPTUAL STUDY
NORTH AND SOUTH ELEVATIONS - LOW RISE

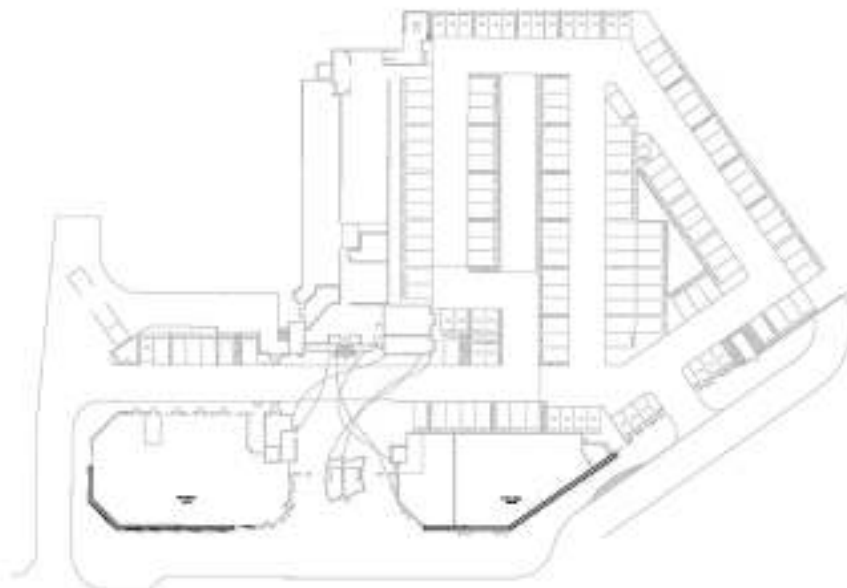
This conceptual study is for informational purposes only and does not constitute a contract or any other legal agreement. All other aspects of the project shall be governed by the building and subdivision laws of the State of Virginia.

CALVERT APARTMENTS
ADVADEVA, VA



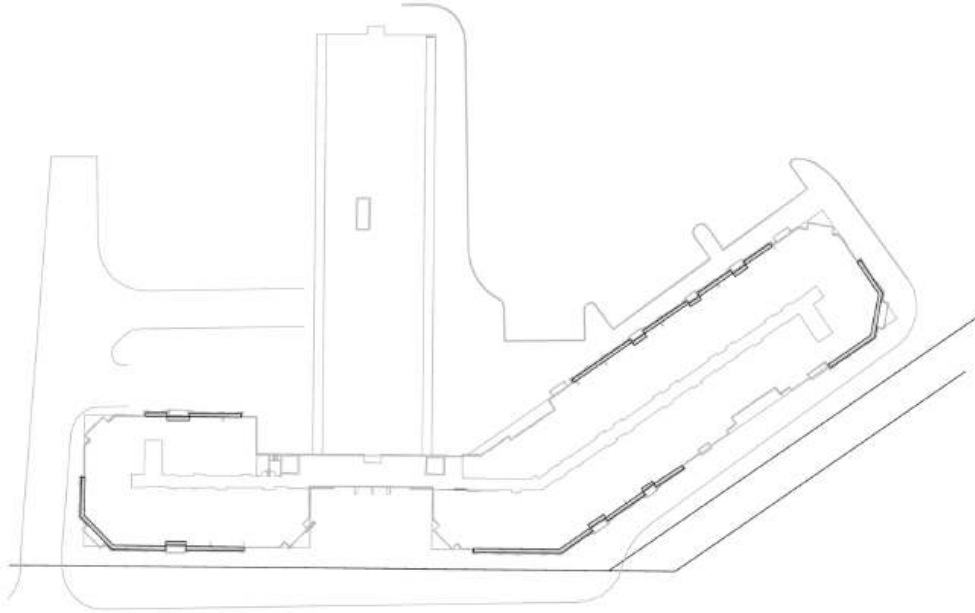
3 of 5

HATCHED AREA
INDICATES AREA OF
BUMP-OUTS



4 of 5
JUNE 2010
SCALE: 1/4"

 HATCHED AREA
INDICATES AREA OF
BUMP-OUTS



5 of 5
JUNE, 2010

Attachment #4 – Transportation Management Plan

DSP # 2009-0006 — The Calvert Apartments (Redevelopment)

**3110 Mt. Vernon Avenue
Alexandria, VA 22305**

The Calvert Apartments site is located at a distance of over 2 miles from King Street and National Airport Metro stations. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Transportation Planning Division proposes for The Calvert Apartments mixed use redevelopment:

The Transportation Management Program for The Calvert Apartments consists of 5 parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization and Funding
- 3) Transportation Management Plan
- 4) Evaluation of the Effectiveness of the TMP
- 5) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Calvert Apartment site is located at a distance of over 2 miles from the nearest Metro stations. The DASH line AT10 and Metro bus lines 10A, 10B, and 10E service the site providing connection to Braddock Road and King Street Metro Stations and the VRE commuter train station. Metro lines 10A and 10E also provide connections to the Pentagon Metro station. In addition, the City of Alexandria is proposing to build a Bus Rapid Transit line along Route 1 – Jefferson Davis Highway and a potential future Metro Station at Potomac Yard. In view of this accessibility to transit, the TMP goals were established as 20% non-SOV for mixed uses beyond 1,500 feet of the Metro Station.
- b. The achievement of this goal will be demonstrated by the performance of the TMP based on the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents and tenants, as well as retail employees, to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal. The fund report and survey are covered under paragraph 3., sections c., d. and e.

- c. The TMP fund rate and program shall be evaluated 2 years after the issuance of the first certificate of occupancy and every 5 years thereafter. The rate shall be increased or decreased (as appropriate) based on factors including: ability to achieve goals, varying transit costs, etc. and programs adjusted as appropriate. All adjustments to the rates and programs shall be approved by the Director of T&ES.

2. TMP Organization and Funding

- a. The developer has agreed to appoint a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the residents of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Work Plan will be developed by the TMP Coordinator and approved by the Transportation Planning Division. This work plan will be due on January 15 of every year. To fund the ongoing operation and management of the TMP, the property owner will contribute a yearly amount of \$80.00 per residential unit and \$0.40 per square feet of retail space. The annual rate for the fund is established in paragraph 3.c. of this same document. The rate will be adjusted yearly as per the consumer price index (CPI).

3. Transportation Management Plan

- a. The Special Use Permit application has been made for the following uses:

Use	Units	Square Feet
Residential	332	—
Retail	—	10,914

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan may include the following elements:
 - i. A TMP Coordinator shall be designated for the entire project ***upon application for the first certificate of occupancy***. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees.
 - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. Currently, Zipcar has vehicles in the Alexandria area. For those residents who take transit, carpool, vanpool, walk, or bike to work, the City of Alexandria Rideshare Program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media shall be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund:** Based on a 20% non-SOV goal for the proposed project, annual rates of \$80.00 per residential unit and \$0.40 per square feet of retail uses are established for the project. *The first payment to the fund shall be made with the issuance of the initial Certificate of Occupancy.* Payments shall be the responsibility of the property owners. The rate will be adjusted annually, to begin one year after the initial CO is issued, as per the consumer price index (CPI) of the United States for the previous year. The TMP fund shall be used exclusively for these approved activities:

- i. Purchase, installation, maintenance, and operation of electronic data centers for transit information to facilitate and promote the use of public transportation and, therefore, the TMP goals.
 - ii. Initial capital costs may be capitalized over up to 3 years with replacement reserve allocation being counted towards annual expenditure of TMP.
 - iii. The purchase of Smartrip cards loaded with at least \$25.00 in fare to be included in move-in package for new residents.
 - iv. Up to 20% of the annual contribution, or \$6,000.00, should be used as reimbursement of the salary cost for the TMP Coordinator.
 - v. Costs of operating a shuttle van to metro stations for residents and employees, if an on-site shuttle is provided.
 - vi. Discounting the cost of bus and transit fare media for on-site employees and residents. Exception: The fund shall not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
 - vii. Subsidies to transit providers.
 - viii. Marketing activities, including advertising, promotional events, etc.
 - ix. Bicycle lockers for residents.
 - x. Participate in air quality action day programs.
 - xi. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
- d. **Unencumbered Funds:** As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
- e. The TMP Coordinator will provide semi-annual TMP Fund reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. *The first report will be due six months following the issuance of the first certificate of occupancy.* Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of

T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made reasonable effort to use the funds for TMP activities.

- f. The TMP Coordinator shall provide annual reports to the Transportation Planning Division, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the summary results of the annual survey, together with the raw data, and a work program for the following year. *The initial report shall be submitted 1 year from the time of 60% occupancy of The Calvert Apartments.* The annual report shall identify, as of the end of the reporting period, the amount of square footage of occupied office and retail space. In conjunction with the survey, the TMP Coordinator shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project. An outside independent consultant, approved by T&ES, shall perform the audit and will certify to its findings.
- g. **Administrative Fee for Non-Compliance:** An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports (fund reports with supporting documentation, annual reports, survey results and submission of raw data). The fee shall be in the amount of five hundred dollars (\$500.00) for the first thirty (30) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

4. Evaluation of the Effectiveness of the TMP

- a. The goal of 20% non-SOV for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of The Calvert Apartments in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the Annual Work Plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP has flexibility to respond

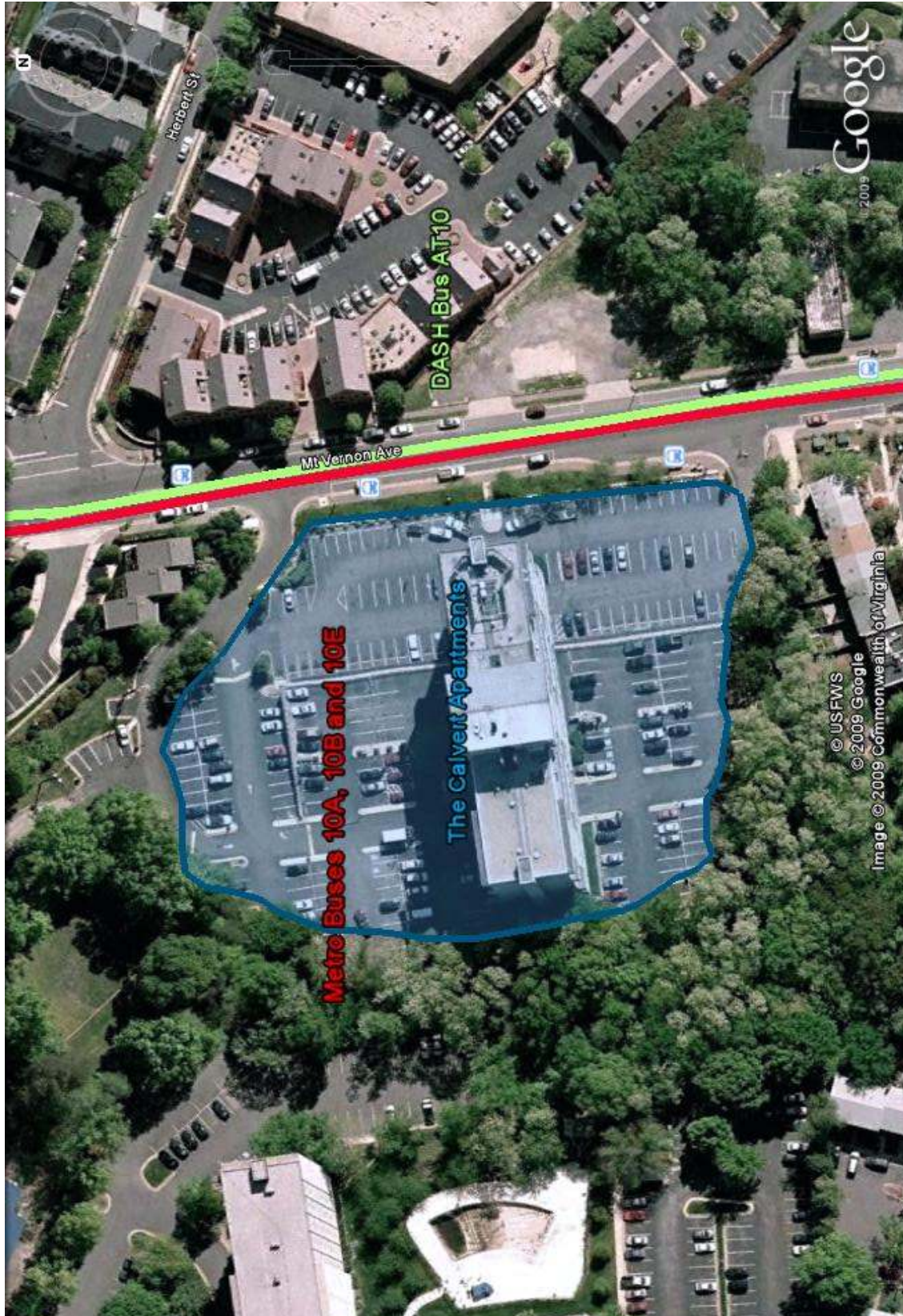
to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. Revision to the Transportation Management Program

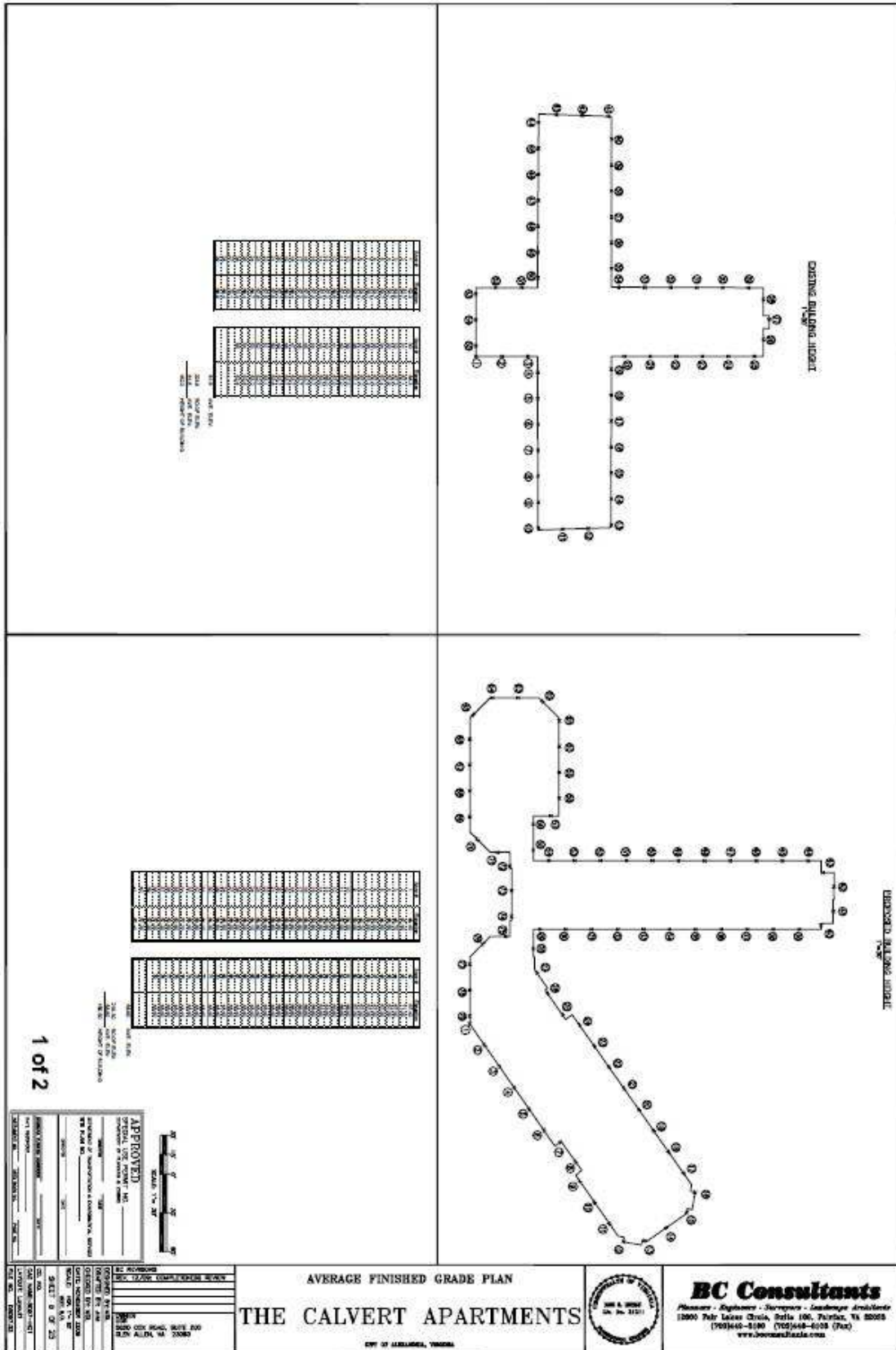
The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this DSUP. (T&ES)

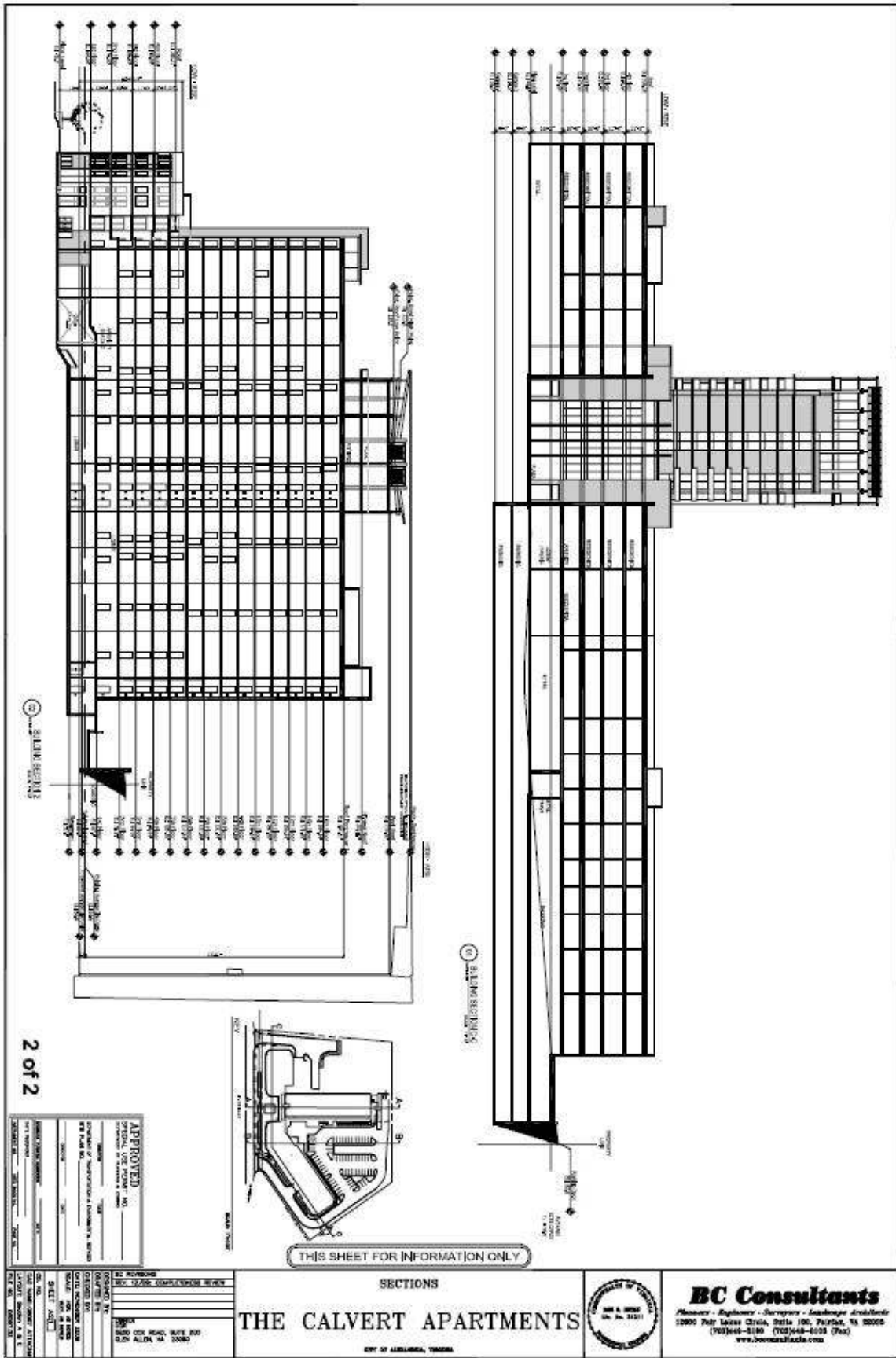
6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. ***Prior to any lease/purchase agreements***, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such ***language to be reviewed and approved by the City Attorney’s office***.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.



Attachment #5 – Proposed Building Height







APPLICATION

~~MPA~~
MPA #2009-0005
REZ #2009-0003

Master Plan Amendment MPA# _____
 Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 3110 Mount Vernon Avenue, Alexandria, Virginia

APPLICANT

Name: UDR Developers Inc. - ATTN: Richard Giannotti
Address: 5620 Cox Road, Suite 200, Glen Allen, Virginia 23060

PROPERTY OWNER:

Name: UDR Calvert, LLC
Address: ATTN: B & D Equity Tax Group, P.O. Box 06408, Chicago, IL 60606-6408

Interest in property:

- Owner Contract Purchaser
 Developer Lessee Other _____

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

- yes: If yes, provide proof of current City business license.
 no: If no, said agent shall obtain a business license prior to filing application.

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

Land, Clark, Carroll, Mendelson & Blair, P.C.
Duncan W. Blair, Esquire
Print Name of Applicant or Agent
524 King Street
Mailing/Street Address
Alexandria, Virginia 22314
City and State Zip Code
Signature
703 836-1000 703 549-3335
Telephone # Fax # dblair@landclark.com
December 2, 2009
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Fee Paid: \$ _____
Legal advertisement: _____	_____
ACTION - PLANNING COMMISSION _____	ACTION - CITY COUNCIL: _____

MPA # 2009-0005
 REZ # 2009-0003

SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.)
							Land Area (acres)
1 <u>15.04 07 03</u>	<u>mixed use</u>	<u>mixed use</u>	<u>CRMU-M*</u>	<u>CRMU-M</u>	<u>CRMU-M*</u>	<u>CRMU-M</u>	<u>3.4 acres</u>
2 _____	_____	_____	_____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____	_____	_____	_____

*With proffer that "the RC zone regulations shall apply except for commercial uses."

PROPERTY OWNERSHIP

Individual Owner Corporation or Partnership Owner

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

- Name: UDR Calvert, LLC, a Delaware limited partnership Extent of Interest: 100%
 Address: 5620 Cox Road, Suite 200, Glen Allen, VA 23060
- Name: UDR, Inc., a Maryland corporation Extent of Interest: 10% of UDR Calvert, LLC
 Address: 5620 Cox Road, Suite 200, Glen Allen, VA 23060
- Name: _____ Extent of Interest: _____
 Address: _____
- Name: _____ Extent of Interest: _____
 Address: _____

MPA # 2009-0005

REZ # 2009-0003

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

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

The elimination of the proffer will allow the property to be redeveloped as
a CRMU-M compliant residential mixed use project consistent with the urban
character of the surrounding area.

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

The property is designated CRMU-M in the Potomac West Chapter of the City
of Alexandria Master Plan. The amendment is requested to eliminate language
in the Master Plan "limiting the use of all but the commercial shopping center
facing Mt. Vernon Avenue to RC/Residential H; the RC Residential H designation
is consistent with the proposed use of the property as a commercial residential

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

The applicant has filed a Development Special Use Permit with Site Plan for
the renovation of the existing apartment building and construction of an
addition to the plan demonstrates that the property is adequately served or
proposes the construction of additional public facilities to serve the site.

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

Not applicable.

November 24, 2009
The Calvert
BC Project No. 08097.02
Page 1 of 2

**DESCRIPTION OF
THE CALVERT
CITY OF ALEXANDRIA,
VIRGINIA**

Being the property now in the name of UDR Calvert, LLC as recorded in instrument number 080001527 among the Land Records of the City of Alexandria, Virginia and being more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of Mount Vernon Avenue (variable width), said point also being on the Northerly line of Lot 1 as shown on a plat of subdivision entitled "Warwick Village Section One"; thence leaving said right-of-way and running with the Northerly line of said Lot 1 and continuing the same with the Northerly line of Lots 2, 3, 4, 5 and 6 of the aforesaid Warwick Village Section One and with the City of Alexandria Public Park as recorded in Deed Book 352 at Page 558 among the aforesaid Land Records;

- 1) South 86° 05' 59" West, 336.39 feet to a point on the Southeasterly corner of Protestant Episcopal Theological Seminary in Virginia, as recorded in instrument number 060033281 among the aforesaid Land Records; thence leaving said City of Alexandria Public Park and running with the Easterly line of said Protestant Episcopal Theological Seminary in Virginia

- 2) North 09° 04' 32" West, 359.77 feet to a point, said point being an easterly corner of said Protestant Episcopal Theological Seminary in Virginia; thence running with the Southerly line of said Protestant Episcopal Theological Seminary in Virginia and continuing the same with the Southerly line of Alexandria Water Company

November 24, 2009
The Calvert
BC Project No. 08097.02
Page 2 of 2

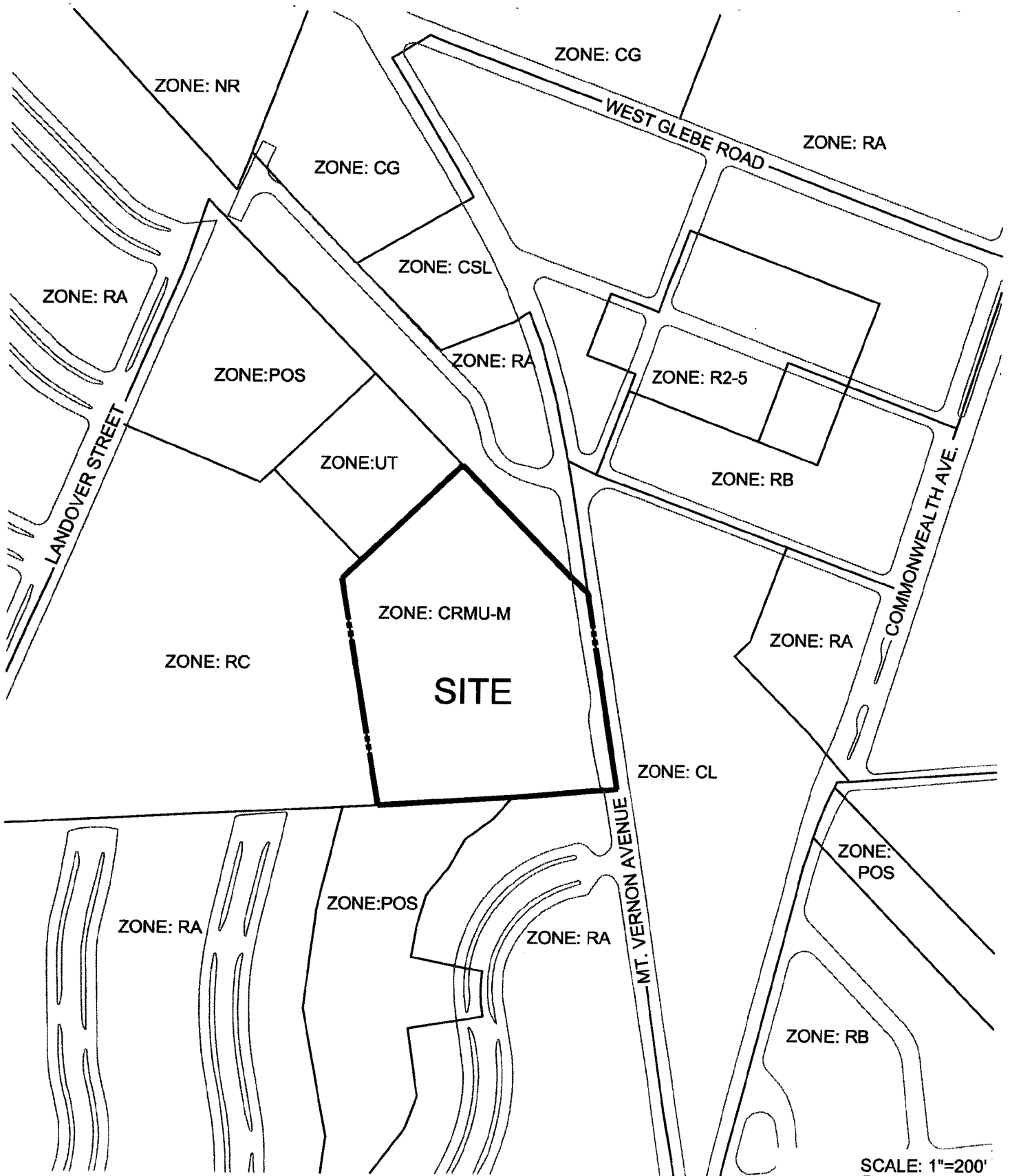
- 3) North $45^{\circ} 59' 18''$ East, 258.98 feet to a point on the Southwesterly line of Outlot A as shown on a plat of subdivision entitled " Mount Vernon Court" and in Deed Book 1569 at Page 802 among the aforesaid Land Records; thence leaving said Alexandria Water Company, running with the Southwesterly line of said Outlot A, and continuing with the Southwesterly line of Lots 11, 10 and 9 of said Mount Vernon Court

- 4) South $44^{\circ} 00' 42''$ East, 214.28 feet to a point on the Westerly right-of-way line of the aforesaid Mount Vernon Avenue; thence leaving Alexandria Water Company and running with said right-of-way line

- 5) South $09^{\circ} 04' 32''$ East, 362.76 feet to the point of beginning, containing 148,777 square feet or 3.41545 acres of land.

V:\project_2008\08097\Surv\Documents\08097MBD.doc

ZONING CONTEXT EXHIBIT



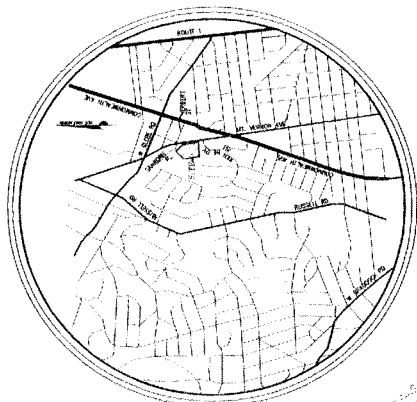
THE CALVERT APARTMENTS

CITY OF ALEXANDRIA, VA

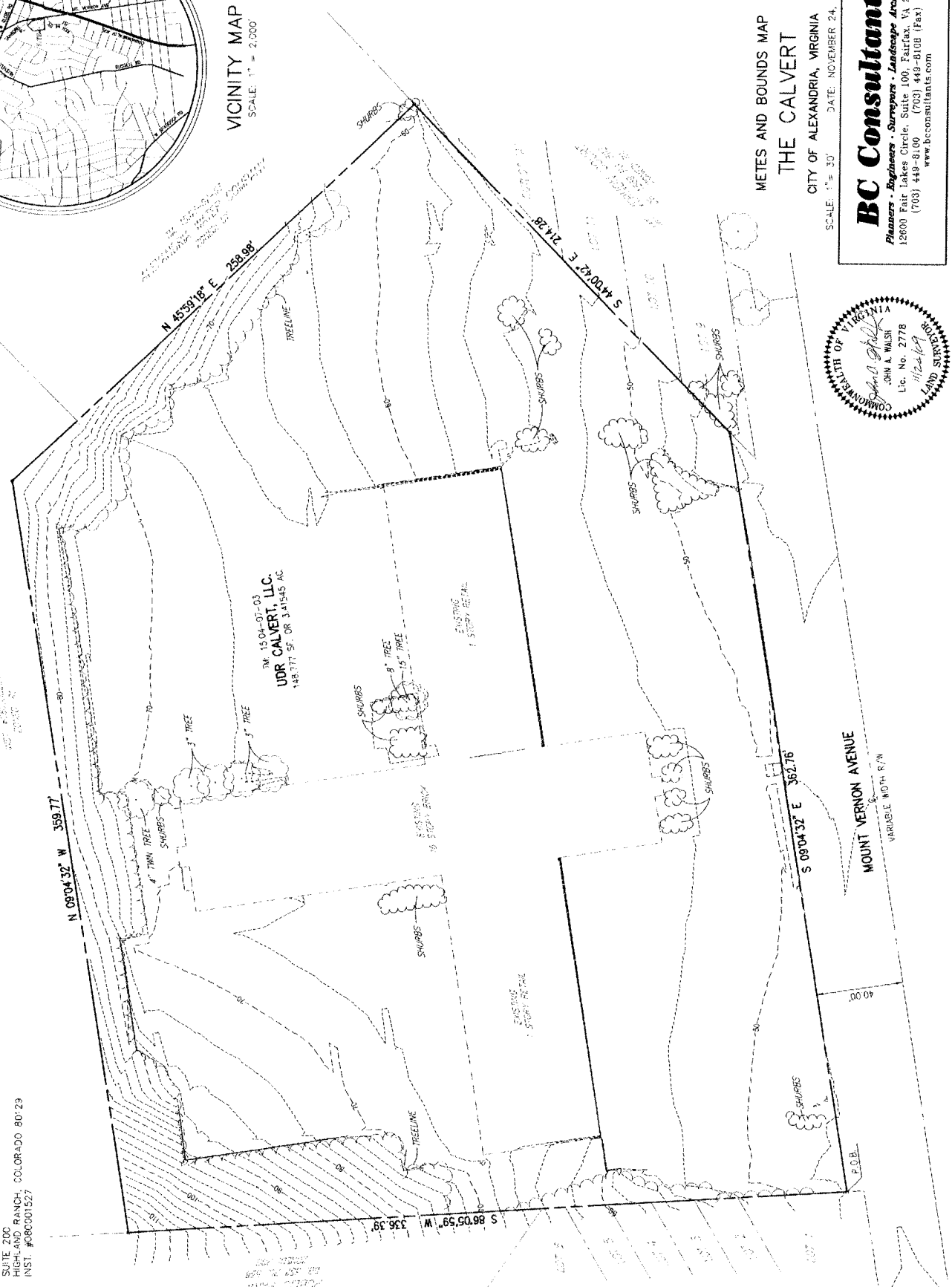
63

NOTES

- 1.) THE PROPERTY DELINEATED ON THIS PLAN IS LOCATED ON CITY OF ALEXANDRIA ASSESSMENT MAP NO. 15.04-07-03, AND IS ZONED CRMU-M.
- 2.) BOUNDARY TAKEN FROM A FIELD SURVEY PERFORMED BY BC CONSULTANTS AND DATED JANUARY 16, 2009. THE SITE SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983 (NAD 83) AND IS REFERENCED TO THE CITY OF ALEXANDRIA SURVEY MONUMENTS 538 AND 539.
- 3.) OWNER: UDR CALVERT, LLC
 ADDRESS: 1745 SHEA CENTER DRIVE
 SUITE 200
 HIGHLAND RANCH, COLORADO 80129
 INST: #060001527



VICINITY MAP
SCALE: 1" = 2,000'



**METES AND BOUNDS MAP
 THE CALVERT
 CITY OF ALEXANDRIA, VIRGINIA**

SCALE: 1" = 30' DATE: NOVEMBER 24, 2009

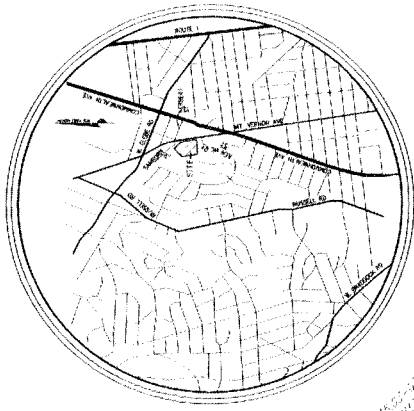
BC Consultants
 Planners • Engineers • Surveyors • Landscape Architects
 13600 Fair Lakes Circle, Suite 100, Fairfax, VA 22038
 (703) 449-8100 (703) 449-0108 (Fax)
 www.bcconsultants.com



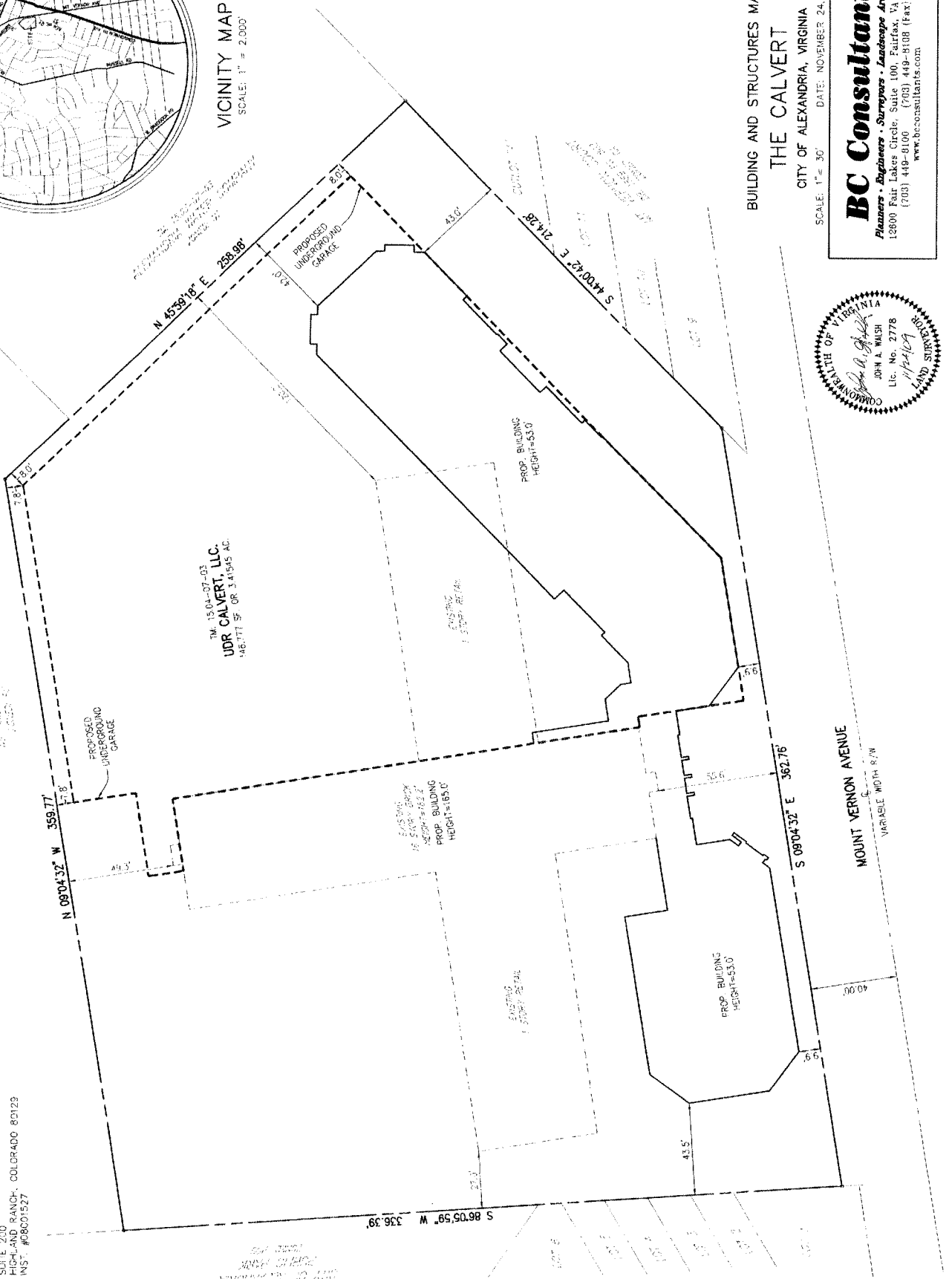
64

NOTES

- 1.) THE PROPERTY DELINEATED ON THIS PLAT IS LOCATED ON CITY OF ALEXANDRIA ASSESSMENT MAP NO. 15.04-07-03, AND IS ZONED CRML-V.
- 2.) BOUNDARY TAKEN FROM A FIELD SURVEY PERFORMED BY BC CONSULTANTS AND DATED JANUARY 15, 2009. THE SITE SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983 (NAD 83) AND IS REFERENCED TO THE CITY OF ALEXANDRIA SURVEY MONUMENTS 538 AND 539.
- 3.) OWNER: UDR CALVERT, LLC
ADDRESS: 745 SHEA CENTER DRIVE
SUITE 200
HIGHLAND RANCH, COLORADO 80129
INST. #68601527



VICINITY MAP
SCALE: 1" = 2,000'



BUILDING AND STRUCTURES MAP
THE CALVERT
CITY OF ALEXANDRIA, VIRGINIA
SCALE: 1" = 30'
DATE: NOVEMBER 24, 2009

BC Consultants
Planners • Engineers • Surveyors • Landscape Architects
13800 Fair Lakes Circle, Suite 100, Fairfax, VA 22033
(703) 449-8100 (703) 449-8108 (Fax)
www.bcconsultants.com



65

**APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2009-0006**

PROJECT NAME: **THE CALVERT**

PROPERTY LOCATION: **3110 MT. VERNON AVE., ALEXANDRIA, VIRGINIA**

TAX MAP REFERENCE: **15.04 07 03** ZONE: **CRMU- M with Proffer**

APPLICANT NAME: **UDR DEVELOPERS INC.**

ADDRESS: **5620 COX ROAD, SUITE 200
GLEN ALLEN VIRGINIA 23060**

PROPERTY OWNER NAME: **UDR CALVERT LLC**

ADDRESS: **ATTN: B&D EQUITY PROPERTY TAX GROUP
PO 06408
CHICAGO, IL. 60600-66408**

SUMMARY OF PROPOSAL: **Development Special Use Permit Amendment with Site Plan to renovate and construct an addition to Calvert Apartments and retail center.**

MODIFICATIONS REQUESTED: **SEE ATTACHED.**

SUPs REQUESTED: **SEE ATTACHED.**

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

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 their knowledge and belief.

Land, Clark, Carroll, Mendelson & Blair, P.C.

Duncan W. Blair, Esquire

Print Name of Applicant or Agent

Signature

524 King Street	(703) 836-1000	(703) 549-3335	dlbair@landclark.com
Mailing/Street Address	Telephone #	Fax #	E-mail:
Alexandria, Virginia 22314			November 20, 2009
City and State	Zip Code		filing deadline

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

Application Received: _____	Received Plans for Completeness: _____
Fee Paid & Date: \$ _____	Received Plans for Preliminary: _____
Legal Advertisement: _____	Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

66

Development Special Use Permit with Site Plan (DSUP) # 2009-0006

SUP's REQUESTED:

- 1. Special Use Permit pursuant to §5-205(c) of the Alexandria Zoning Ordinance, 1992, as amended ("Ordinance") for increased floor area ratio for Mixed Use or Residential/SUP.**
- 2. Transportation Management Plan Special Use Permit pursuant to §11-700 of the Ordinance.**
- 3. Parking reduction Special Use Permit pursuant to § 8-100 (A) (4) of the Ordinance.**
- 4. Special Use Permit pursuant to §7-902(A) (3) of the Ordinance pertaining the zone transition setbacks applicable to those portions of the Project abutting residentially zoned property.**

MODIFICATIONS REQUESTED:

- 1. Modification of the rear yard setback requirements of §7-903(A) (4) of the Ordinance along the western boundary where the Project is adjacent to the Aspen House. When constructed the Calvert Building's complied with the then applicable rear yard setback and is deemed a noncomplying use. Part of the Project is the construction of a new stairway and elevator on the western façade of Calvert Building, this addition will be within the setback mandated by §7-903(A) (4).**

Development Special Use Permit with Site Plan (DSUP) # 2009-0006

All applicants must complete this form. Supplemental forms are required for childcare facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is (*check one*)
- the Owner Contract Purchaser
 Lessee or Other: Developer

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

UDR Developers Inc. is a Virginia Corporation. One hundred percent of the stock of UDR Developers Inc. is owned by UDR, Inc., a Maryland corporation. UDR, Inc. is a public corporation traded on the New York Stock Exchange.

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

Yes. Provide proof of current City business license

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

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary)

UDR Developers Inc., a Virginia Corporation (the “Applicant”) is the developer of the proposed renovation and expansion of the Calvert Apartment mixed use project at 3110 Mt. Vernon Avenue in the Potomac West Area of the City (“Project”).

The Project will consist of the renovation of the interior and exterior of the existing Calvert Apartments building, the construction of an addition to the exiting building 147 new residential buildings and 10,499 square feet of neighborhood serving ground level retail, restaurant and personal service use space and a new surface and structured parking facility containing 523 parking spaces.

The Project has been planned and designed to be the focal point of the redevelopment of the area on Mt. Vernon Ave. between Del Ray and Arlandria as a walkable urban

68

Development Special Use Permit with Site Plan (DSUP) # 2009-0006

environment integrating commercial and residential use within the Project with the existing fabric of the area.

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

Response: Not applicable.

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

Response: Not applicable.

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

Day: Hours:

Response: Not applicable.

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

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

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

B. How will the noise from patrons be controlled?

Response: Not applicable

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

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

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

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

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

Response: The volume of trash and garbage will be that generally associated with

Development Special Use Permit with Site Plan (DSUP) # 2009-0006

residential use.

C. How often will trash be collected?

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

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

Response: Not applicable.

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:

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

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

Yes. No.

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

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

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

Not applicable.

ALCOHOL SALES

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

Development Special Use Permit with Site Plan (DSUP) # 2009-0006

[] Yes. [X] No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

See zoning tabulations on Development Plan.

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

See Zoning Tabulations on Development.

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

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

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

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

Parking Reduction Special Use Permit addressed in Traffic Study Transportation Management Plan.

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

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

Zoning ordinance? **See Zoning Tabulation on Development Plan.**

Development Special Use Permit with Site Plan (DSUP) # 2009-0006

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

See Zoning Tabulation on Development Plan.

C. Where are off-street loading facilities located?

The Loading areas are shown on the Development Site Plan.

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

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

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

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

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

Yes.

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

PARKING REDUCTION SUPPLEMENTAL APPLICATION

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

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

The Applicant is requesting a parking reduction for the Project from the 594 parking spaces required under the existing CRMU-M zone regulations to parking spaces providing 502, exclusive if 21 tandem spaces, for a total of 523 parking spaces. See: The Calvert Traffic Impact Study Alexandria Virginia, prepared by Wells+ Associates, dated November 19, 2009.

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

See: The Calvert Traffic Impact Study Alexandria Virginia, prepared by Wells+ Associates, dated November 19, 2009.

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

The Project has two (3) levels of below grade parking structured parking and one level of surface parking. It is not feasible to provide additional below grade parking. Based on the analysis of Wells + Associates, the parking provided for the Project is sufficient to meet demand.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? **No.**

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

See: The Calvert Traffic Impact Study Alexandria Virginia, prepared by Wells+ Associates, dated November 19, 2009.

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

See: The Calvert Traffic Impact Study Alexandria Virginia, prepared by Wells+ Associates, dated November 19, 2009.

APPLICATION for VACATION # 2009-0001

[must use black ink or type]

PROPERTY LOCATION: 3110 Mount Vernon Avenue, Alexandria, Virginia

TAX MAP REFERENCE: 15.04 07 03 ZONE: CRMU-M with proffer

APPLICANT'S NAME: UDR Developers, Inc. - ATTN: Richard Giannotti

ADDRESS: 5620 Cox Road, Suite 200, Glen Allen, VA 23060

PROPERTY OWNER NAME: UDR Calvert, LLC

(Owner of abutting area to be vacated)

ADDRESS: ATTN: B & D Equity Tax Group, P.O. Box 06408, Chicago, IL 60606-6408

VACATION DESCRIPTION: See Attached.

THE UNDERSIGNED hereby applies for a Vacation Ordinance in accordance with the provisions of Chapter 10 of the Code of the State of Virginia, the Alexandria City Charter and City Code, and the Alexandria Zoning Ordinance.

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 their knowledge and belief.

Land, Clark, Carroll, Mendelson & Blair, P.C.

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


Signature

524 King Street
Mailing/Street Address

703 836-1000
Telephone #

703 549-3335
Fax #

dblair@landclark.com

Alexandria, VA 22314
City and State Zip Code

December 2, 2009
Date

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

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

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

VACATION DESCRIPTION:

UDR Developers, Inc., a Virginia corporation (the "Applicant") is requesting the City Council vacate 3,562 square feet of the Mount Vernon Avenue public right-of-way adjacent to 3110 Mount Vernon Avenue.

The portion of the Mount Vernon Avenue right-of-way that is the subject of this vacation application was dedicated to the City of Alexandria in 1959 by Helen C. Calvert, the then owner of 3110 Mount Vernon Avenue in 1959 (see Deed of Dedication, Deed Book 493, page 108). The original dedication was apparently to accommodate the future widening of Mount Vernon Avenue. The Mount Vernon Avenue public right-of-way was never widened and it is doubtful that the right-of-way will be widened in the future. As such, the 3,562 square feet of land is surplus and should be vacated and reconveyed to the Applicant without cost.

B-I, 7 and
B-II, 8

C. R. 7
6-10-57

BOOK 493 PAGE 108

THIS DEED OF DEDICATION, dated the 15th day of March, 1959, made by
HELEN C. CALVERT, unmarried, hereinafter called the party of the first part.

W I T N E S S E T H:

WHEREAS, the party of the first part is the owner and proprietor of
the tract of land hereinafter described, located in the City of Alexandria,
Virginia, and

WHEREAS, the party of the first part desires to subdivide and dedicate
the hereinafter described land in accordance with the plat attached hereto and
expressly made a part hereof.

NOW, THEREFORE, the said party of the first part pursuant to the laws
of the State of Virginia and the ordinances of the City of Alexandria, Virginia,
does hereby subdivide and dedicate the hereinafter described parcel of land
in accordance with the plat attached hereto and incorporated herein by
reference, dated February 20, 1959 and signed by Edward S. Holland, Certified
Land Surveyor, and approved by the appropriate authorities of the City of
Alexandria, Virginia. The subdivision hereby made is named and designated
"Division of the Land of Helen C. Calvert", and the said party of the first
part does hereby dedicate to public use for street purposes the area designated
on said plat as "0.0818 Ac. dedicated to street purposes". The said party
of the first part further certifies that this subdivision and dedication of the
hereinafter described land is made with the full consent and in accordance with
the desires of the said party of the first part and she certifies that such
statements shall have the same force and effect as if the same were endorsed
by her on the plat attached hereto and expressly made a part hereof. The said
land now subdivided and dedicated being more particularly described in
accordance with said plat of subdivision as follows, to-wit:

BEGINNING at the intersection of the westerly line of Mt. Vernon
Avenue (60 feet wide) with the southwesterly line of the W.&. O.D.
Railroad right-of-way, and running thence with the said line of
Mt. Vernon Avenue South 8°09'09" West, 349.34 feet to a point;
thence with a northerly line of Warwick Subdivision South 87°01'22"
West, 756.42 feet to a point; thence with the extension of the
easterly line of Sycamore Street South 00°45'00" West, 2.02 feet
to a point and with the arc of a curve to the right whose radius is
363.84 feet and whose chord bearing and chord are South 01°51'15"
West and 14.02 feet, respectively, a distance of 14.02 feet to a
point; thence crossing the said Sycamore Street and running with
the northerly lines of Lots 1 and 52, Block 6 of the said Warwick
Subdivision South 87°01'22" West, 247.41 feet to a point;

thence with the easterly line of Landover Street North 23°41'58" East, 1065.33 feet to a point in the aforesaid right-of-way line of the W.O.D. Railroad; thence with the said line South 43°05'19" East, 337.11 feet to the northerly corner of the land of the Alexandria Water Company; thence with the said land of the Alexandria Water Company South 46°54'41" West, 217.80 feet to a point; South 43°05'19" East, 200.00 feet to a point and North 46°54'41" East, 217.80 feet to the aforesaid line of the railroad; thence with the said line of the railroad South 43°05'19" East, 231.75 feet to the point of beginning, containing 11.5672 acres.

WITNESS the following signature and seal.

Helen C. Calvert (SEAL)
Helen C. Calvert

STATE OF VIRGINIA,

CITY OF ALEXANDRIA, to-wit:

I, the undersigned, a Notary Public in and for the City aforesaid, State of Virginia, do hereby certify that Helen C. Calvert, whose name is signed to the writing foregoing and hereto annexed, bearing date on the 15th day of March, 1959, acknowledged the same before me in my City and State aforesaid.

Given under my hand this 5th day of March, 1959.

My commission expires on the 2nd day of September, 1959. M.C.

[Signature]
Notary Public

VIRGINIA:

In the Clerk's Office of the Corporation Court of the City of Alexandria on March 8, 1959, this deed was received and with the annexed certificate, admitted to record at 10:05 A.M.

Testes:
[Signature]
Clerk

BOOK 493 PAGE 110

**DIVISION OF THE LAND OF
HELEN C. CALVERT**
ALEXANDRIA, VIRGINIA

SECTION 11, TOWNSHIP 22 NORTH, RANGE 10 WEST, DISTRICT OF COLUMBIA

SURVEYOR'S CERTIFICATE

I hereby certify that I have carefully surveyed the property delineated by this plat and that it is correct to the best of my knowledge and belief, that it is a subdivision of the land conveyed to Helen C. Calvert by Susan P. Calvert in Will Book 2, page 478, recorded among the land records of Arlington County, Virginia and is within the boundaries thereof, and that monuments marked thereon, and pipes marked thereon, have been placed or indicated.

Helen C. Calvert
Helen C. Calvert
310 Mt Vernon Avenue
Alexandria, Virginia

Total No. Parcels 3
Total Acreal Area 11.684 AC.
Total Street Area 0.638 AC.
TOTAL AREA 12.322 AC.

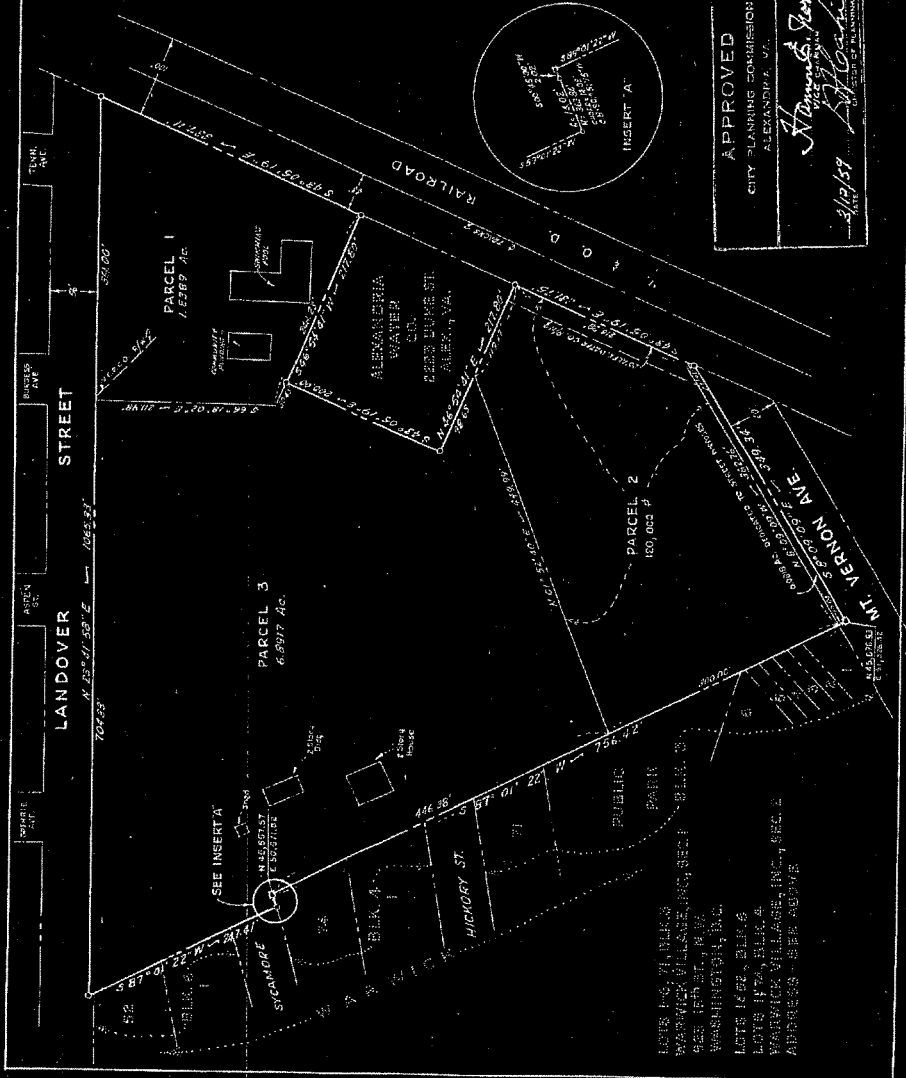
ZONE - C2

APPROVED
CITY PLANNING COMMISSION
ALEXANDRIA, VA.

Adrienne J. Jervis
Adrienne J. Jervis
City Planner
3/19/59

EDWARD S. HOLLAND
Professional Land Surveyor
Certificate No. 1000
No. 1711 Street, Alexandria, VA.

DATE 3/19/59
BY *[Signature]*
CHECKED BY *[Signature]*
TITLE 1000
L.S. 1000
L.S. 1000



**DESCRIPTION OF
MOUNT VERNON AVENUE
(PORTION TO BE ABANDONED AND VACATED)
CITY OF ALEXANDRIA, VIRGINIA**

Being a portion of Mount Vernon Avenue previously dedicated to street purposes as recorded in Deed Book 493 at Page 108 among the Land Records of the City of Alexandria, Virginia and being more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of Mount Vernon Avenue (variable width), said point also being the Southeasterly corner of Lot 9 as shown on a plat of subdivision entitled "Mount Vernon Court" as recorded in Deed Book 1569 at Page 802 among the aforesaid Land Records; thence leaving said Lot 9 and running through said right-of-way

- 1) South 09° 04' 32" East, 349.34 feet to a point; thence continuing through said right-of-way and with the Northerly line of Lot 1 as shown on a plat of subdivision entitled "Warwick Village, Section One"
- 2) South 86° 05' 59" West, 10.04 feet to a point; thence leaving said Lot 1 and running with the Easterly line of UDR Calvert, LLC as recorded in instrument number 080001527 among the aforesaid Land Records
- 3) North 09° 04' 32" West, 362.76 feet to a point on the Southwesterly line of the aforesaid Lot 9, Mount Vernon Court; thence leaving said UDR Calvert, LLC and running with the Southwesterly line of Lot 9
- 4) South 44° 00' 42" East, 17.47 feet to the point of beginning, containing 3,562 square feet or 0.08177 acres of land.

This document was prepared without the benefit of a title report which may reveal or discover easements and/or rights-of-way not described herein.

RESOLUTION NO. MPA 2009-0005

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

WHEREAS, an application for amendment to the Potomac West Small Area Plan chapters of the 1992 Master Plan was filed with the Department of Planning and Zoning on **December 3, 2009** for changes in the land use designations to the parcels at **3110 Mount Vernon Avenue**, and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **September 7, 2010** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Potomac West Small Area Plan sections of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Potomac West Small Area Plan chapters of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the Potomac West Small Area Plan; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the Potomac West Small Area Plan chapters of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

RESOLUTION NO. MPA 2009-0005

Page 2

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

1. The following amendment is hereby adopted in its entirety as an amendment to the Potomac West Small Area Plan chapters of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Remove the proffered rezoning limiting the use of all but the commercial shopping center facing Mt. Vernon Avenue to RC/Residential High.

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

ADOPTED the 7th day September, 2010.

John Komoroske, Chairman
Alexandria Planning Commission

ATTEST:

Faroll Hamer, Secretary

Docket Item #7
DSUP 2009-0006

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 7, 2010

TO: CHAIRMAN KOMOROSKE AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR *FH*
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: DSUP #2009-0006 – THE CALVERT – PROPOSED REVISION TO TMP CONDITION #35 AND ATTACHMENT #4

Upon further review, Staff is recommending the following change to Condition # 35 of the recommended conditions for the Calvert application in order to be consistent with the Transportation Management Plan (Attachment #4):

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

In addition, minor revisions to Attachment #4 have been made to ensure consistency with the recommended conditions.

Attachment #4 – Transportation Management Plan

DSP # 2009-0006 — The Calvert Apartments (Redevelopment)

**3110 Mt. Vernon Avenue
Alexandria, VA 22305**

The Calvert Apartments site is located at a distance of over 2 miles from King Street and National Airport Metro stations. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Transportation Planning Division proposes for The Calvert Apartments mixed use redevelopment:

The Transportation Management Program for The Calvert Apartments consists of 5 parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization and Funding
- 3) Transportation Management Plan
- 4) Evaluation of the Effectiveness of the TMP
- 5) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Calvert Apartment site is located at a distance of over 2 miles from the nearest Metro stations. The DASH line AT10 and Metro bus lines 10A, 10B, and 10E service the site providing connection to Braddock Road and King Street Metro Stations and the VRE commuter train station. Metro lines 10A and 10E also provide connections to the Pentagon Metro station. In addition, the City of Alexandria is proposing to build a Bus Rapid Transit line along Route 1 – Jefferson Davis Highway and a potential future Metro Station at Potomac Yard. In view of this accessibility to transit, the TMP goals were established as 20% non-SOV for mixed uses beyond 1,500 feet of the Metro Station.
- b. The achievement of this goal will be demonstrated by the performance of the TMP based on the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. ~~The fund report should demonstrate that enough activities are being conducted to persuade residents and tenants, as well as retail employees, to switch to transit as opposed to using their personal vehicles.~~ The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal, **which is 20% non-SOV**. The fund report and survey are covered under paragraph 3., sections c., d. and e.

- c. The TMP fund rate and program shall be evaluated 2 years after the issuance of the first certificate of occupancy and every 5 years thereafter. The rate shall be increased or decreased (as appropriate) based on factors including: ability to achieve goals, varying transit costs, etc. and programs adjusted as appropriate. All adjustments to the rates and programs shall be approved by the Director of T&ES.

2. TMP Organization and Funding

- a. The developer has agreed to appoint a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the residents of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Work Plan will be developed by the TMP Coordinator and approved by the Transportation Planning Division. This work plan will be due on January 15 of every year. To fund the ongoing operation and management of the TMP, the property owner will contribute a yearly amount of \$80.00 per **occupied** residential unit and \$0.40 per square feet of retail space. The annual rate for the fund is established in paragraph 3.c. of this same document. The rate will be adjusted yearly as per the consumer price index (CPI).

3. Transportation Management Plan

- a. The Special Use Permit application has been made for the following uses:

Use	Units	Square Feet
Residential	332	—
Retail	—	10,914

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan may include the following elements:
 - i. A TMP Coordinator shall be designated for the entire project **upon application for the first certificate of occupancy**. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements ~~shall~~ **may** be promoted to prospective tenants and to employers and their employees.

- iii. Information about transit, ridesharing, and other TMP elements ~~shall~~ **may** be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program ~~shall~~ **may** be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program ~~shall~~ **may** be established as part of the ridesharing and transit marketing efforts for the building. Currently, Zipcar has vehicles in the Alexandria area. For those residents who take transit, carpool, vanpool, walk, or bike to work, the City of Alexandria Rideshare Program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media ~~shall~~ **may** be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund:** Based on a 20% non-SOV goal for the proposed project, annual rates of \$80.00 per **occupied** residential unit and \$0.40 per square feet of retail uses are established for the project. *The first payment to the fund shall be made with the issuance of the initial Certificate of Occupancy.* Payments shall be the responsibility of the property owners. The rate will be adjusted annually, to begin one year after the initial CO is issued, as per the consumer price index (CPI) of the United States for the previous year. The TMP fund shall be used exclusively for these approved activities:
- i. Purchase, installation, maintenance, and operation of electronic data centers for transit information to facilitate and promote the use of public transportation and, therefore, the TMP goals.

- ii. Initial capital costs may be capitalized over up to 3 years with replacement reserve allocation being counted towards annual expenditure of TMP.
 - iii. The purchase of Smartrip cards loaded with at least \$25.00 in fare to be included in move-in package for new residents.
 - iv. Up to 20% of the annual contribution, or \$6,000.00, should be used as reimbursement of the salary cost for the TMP Coordinator.
 - v. Costs of operating a shuttle van to metro stations for residents and employees, if an on-site shuttle is provided.
 - vi. Discounting the cost of bus and transit fare media for on-site employees and residents. ~~Exception:~~ The fund ~~shall~~ **should** not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
 - vii. Subsidies to transit providers.
 - viii. Marketing activities, including advertising, promotional events, etc.
 - ix. Bicycle lockers for residents.
 - x. Participate in air quality action day programs.
 - xi. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures, **such as administration of necessary TMP audits and survey.**
- d. **Unencumbered Funds:** As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
- e. The TMP Coordinator will provide semi-annual TMP Fund reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. ***The first report will be due six months following the issuance of the first certificate of occupancy.*** Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made reasonable effort to use the funds for TMP activities.

- f. The TMP Coordinator shall provide annual reports to the Transportation Planning Division, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the summary results of the annual survey, together with the raw data, and a work program for the following year. ***The initial report shall be submitted 1 year from the time of 60% occupancy of The Calvert Apartments.*** The annual report shall identify, as of the end of the reporting period, the amount of square footage of occupied office and retail space. In conjunction with the survey, the TMP Coordinator shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project. An outside independent consultant, approved by T&ES, shall perform the audit and will certify to its findings.

- g. **Administrative Fee for Non-Compliance:** An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports (fund reports with supporting documentation, annual reports, survey results and submission of raw data). The fee shall be in the amount of five hundred dollars (\$500.00) for the first thirty (30) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

4. Evaluation of the Effectiveness of the TMP

- a. The goal of 20% non-SOV for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.

- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of The Calvert Apartments in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the Annual Work Plan for the association.

- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP has flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors,

prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. Revision to the Transportation Management Program

The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this DSUP. (T&ES)

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. *Prior to any lease/purchase agreements*, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such *language to be reviewed and approved by the City Attorney’s office*.
- c. The Director of T&ES may approve modifications to agreed TMP activities **and funds**, provided that any changes are consistent with the goals of the TMP.
- d. **In the case of any conflicts between the conditions of approval for DSUP #2009-0006 and this attachment, the conditions will govern.**

Del Ray Citizens Association

Established 1954
delraycitizens@yahoo.com

P.O. Box 2233, Alexandria, VA 22301
<http://www.delraycitizen.org>

September 3, 2010

Faroll Hamer, Director, Department of Planning and Zoning
City Hall, Room 2100
Alexandria, VA 22314

Docket Item #7
The Calvert

Subject: Docket item #7 A-E
MP# 2009-0005; Rez# 2009-0003; DSUP# 2009-0006; TMP# 2010-0002; and Vac# 2009-0001; The Calvert at 3110 Mount Vernon Avenue

Dear Ms. Hamer,

At the regular Association meeting on April 12, 2010, our membership voted to support recommendations from the Land Use committee and Executive Board as announced in 'The Citizen', newsletter of the Del Ray Citizens Association, as follows:

3110 Mt. Vernon Avenue, The Calvert

Proposed renovation and expansion; renovation of interior and exterior of existing apartment building, construction of replacement commercial strip includes additional 4 stories of apartments above, new surface and underground parking structure, and conversion of an existing surface lot into permeable open space. Redevelopment design enhances walkable, urban mixed-use environment.

LUC recommends support for the applications with the following conditions:

- Public open space shall available for use by commercial tenants. A Landscape plan shall be implemented that assures the purpose of the residential accessible open space is planned and environmentally sustainable.
- Tenants shall not eligible for residential parking district permits.

The Land Use committee met with the applicants on April 9 and October 8, 2009. The committee hosted a community meeting on May 14, 2009 and the applicant was present at the Association Annual Meet-n-Greet, held in March 2010. It is our understanding that the applicant is agreeable to the intent of our requests.

Thank you for your consideration.

Sincerely,

Sarah Haut
Co-Chair
Land Use Committee

cc:
Planning Commission
Duncan Blair, Esq.

*Celebrating 100 years of the Town of Potomac
1908 - 2008*

Docket Item #7
DSUP 2009-0006

Just A Honky Tonk, LC
(Trading as the Birchmere)
3701 Mt. Vernon Avenue
Alexandria, VA 22305

The Honorable William D. Euille, Mayor
Members of the Alexandria City Council
City of Alexandria
301 King Street
City Hall, Room 2300
Alexandria, VA 22314

Dear Mayor Euille and members of the City Council:

On behalf of the Birchmere, I am writing to express our strong support of The Calvert project proposed by UDR. We have carefully reviewed and discussed UDR's redevelopment plans for The Calvert apartments located on Mt. Vernon Avenue and find the project truly exceptional. The project complements current development on Mt. Vernon Avenue and will serve as a potential catalyst for additional – and much needed – investment in the area. A quality project such as this gracing Arlandria is very welcome. We encourage the City to support and encourage such a fine redevelopment effort in our neighborhood.

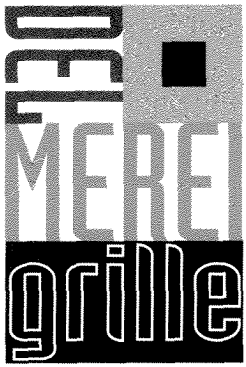
Thank you for your kind consideration.

Sincerely,

James J. Matthews, Jr.

CC

Jackie Henderson, City Clerk and Clerk of the City Council
Gwen Wright, Planning and Zoning
Richard Giannotti, UDR
Duncan W. Blair



DEU 009-0006
Docket Item #7

3106 mount vernon avenue
alexandria virginia 22305
t: 703-739-4441
f: 703-739-4991
w: delmeregrille.com

July 29, 2010

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

Dear Chairman Komoroske and Members of the Planning Commission:

We are writing in support of UDR Developers, Inc.'s applications to redevelop the Calvert Apartments. As many of you know, Abraham family members have owned and operated restaurants in the retail portion of the Calvert for many years: the Calvert Grille and most recently Del Merei Grille and therefore know the area well. The proposed redevelopment of the Calvert Apartments will transform the property into a vibrant and architecturally pleasing project with attractive street grade retail spaces. We have decided that it is important to the Del Ray community that this project move forward continuing the transformation of the Mount Vernon corridor. We have reached a mutually acceptable financial arrangement with the owner of the Calvert Apartments that will allow the current Del Merei tenant space to be vacated and the redevelopment project to proceed if approved by the Planning Commission. We endorse the Calvert Apartment redevelopment project.

Lastly, we would like to thank you all for your support of Del Merei over the past five years.

Sincerely,

A handwritten signature in cursive script that reads "Mary A. Reid".

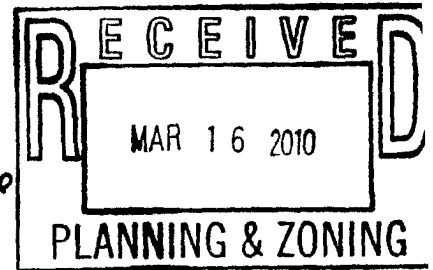
Mary Abraham Reid
President, Avenue Food Company

Y-12

INVESTMENTS LLC

March 9, 2010

Docket Item #7
DSUP 2009-0006



The Honorable William D. Euille, Mayor
Members of the Alexandria City Council
City of Alexandria,
301 King Street
City Hall, Room 2300
Alexandria, VA 22314

Re: PROPOSED REDEVELOPMENT OF THE CALVERT

On behalf of the ownership of Del Ray Central, sometimes known as the Triangle Site, I am writing to express our support of the proposed redevelopment of the Calvert as presented to us on January 26 by Mr. Richard Giannotti of UDR. We understand that they are proposing to completely rehabilitate the existing tower, including a new exterior skin, and replace the existing retail sections with new construction, including ground level retail, closer to the street edge.

We believe that this plan, in conjunction with our soon to be completed project across Mt. Vernon Avenue, will further strengthen the Del Ray neighborhood and hopefully be a catalyst for further redevelopment north towards Glebe Road. In particular, we think their plans to bring the new construction closer to the street will substantially improve the walking and shopping experience that makes "The Avenue" the unique and special place that is within the metro area.

Thank you in advance for your consideration of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Stewart Bartley".

R. Stewart Bartley

Cc: Mark Kington
Nicholas Perrins
Greg Killeen, Prudential Real Estate Investment
Jackie Henderson, City Clerk
Gwen Wright, Planning & Zoning
Richard Giannotti
Duncan W. Blair, Esq.

Weissberg Corp.

An Investment Company

Docket Item #7
DSUP 2009-0006

February 9, 2010

The Honorable William D. Euille, Mayor
Members of the Alexandria City Council
City of Alexandria
301 King Street
City Hall, Room 2300
Alexandria, VA 22314

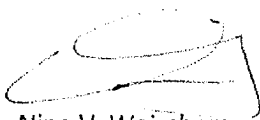
RE: Calvert Redevelopment Project

Dear Mayor Euille,

I am writing in support of the Calvert Redevelopment Project. I believe this is a quality project which will be a significant contribution to the revitalization desires of the residential and real estate communities. It will improve the neighborhood by creating a new pedestrian streetscape using the current excellence in development standards.

I can be reached at 540-341-0099 x151 should you wish to discuss this further.

Sincerely,



Nina V. Weissberg
President, Weissberg Corp.

cc: Duncan W. Blair
Richard Giannotti
Jackie Henderson, City Clerk and Clerk of the City Council
Gwen Wright, Planning and Zoning

Docket Item #7
DSWP 2009-0006



To:
Cc:
Bcc:
Subject: Fw: COA Contact Us: Docket item #7- A-E- The Calvert Apartments

Jack Stevens

COA Contact Us: Planning and Zoning General...

09/07/2010 01:26:32 PM

From: Jack Stevens <stevensjl@comcast.net>
To: pnzfeedback@alexandriava.gov, cicely.woodrow@alexandriava.gov,
graciela.moreno@alexandriava.gov
Date: 09/07/2010 01:26 PM
Subject: COA Contact Us: Docket item #7- A-E- The Calvert Apartments

Time: [Tue Sep 07, 2010 13:26:30] Message ID: [23989]

Issue Type: Planning and Zoning General Feedback
First Name: Jack
Last Name: Stevens
Street Address: 3834 Charles Ave.
City: Alexandria
State: VA
Zip: 22305
Phone: 703-548-0960
Email Address: stevensjl@comcast.net
Subject: Docket item #7- A-E- The Calvert Apartments
Docket Item #7 A-E - The Calvert Apartments
Master Plan Amendment

#2009-0005
Rezoning #2009-0003
Development Special Use Permit

#2009-0006

Members of Planning Commission,

Thank you for your consideration of the Calvert Redevelopment proposal. We ask that you recommend approval. Lenox Place at Sunnyside supports the proposed changes and looks forward to the enhanced streetscape created by bringing the shops closer to the Avenue. The Calvert's proximity to Arlandria and the opportunity to create a link along Mt. Vernon Avenue will have a positive impact throughout our neighborhoods and particularly in Arlandria, a

premier Alexandria gateway. We appreciate UDR's efforts to keep us informed throughout the planning process. They have solicited our input on several occasions. We believe they have been an integral part of our community's success.

The 2008 Safeway Site feasibility study indicated that development of the Calvert and Triangle sites must be complete for further Arlandria development to become feasible. The significant architectural improvements to the building's exterior will improve both the streetscape and area appeal. The City-organized action plan for Arlandria looks to the success of the Calvert and Del Ray Central as a positive sign that the City supports development in areas where needed.

We have also been extensively involved in this year's budget plans and are heartened to see that the improved commercial property will ultimately help shift the tax base away from Alexandria residents in the future.

Sincerely,
Jack Stevens
President, Lenox Place at Sunnyside Homeowners'
Association

Docket Item #7
DSUP 2009-0006



To:
Cc:
Bcc:
Subject: Fw: COA Contact Us: Docket item #7 / DSUP 2009-0006

Kevin Beekman COA Contact Us: Planning and Zoning General... 09/07/2010 02:03:41 PM

From: Kevin Beekman <kevin.beekman@arlandria.org>
To: pnzfeedback@alexandriava.gov, cicely.woodrow@alexandriava.gov, graciela.moreno@alexandriava.gov
Date: 09/07/2010 02:03 PM
Subject: COA Contact Us: Docket item #7 / DSUP 2009-0006

Time: [Tue Sep 07, 2010 14:03:39] Message ID: [23992]

Issue Type: Planning and Zoning General Feedback

First Name: Kevin

Last Name: Beekman

Street Address: 3905 Elbert Avenue

City: Alexandria

State: VA

Zip: 22305

Phone: 7038225741

Email Address: kevin.beekman@arlandria.org

Subject: Docket item #7 / DSUP 2009-0006

I'm writing to request that Planning Commission recommend approval for the renovation proposal for the Calvert (DSUP #2009-0006).

We have met with UDR at various public meetings over the past year and welcome this need upgrade to their aging building.

The plans to reface the existing tower and replace the front parking lot and retaining wall with a mid-rise (4 story), street-fronting apartment building will help to maintain (and even expand) the rental housing opportunities in the area while bringing added vibrancy to the Avenue business districts by

Comments: relocating the existing ground-floor retail adjacent to Mt Vernon

Avenue. The accompanying under-grounding of the parking will expand open space adjacent to Goat Hill Park.

Although build-out will take many months but it looks extremely promising. The

renovation will revitalize an aging building, strengthen existing retail, and suggests that the Calvert will evolve along Complete Street principles.

The project when complete will mark the continuation of the renaissance along Mt Vernon Avenue and into Arlandria.

<http://www.arlandria.org/2010/09/renovating-calvert.html>