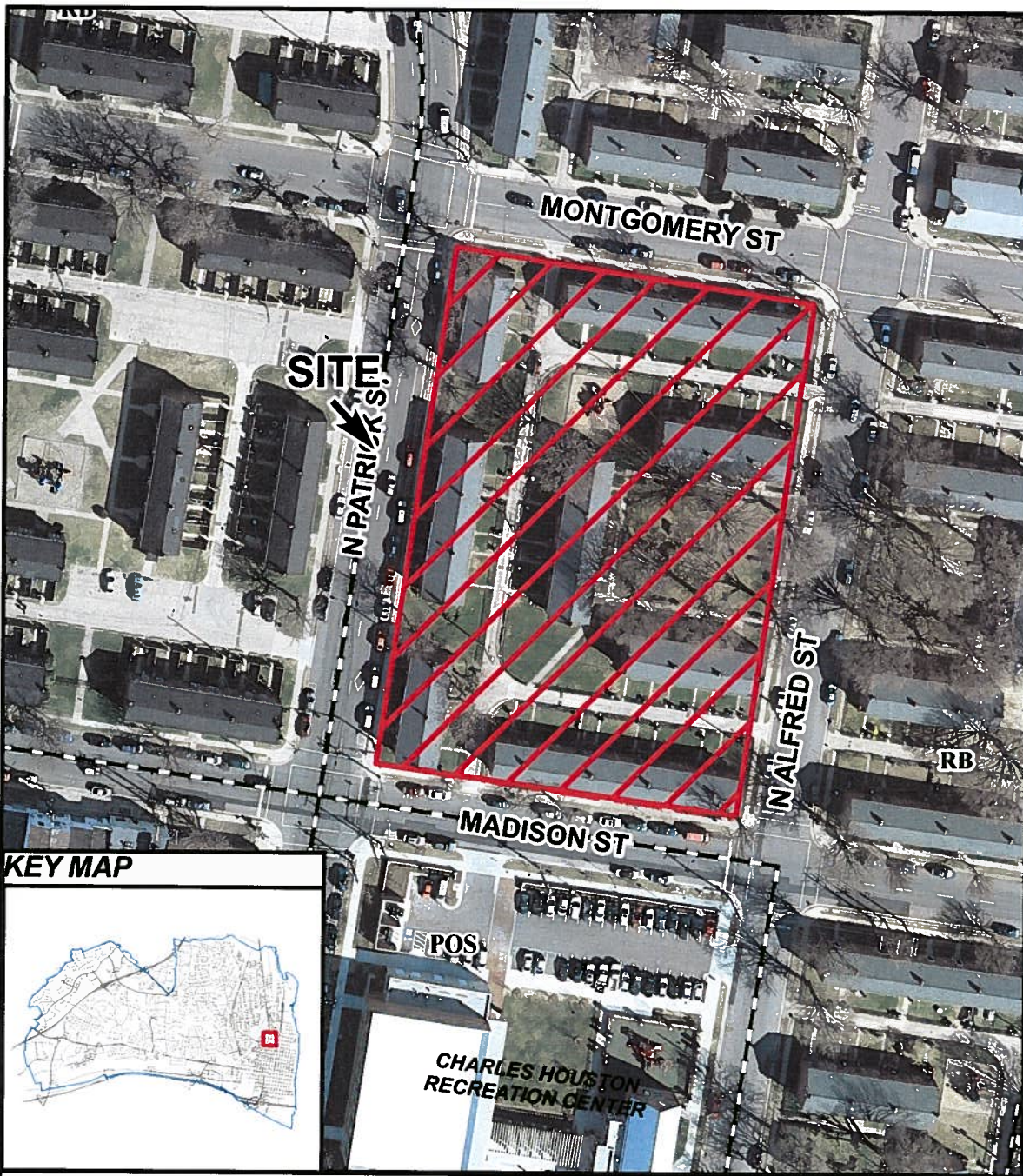




Docket Item #8
Development Special Use Permit #2011-0003 – James Bland
(Amendment to DSUP #2008-0013)

Application	General Data	
Project Name: James Bland	PC Hearing:	March 1, 2011
	CC Hearing:	March 8, 2011
	If approved, DSUP Expiration:	March 8, 2014 (3 years)
Location: 898 North Alfred St.	Zone:	CDD #16
	Proposed Use:	Townhouse and Multifamily
Applicant: EYA and ARHA	Small Area Plan:	Braddock Road Metro and Braddock East Plans
	Historic District:	Parker-Gray
	Green Building:	Will conform to requirements in DSUP 2008-0013

Purpose of Application
A consideration of requests to amend Development Special Use Permit #2008-0013 (James Bland) to construct three multifamily buildings instead of two multifamily buildings on Block 898 and to revise the architectural design of these buildings. In addition, consideration of a change to the phasing plan for the project to allow Block 898 to be the third phase of the project.
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewer(s): Dirk H. Geratz, AICP; dirk.geratz@alexandriava.gov Katye Parker, AICP, LEED AP; katye.parker@alexandriava.gov Maya Contreras; maya.contreras@alexandriava.gov



DSUP #2011-0003 3/1/2011



I. SUMMARY

A. Recommendation

Staff recommends approval of the proposed amendment to Development Special Use Permit 2008-0013 for a mixed-income residential development at the James Bland public housing site. The application requests the following changes:

- Change the phasing plan for the project so that Block 898 (see Block map on Page 4) proceeds as the third phase of redevelopment.
- Revise the footprint of the approved multifamily buildings on Block 898 (see Block map on Page 4) from twin buildings to three buildings, one larger and two smaller.
- Revise the architectural design of these multifamily buildings to enhance their compatibility with the neighborhood.

This amendment remains consistent with the overall approved redevelopment plan for James Bland. The multifamily buildings are located on the western edge of the site, closest to Route 1, and the height, scale and general massing of the previous approval are unaffected. Staff believes the change to three buildings is an improvement as it helps to further break up the mass of the multifamily buildings.

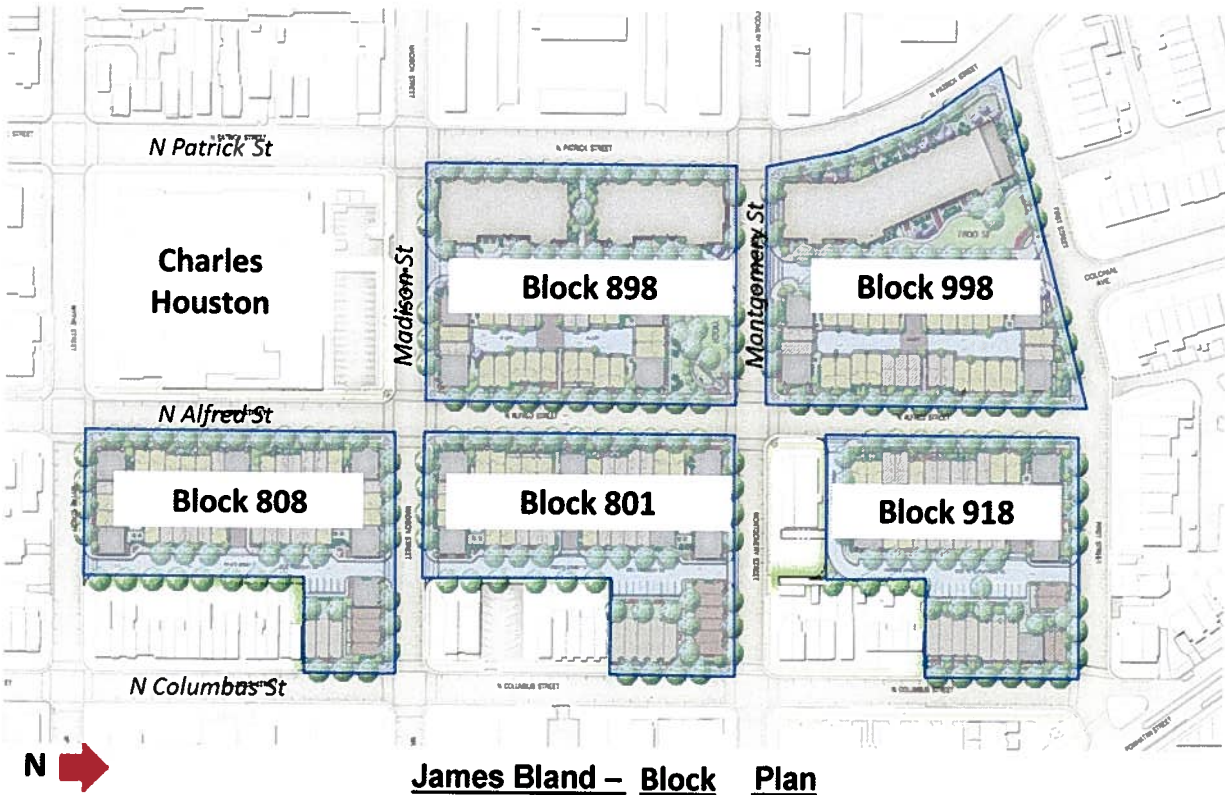
Additionally, the change in the phasing plan that would result from this request allows the new City park that is part of this block to be constructed several years sooner. Finally, the configuration of these buildings is more advantageous in terms of affordable housing tax credit financing. Thus, approval of this request assists the applicants with obtaining necessary funding and tax credits for the development, which in turn keeps the entire development in active construction and on track to meet the housing goals for ARHA.

B. Summary of Amendments

The applicants, Alexandria Redevelopment and Housing Authority (ARHA) and Eakin Youngentob (EYA), are requesting approval of an amendment to the DSUP approved by City Council in October 2008. The former James Bland public housing development, which covers five blocks within the Parker Gray Historic District, is being redeveloped as a mixed-income community, known as Old Town Commons. Three of the blocks, Blocks 808, 801 and 918, are approved for a combination of market-rate townhouses and ARHA triplexes. The two blocks fronting North Patrick Street, Blocks 898 and 998, include multifamily buildings in addition to market-rate townhouses and ARHA triplexes. The first two phases, Blocks 808 and 801, are under construction or in permitting.

Instead of proceeding with the third and final block of exclusively townhouse and ARHA triplex units (Block 918), the applicants have opted to move forward with Block 898, which contains multifamily buildings and the new City park. This is not a formal change to a DSUP condition; however, it is a change to the phasing plan that was originally proposed by the applicant and approved through the Final Site Plan process. The North Alfred frontage, previously approved for townhouses and ARHA triplexes, remains the same. The North Patrick frontage was

proposed in 2008 as two multifamily buildings. Height, scale and massing were approved with the 2008 DSUP. In considering the block phasing, applicants have determined that there are benefits to requesting an amendment and asks that the Planning Commission and City Council approve a revision to the footprints of the multifamily buildings from two to three buildings.



II. BACKGROUND

In 2008, the Alexandria Redevelopment and Housing Authority (ARHA) and Eakin Youngentob (EYA) submitted a redevelopment plan for a mixed-income community on a five block, 8.49 acre site within the Braddock East Master Planning Area. The plan proposed the removal of all existing buildings (194 total units) and the creation of 379 new units, including 134 ARHA units, 159 market-rate townhomes and 86 market-rate multifamily units.

The redevelopment, renamed Old Town Commons, is planned to occur in five phases, with construction taking place over a period of approximately ten years. Block 808, located between North Alfred, North Columbus, Wythe and Madison Streets, is currently under construction, with the model unit open and several units occupied. Block 801, located directly north between North Alfred, North Columbus, Madison and Montgomery Streets, is in building permit review, and construction will begin in the spring of 2011.

In fall of 2010, EYA and ARHA approached the City to discuss potential changes to the multifamily building configuration and to the project phasing. Previous discussions had envisioned that the three townhouse blocks, 808, 801 and 918, which front North Columbus and North Alfred would be built first, followed by Blocks 898 and 998, with the combination of townhouse and multifamily construction, fronting North Alfred and North Patrick Streets.

Block 898, now proposed as the third phase, is directly north of Charles Houston Recreation Center and has multifamily buildings fronting North Patrick and townhouse units fronting North Alfred. The height, scale and mass of the multifamily buildings on Block 898 were approved in DSUP 2008-0013 as 48 foot four-story buildings, with a total of 44 market-rate units and 33 ARHA units (additional market-rate and ARHA multifamily units are proposed for Block 998.)

In the proposed configuration, the western half of Block 898 has been divided into three multifamily buildings instead of two. The larger central building has 44 market-rate units and the two smaller flanking buildings have 16 ARHA units in each, for a total of 32 ARHA units in the multifamily buildings on that block. All the buildings remain four stories. As previously approved, there is one level of underground parking beneath the site for market-rate units and the ARHA units are parked on the street. The plans for the half of the block with townhouse units and the park remain unchanged.

III. ZONING & SMALL AREA PLAN

A. Zoning Compliance

The five blocks that make up the James Bland redevelopment site were rezoned from RB/Townhouse Zone to CDD#16 as part of DSUP 2008-0013, and this zoning classification will not change. The proposed adjustments to the footprints of the multifamily buildings do not significantly change the height, scale or mass of the buildings. As these were approved with the previous DSUP, the project remains in zoning compliance.

B. Small Area Plan

The site is split between two neighborhood plans: Braddock Road Metro and Northeast. The two northern blocks lie within the boundaries of the Northeast Small Area Plan while the three southern blocks, including the block in question, are in the Braddock Road Metro boundaries.

The Braddock Metro Neighborhood Plan promotes the integration of public housing units into new mixed-income housing communities. This approach has gained support throughout the housing community and was mandated in 2000 by the US Department of Housing and Urban Development (HUD).

The Braddock East Master Plan is an amendment to the Braddock Metro Neighborhood Plan, and expanded upon the principle: *to promote mixed-income housing through the redevelopment of the existing public housing sites that form the Braddock East Master Planning area.* It

incorporated additional principles into the planning framework, as well as the Design Guidelines, which were set out in Appendix A of the Braddock Metro Neighborhood Plan.

The Plans recommended that the nine blocks in the center of the neighborhood occupied by public housing be redeveloped with housing for mixed-income communities. It specifically recommended that the ARHA-owned James Bland, Andrew Adkins, Samuel Madden, and Ramsey Homes properties be redeveloped at higher densities and that when they redevelop, a mix of populations, including public housing, workforce, and market-rate units be included. The plan also sought to encourage design that enhances a sense of community, as concerns were raised that James Bland residents had not been fully integrated into the neighborhood life of the surrounding Braddock Road Metro and Northeast communities.

The proposed change to the footprints of the multifamily buildings still maintains the goal of mixed income units in close proximity to each other and improves the site planning to encourage greater interaction of residents through shared courtyard entries. As well, the change in block phasing introduces the neighborhood park several years earlier than originally anticipated. This should help to create an identifiable community core that can be enjoyed by, and improve the quality of life of, the entire neighborhood.

IV. STAFF ANALYSIS

The Old Town Commons/James Bland redevelopment project is well underway. Block 808 is under construction and Block 801 is in building permit review. As noted in this request, the applicants, ARHA and EYA, plan to redevelop Block 898 as the next block.

Block 898 is an entire block that is approved for 21 market-rate townhouses and four ARHA triplexes, in addition to the two multifamily buildings and the new City park. The City is purchasing four of the townhouse lots in order to expand the park, bringing the townhouse total to 17. The plan for the eastern half of Block 898 remains as approved, with the park in the northeast corner and a mixture of market-rate townhouses, alley units and ARHA triplexes in the southeast corner.

The footprint change is proposed for the western half of the block, which fronts N. Patrick Street. The multifamily component was originally designed in 2008 as twin four-story buildings with the ARHA units on the first two floors, accessible from the street level. The third and fourth floors were market rate condominium units, accessible from a street level lobby or the below-grade parking garage beneath the two buildings.

The new proposal separates the two buildings into three, with a rectangular central market-rate building flanked by square ARHA buildings. Each of the buildings remains at four stories. The ARHA buildings would be four apartments per level, for a total of 16 units in each building.

The market rate count remains at 44 units. The number of ARHA units in this phase is decreased by one, from 33 units to 32 units, with the lost unit to be provided in a future phase. As previously approved, one level of below-grade parking will be provided for the market rate units, with the ARHA units parking on-street.

A. Phasing Change

The phasing for the overall development was determined by the applicant as part of the first Final Site Plan process for Block 808. Though sales of the market-rate townhouses are going well, EYA is concerned about the absorption rate with the addition of a third full block of townhouses. The applicants have indicated that building a block with multifamily product is useful from a marketing standpoint, as it can appeal to a different consumer. This also clusters the new construction together around the recently completed Charles Houston Recreation Center. From a City perspective, constructing Block 898 next has the added benefit of bringing the new park online several years earlier than originally anticipated. This, in conjunction with Charles Houston Recreation Center, will be a tremendous resource that can be used by the existing neighborhood as well as the new Old Town Commons residents.

B. Building and Site Plan Change

A major goal of the original design process was promotion of architecture that would reflect the simple forms and details of the Parker-Gray and Northeast neighborhoods. Additionally, there was a strong feeling that there should be enough variation in architectural solutions provided to prevent the five blocks from feeling too similar. An additional consideration was the unit-mix per block, as there was a shared goal that the ARHA residents be uniformly represented throughout the site. The mix was approved at approximately 35% per block of ARHA units, and this balance is being maintained.

The overall site plan and building height of the project remain generally unchanged. One minor adjustment shifts the entrance to the underground parking garage to midblock, rather than closer to Madison Street. Staff considers this an improvement from a safety perspective, as it moves the curbcut further from the intersection. It also places the garage entrance directly opposite the exit from the internal motor court in the other half of the block, which will minimize disturbance from headlights.

The primary design change, as noted, is the shift from two mixed income residential buildings into three structures, with the central market rate sales condominium building separated from the two ARHA rental buildings. There are benefits to ARHA, as it means that they can maintain their own structures separately from the condominium association. It also helps to meet ARHA-preferred design standards for ease of management and maintenance, ADA-accessibility for a certain percentage of units, and creation of units whose exteriors are indistinguishable from market-rate units.

The applicants feel strongly that the proposed revision is essential to facilitate the substantial level of private financing and investment required to maintain the construction schedule of this multi-phased redevelopment project and meet ARHA's housing goals. Some of the challenges they are facing include changes in construction loan underwriting criteria and mortgage lending policies, as well as the desire of potential low income housing tax credit investors to mitigate risk in mixing affordable rental and market rate sales products.

C. Multifamily Building Configuration and Architecture

In the original approval, the greatest height and density was proposed in the three multifamily buildings along N. Patrick Street in the western half of the Route 1 blocks. It was envisioned that they would function as a transition to the density recommended for the future redevelopment of the Samuel Madden homes, located between N. Patrick and N. Henry Streets. This continues to serve as an important edge, as the trend towards denser residential around metro stations is reflected in the projects at Payne Street, Madison Street, and the Jaguar project at the Braddock Metro.

The overall mass, scale and location of the multifamily buildings were approved with the previous DSUP. The applicants' current proposal introduces variation to the building streetwall. The buildings have an urban loft architectural character with a pronounced fenestration. The majority of the windows will have the effect of triple windows through the use of a double hung over a fixed window and arranged in double and triple configurations. The overall design composition of the elevations uses the classical form of a base, middle and capital. The base and middle sections of the buildings will be predominantly brick with a split face string course separating the two. The addition of the third building and the reduction in width of the buildings overall, when combined with the architecture, should further the general design goals of the project. The capital level at the top will be lighter in color with a strong cornice line and HardiePanel wall material. All of the buildings will have alternating projections and limited balconies to break up the massing.

Staff feels that the proposal to break the two multifamily buildings into three buildings has distinct design benefits. Throughout the previous approval process, there were concerns from the civic associations and some community members about the perceived size of the buildings when compared to the existing building stock. The importance of maintaining the character of the Parker Gray neighborhood was stressed, as well as the desire to minimize the effect of a solid wall of four-story residential along N Patrick Street. Staff feels that the current proposal helps to address many of the issues.

The entrances to the market rate and ARHA buildings are focused across from each other on 20 foot wide entrance courts, rather than on North Patrick Street or the new private street. The entrance lobbies will include the individual resident mailboxes for each building. The goal of this configuration is to encourage interaction between the residents living in the market rate and the ARHA units and to provide a meeting point. It is understood that the entrance courts need to be very carefully detailed during the Final Site Plan process with sufficient lighting and appropriate vegetation to create areas that are welcoming and safe.

All five blocks of the James Bland property fall within the Parker-Gray Historic District; therefore, approval by the Parker-Gray BAR is required for the redevelopment. The applicant presented the proposed changes to the BAR on February 9th, 2010. If the project is approved by the City Council, it will return to the BAR for approval of materials, details of the building architecture, and a Certificate of Appropriateness (COA).

D. Community Park

A key component of Block 898 is the new City park that will be constructed as part of this phase. It was originally approved as 8,200 square-foot open space at the corner of N. Alfred and Montgomery Streets. There was a recommendation that the City explore the possibility of using Open Space funds, or equivalent, to purchase four of the adjacent market-rate lots to expand the primary park from 8,200 square feet to approximately 13,800 square feet. The City will own the park, thus maximizing access to all City residents, although maintenance of the park, as well as all private open space, will be the responsibility of the future homeowner's association.

As required by the original condition of approval, the design of the open space was approved by the Parks and Recreation Commission in fall 2010. The park is required to be completed prior to issuance of a certificate of occupancy for the first unit in the block and will include a play area, walking paths and a central green space. However, staff is recommending that payment for the four lots to expand the park be made 12 months after the first building permit for Block 898.

V. COMMUNITY

Staff and the applicant sent informational updates to the West Old Town Civic Association, the Northeast Citizens Association, the Braddock Plan Implementation Group and neighbors on Columbus Street and First Street. Meetings were held with the boards and/or the general membership of both associations, the Braddock Lofts HOA, the Federation of Civic Associations and individual follow up was provided as requested.

The majority of the community response was neutral or favorable towards the proposed changes. There was some discussion about the separation of the AHRA units from the market rate units. Additionally, some in the community wished to see continued dispersal of public rate housing units throughout the City.

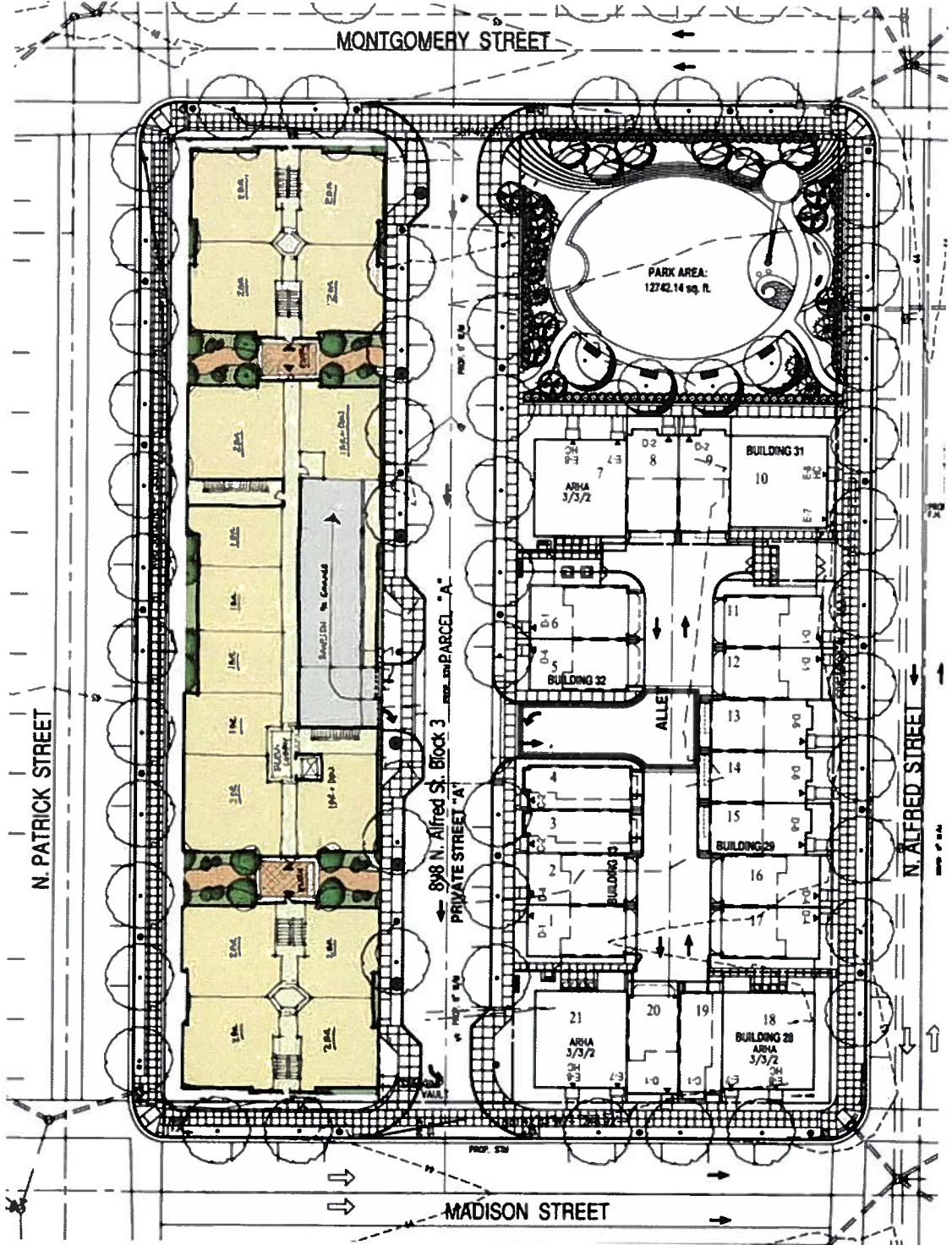
VI. CONCLUSION

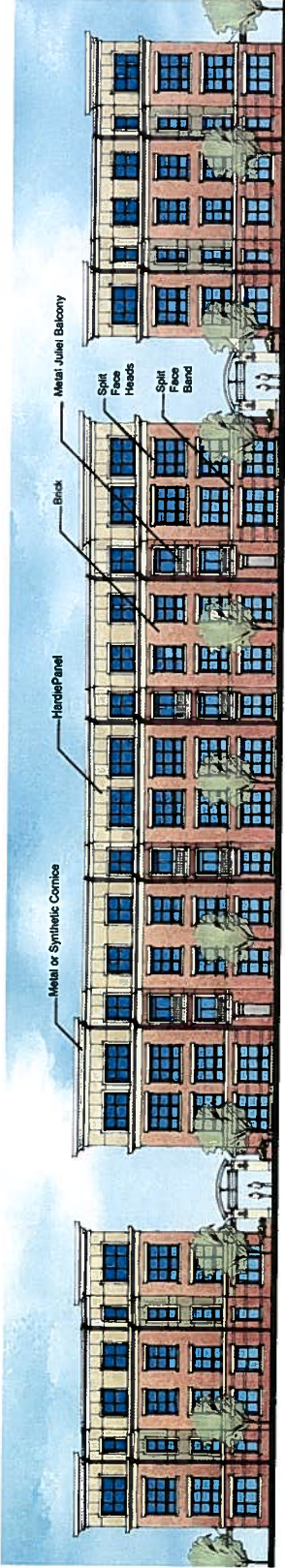
Staff recommends **approval** of the proposed amendment to the James Bland/Old Town Commons project subject to compliance with all applicable codes and the following recommended conditions.

Staff: Faroll Hamer, Director of Planning and Zoning;
Gwen Wright, Division Chief, Development;
Dirk Geratz, AICP, Principal Planner;
Maya Contreras, Urban Planner; and,
Katy Parker, AICP, Urban Planner.

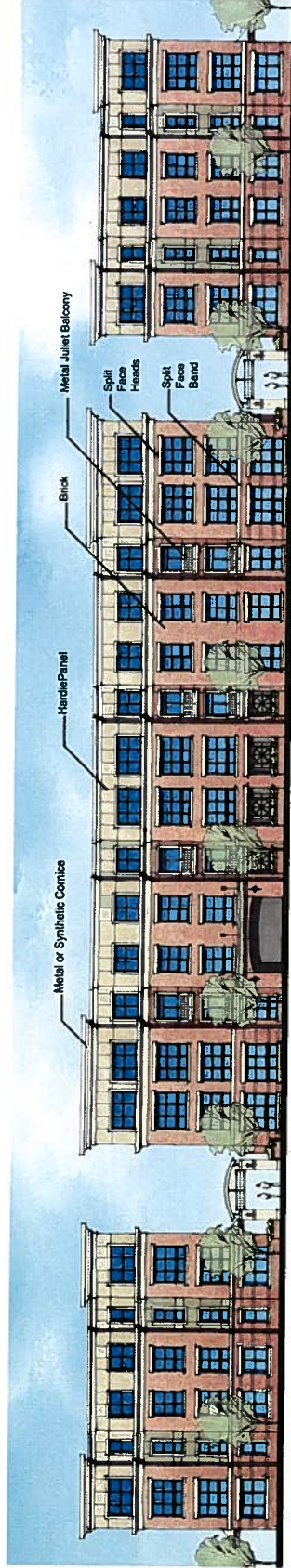
VII. GRAPHICS

Revised Site Plan

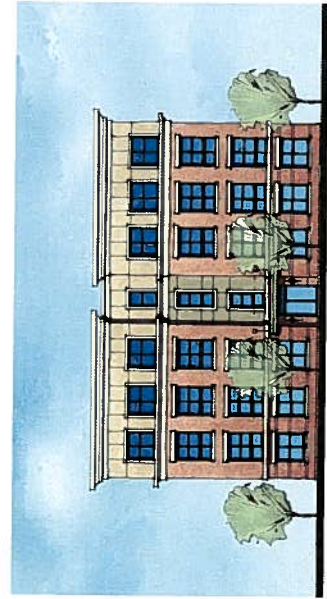




North Patrick Street (West) elevation



Private Street (East) elevation



Madison & Montgomery Street (North & South) Elevations



Internal Courtyard Elevations

Revised Phasing Plan



VIII. STAFF RECOMMENDATIONS

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

A. GENERAL:

1. **[CONDITION AMENDED]** The applicant shall provide all improvements depicted on the preliminary site plan dated August 20, 2008 **and as revised on plans dated January 24, 2011**, except to the extent revised by changes made to the plans including the architecture by the Parker Gray BAR, Planning Commission or City Council and comply with the following conditions of approval. (P&Z) (DSUP 2008-0013)
2. Notwithstanding any contrary provisions in the Zoning Ordinance, the James Bland CDD Concept Plan (CDD# 2008-0002 hereby referred to as the Concept Plan), shall remain valid until October 1, 2018. The development special use permit shall expire three (3) years after the date of City Council approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. (P&Z) (DSUP 2008-0013)

B. PEDESTRIAN/STREETSCAPE:

3. The applicant shall provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA, and T&ES:
 - a. The sidewalks along the public streets shall be 6 feet wide unobstructed with a 4 foot wide landscape strip, except for along N. Patrick Street which shall have a 5 foot wide landscape strip.
 - b. The applicant shall continue construction of the 6 foot wide unobstructed replacement sidewalk with a 4 foot wide landscape strip adjacent to the existing church at the corner of N. Alfred and Montgomery Streets up to the alley curb cut on Montgomery Street and new private street curb cut on Alfred Street.
 - c. All new sidewalks shall transition smoothly into existing sidewalks. Where possible and subject to local conditions, the applicant shall extend the construction of the sidewalks adjacent to the existing townhomes along the Columbus Street, Montgomery Street, Madison Street, and Wythe Street public street frontages, with the construction of adjoining phase. The cost of such extended construction shall be mutually agreed upon between the City and the applicant prior to the construction and such amount shall be paid by the City if the City chooses to go forward with the work.
 - d. All sidewalks shall be concrete, comply with the City standards, and include "lamp black" color additive per the *Braddock Metro Neighborhood Plan*.
 - e. The existing overhead electrical/telephone lines and poles on N. Patrick, N. Alfred, N. Columbus, Wythe, Madison, Montgomery, and First Streets shall be located underground, with the exception of the utility poles within the central alleys serving the existing buildings on N. Columbus Street. All underground

- utility lines shall be located away from the proposed landscaped areas to minimize the impact upon the proposed landscaping.
- f. Decorative pedestrian scale light poles shall be provided for each public and private street frontage, including the portions of the public street with existing buildings in each block. The street light fixtures shall be single black Virginia Dominion Power “colonial” light fixtures with a standard black finish per the Braddock Metro Neighborhood Plan.
 - g. An unobstructed ADA compliant bus passenger landing pad of 6 feet parallel to the roadway and 8 feet perpendicular (which may be included with the width of the sidewalk) to the roadway shall be provided at all existing bus stops adjacent to the development (westbound 917 Montgomery Street at Patrick Street, northbound 913 N. Patrick Street, just north of Montgomery, and eastbound 800 Madison, just west of Columbus Street). The landing pad shall be installed on a bulb-out for the bus stops at Montgomery Street and Madison Street (*Attachment #1*). The landing pad shall be concrete to match the adjoining sidewalk, with a flat surface and connect to the back-face of the curb.
 - h. Decorative public benches shall be provided at the existing bus stops adjacent to the development. The benches shall not be placed on the 6 foot by 8 foot landing pad. The bench detail shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the Directors of T&ES and P&Z. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish per the Braddock Metro Neighborhood Plan.
 - i. Prior to final site plan approval for each phase, the applicant shall either provide trash receptacles or \$1150 per receptacle to the Director of T&ES for purchase and installation of trash receptacles, to be placed on each block face. The number of trash receptacles that shall be provided by the applicant to be placed on site is 34 for the project. All trash receptacles shall be Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley or equal with a black, powdercoat finish, per City Standard and the Braddock Metro Neighborhood Plan. Receptacles shall be generally located along the property frontage and at locations in the vicinity of the site as approved by the Director of T&ES.
 - j. The concrete sidewalks shall continue over the proposed alleys and private streets to provide a continual uninterrupted concrete sidewalk.
 - k. The decorative paving material depicted for the internal alley openings shall be decorative unit pavers. The applicant shall explore the use of permeable surfaces in the alley.
 - l. The southern multi-family buildings shall be setback a minimum of 16.8 feet from the curb of N. Patrick Street.
 - m. The private streets designated as Emergency Vehicle Easements (EVE's) on the three eastern blocks shall have all entrance/ exit dimensions with 14 foot pavement width, a mountable curb, and a 4 foot sidewalk width. All areas designated as an EVE shall be AASHTO HS-20 loaded for emergency vehicles.
 - n. Thermoplastic ladder style pedestrian crosswalks shall be provided at all crossings.
 - o. One larger accessible curb ramp or two accessible curb ramps shall be provided at each intersection corner in the project area, including intersections on the

- perimeter of the project site. All materials for ADA ramps shall be concrete to match the adjoining sidewalks. All ramps shall include detectable warnings in accordance with ADA.
- p. Bulb-outs shall be provided at the following intersections along N. Alfred Street, which is identified as the “walking street” through the project:
 - i. N. Alfred Street and Madison Street;
 - ii. N. Alfred Street and Montgomery Street; and
 - iii. N. Alfred Street and Wythe Street.
 - q. Pedestrian countdown signals and Prisma DAPS push buttons upgrades shall be provided by the applicant and installed by the City at the following locations:
 - i. Montgomery Street and Columbus Street
 - ii. Madison Street and Columbus Street
 - r. The northeast and southeast corners at the intersection of First Street and N. Patrick Street shall be reconstructed for pedestrian safety to slow right-turning vehicles and reduce the crossing distance of First Street. Remove the island, extend the curbs and reduce the turning radius of the specified corners at First Street. This shall include relocating drainage and utilities where necessary. The improvements shall be installed prior to a certificate of occupancy for the adjoining phase.
 - s. Pedestrian crosswalk(s) shall be provided the intersection of Colonial Avenue and First Street. The location of the crossing(s) shall be determined at final site plan.
 - t. The applicant shall provide 28 residential (long-term) bicycle racks in the underground garages (14 racks in each garage) and 10 visitor (short-term) bicycle parking racks on the surface dispersed through the multi-family and park areas. All short-term racks shall be within 50 feet of the building entrance. Bicycle parking standards, acceptable rack types for short- and long-term parking, and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. The bike racks shall be decorative and have a black powdercoat finish per the *Braddock Metro Neighborhood Plan*.
 - u. Revise the proposed bulb-outs for Private Street “A” to provide a straight sidewalk with additional landscaping and street trees along the street.
 - v. Provide turning movements to determine whether an R-15 curb radius for the curbs at the intersection of Private Street “A” with the public streets can be provided. Revise the plans to provide R-15 curbs if the turning movements are acceptable.
 - w. All pedestrian improvements for each phase shall be completed prior to the issuance of a certificate of occupancy for that phase, unless otherwise required herein. (P&Z)(T&ES)(RP&CA)(DSUP 2008-0013)
4. A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained throughout the proposed development. There shall not be any additional curb cuts other than what is shown on the preliminary site plan. (T&ES) (DSUP 2008-0013)
5. The setback between the buildings and the drive aisles shall be a minimum of 2 feet to provide adequate turning movements. The setback should have a maximum length of 5

feet or a minimum of 18 feet, if a driveway is provided unless necessary for adequate turning movements. If units need to be shifted the units shall be shifted towards the internal alley to provide additional open space adjacent to the street. (T&ES) (P&Z) (DSUP 2008-0013)

6. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES) (DSUP 2008-0013)
7. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES) (DSUP 2008-0013)
8. The applicant shall work with Staff during final site plan review to incorporate all recommended improvements identified by Staff based on the revised traffic impact study. (T&ES) (DSUP 2008-0013)

C. OPEN SPACE/LANDSCAPING/TREE PRESERVATION:

9. **[CONDITION AMENDED]** The applicant shall revise the site plan to eliminate 4 units in the southwestern block to provide a larger open space area at the corner of Montgomery Street and N. Alfred Street as generally depicted in *Attachment #2*. The park shall be subject to the following, to the satisfaction of the Directors of P&Z and RP&CA:
 - a. The open space parcel (identified as Parcel "C" on the preliminary subdivision plat dated August 5, 2008) shall be dedicated to the City as public open space prior to issuance of a building permit for this phase.
 - b. In order to increase the size and viability of the proposed major park at the James Bland Redevelopment site, it is proposed that the City purchase from ARHA four market rate building lots adjacent to the planned open space at the southwest corner of Montgomery and Alfred Streets. This purchase of the four lots will increase the size of the park from about 8,200 square feet to approximately 13,000 square feet.
 - i. The City would pay \$328,418 per lot which totals \$1,313,672 for the four lots.
 - ii. In addition, recognizing that ARHA, per its contract with EYA, will be sharing on a percentage basis in the upside gross sales revenue from the sale of the James Bland market rate units, the City would also pay a pro rata share of forgone upside gross sales revenue for the four lots which the City would purchase to expand the proposed park.
 - iii. The formula for paying this pro rata share would be to determine, after all the market rate units have been sold and the gross sales accounting completed, the per unit share of gross revenues which ARHA has earned. The City would then pay the pro rata determined per unit share for each of the four lots the City purchased to acquire the park.

- iv. For example: If the total gross revenues from the sale of the 245 market rate subject to the revenue sharing agreement between ARHA and EYA totals \$2,450,000 and if ARHA's share is 20% (\$490,000), then the per unit share would be \$2,000 per unit. The City would then pay an additional \$8,000 for the four lots it purchased from ARHA for the park.
 - v. The City would contract with ARHA to purchase the four lots prior to the issuance of the first final site plan for the James Bland redevelopment, with settlement to occur ~~prior to the issuance of a building permit for the redevelopment phase which includes these four lots~~ **twelve (12) months after the issuance of the first building permit for Block 898 (the 3rd block to be developed).**
 - vi. The City would reserve dedicated open space capital funds to acquire these four lots.
 - vii. The funds for the four lots would be held by ARHA to help fund the James Bland project.
 - viii. The City Manager is authorized to execute a purchase contract for these four lots with ARHA which incorporates the above provisions.
 - ix. The minimum standards which the Home Owners Association (HOA) will use to maintain the park are detailed in *Attachment 4*. These standards may not be changed by the City in a manner which would increase the HOA costs without prior approval of ARHA and the HOA.
 - x. In recognition of the public access status of this open space, the City would provide ARHA \$1,200 per year to offset the incremental HOA costs to ARHA of maintaining the expanded portion of the park.
 - xi. City Council has the option within 12 months to decide to purchase two additional lots to increase the consolidated open space using the same economic formula used to calculate the purchase price of the original four lots. (City Council)
- c. The open space and all associated amenities shall be privately maintained by the applicant and subsequently the Homeowners Association (HOA) upon conveyance to the HOA, whichever is applicable, to the satisfaction of the Directors of P&Z and RP&CA. The terms of the maintenance agreement of open space shall be part of the Homeowners Association documents and covenants which shall be reviewed and approved by the Directors of RP&CA and P&Z prior to issuance of the first certificate of occupancy.
 - d. The name for the park shall be designated in accordance with the City's policy and procedures for naming parks and the location for associated signage shall be depicted on the final site plan.
 - e. The applicant shall be responsible for the design and construction of the open space which shall receive public input from residents, be approved by the City, and contain interpretative elements recalling the history of the site and the area. The primary purpose of this open space is to provide a passive open space area lined with street trees, grassy areas, and a focal element such as a fountain, monument, or statue. This space shall be designed as an area suitable to accommodate informal community gatherings and events. As one of the principal open space-parks of the Braddock neighborhood, the open space shall be the

- highest quality materials, paving, design and amenities. The final design shall include the level detail and amenities provided in the preliminary plan.
- f. The design of the open space shall be approved by the Park and Recreation Commission as a docketed item at a public hearing prior to issuance of a certificate occupancy for the first unit in the development.
 - g. The approved design for the open space shall be implemented and completed prior to issuance of a certificate of occupancy for the first unit in the block the park is located in.
 - h. An active children's play area shall be provided in this open space and shown on the design included in the final site plan. The play area shall include age appropriate play equipment and/or structures, required fencing, and a coordinated design palette of play area related site structures/equipment for children between 2-5 years and shall be integrated with the interpretation of the history of the site and area through an element such as a sculpture that can also be used as play and climbing structures for the children. Play area and site equipment must comply with ADA requirements and standards and designed and implemented to the satisfaction of the Director of RP&CA. The play areas shall provide the following:
 - i. Provide a coordinated design palette of play area related site structures/equipment.
 - ii. Specification, location, finish, color, material, scale, massing and character of site structures and equipment shall be approved by the City.
 - iii. Trees planted inside the playground fence shall be medium sized trees.
 - iv. Playground equipment and site furnishings shall be appropriate for year round outdoor use.
 - v. The play area, play equipment, and playground safety surfacing shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification.
 - vi. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Part 1191; Final Rule.
 - vii. Play surfaces shall have immediate positive drainage. No surface drains or other impediments shall be placed in the fall zone, play or runout areas.
 - viii. The playground surfacing shall have an under-drain system that is connected to the stormwater system. Ensure that under-drain system does not conflict with play equipment footers or tree wells.
 - i. The archeological consultant shall provide text and graphics for the signage which shall be integrated within the open space subject to approval by the Office of Historic Alexandria/Alexandria Archaeology, RP&CA, and P&Z.

- j. Site furnishings such as benches, trash receptacles, decorative paving, lighting, water fountain(s), fencing, and other appropriate design elements.
 - k. Decorative metal fences to delineate the public open space area. All lawn areas shall be sodded.
 - l. The open space area shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (Archaeology) (P&Z) (RP&CA) (DSUP 2008-0013)
10. A perpetual public access easement shall be provided for the open space area on First Street between N. Patrick Street and N. Alfred Street. This open space area shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Upon conveyance of the open space to the Homeowners Association the HOA shall be responsible for the maintenance of the park. The terms of the maintenance agreement of the open space shall part of the Homeowners Association documents and covenants which shall be reviewed and approved by the City prior to prior to issuance of the first certificate of occupancy. The open space area shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (P&Z) (RP&CA) (DSUP 2008-0013)
11. The common open space areas within each block shall be subject to the following to satisfaction of the Directors of P&Z and RP&CA:
 - a. The transformers shall be grouped to provide pedestrian access from the Private Street to the Alley, as shown on the preliminary site plan.
 - b. The trash areas and transformers shall be screened by fencing (masonry wall, decorative metal, or painted wood) and landscaping.
 - c. Decorative site furnishings such as benches, trash receptacles, decorative paving, etc shall be provided.
 - d. Coordinate location of site utilities with other site conditions, including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - e. Minimize utility conflicts with plantings, pedestrian areas and major view sheds, as shown on the preliminary site plan.
 - f. Do not locate above grade utilities in dedicated open space areas.
 - g. The area shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Upon conveyance of the open space to the Homeowners Association the HOA shall be responsible for the maintenance each open space area.
 - h. The areas shall be fully open to the public following the hours and guidelines established by the Department of RP&CA. (P&Z) (RP&CA) (DSUP 2008-0013)
12. All existing open space, play areas, and mature trees shall be retained, protected, and available to the public until the block on which they are located is redeveloped, except to the extent necessary for routine maintenance. (RP&CA) (DSUP 2008-0013)

13. The applicant shall develop, provide, install, and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. At a minimum, the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above structure. All plantings above structure shall be a minimum of 4 feet soil depth.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. Provide minimum 4" caliper street trees.
 - g. Provide up to five (5) 8-10" caliper specimen trees within the open space for Parcels B and C. The number of trees and location shall be determined during final site plan review.
 - h. Provide up to twenty (20) additional ornamental street trees on the surrounding streets adjacent to the development, including the 800 block of Wythe Street and the 800, 900, and 1000 blocks of First Street. The location of the off-site trees shall be determined during final site plan review.
 - i. The applicant shall evaluate the possibility of retaining the existing Oak tree (T19) within the existing open space along First Street within the proposed open space of Parcel B. If it is both economically and physically possible to retain the tree, tree protection will be provided in compliance with the City of Alexandria Landscape Guidelines. (P&Z) (RP&CA) (DSUP 2008-0013)
14. Tree protection measures shall be implemented to preserve and protect the 24 inch Willow Oak on the St. John the Baptist Church property adjacent to the development (identified as T47 in the Tree Inventory). Prior to commencement of construction, the applicant shall provide the following:
 - a. Documentation that includes; notification of construction impact, timing/schedule/phasing, potential for loss or damage, and agreed upon remedial measures should loss or damage occur.
 - b. Certified communication with the subject owner(s) and jointly approved binding agreement between affected parties. (RP&CA) (DSUP 2008-0013)
15. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Enforcement.
 - a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.

- b. Provide external water hose bibs continuous at perimeter of the multi-family buildings. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90 feet hose access radii. Provide a hose bib at the front and rear elevations of each townhouse.
 - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. All lines beneath paved surfaces shall be installed as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (RP&CA) (DSUP 2008-0013)
16. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. All walls shall be brick or stone and all railings provided shall be decorative metal. Indicate methods for grade transitions, handrails (if required by code), directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA and P&Z. (P&Z) (RP&CA) (T&ES) (DSUP 2008-0013)

D. BUILDING:

17. **[CONDITION AMENDED]**The applicant shall provide the following building refinements to the satisfaction of the Director of P&Z:

General

- a. All HVAC units shall be located on the roof and not visible from public or private streets.
- b. All at-grade utilities shall be screened with landscaping or a fence/wall.
- c. The primary exterior materials for each unit shall be limited to masonry, precast, stucco, wood or cementitious siding. Secondary trim and accent elements may include composite materials if approved by the BAR. Samples of all materials shall be provided.
- d. Porches shall be wood and stoops shall be brick or metal and porch railings shall be a single material, either wood, or metal. Composite materials may be used in lieu of wood where specifically approved by the BAR.
- e. Chimney enclosures shall be brick, and watertables, exposed foundations shall be brick.
- f. Fireplace vents, flues, vent stacks and other similar protrusions shall not be permitted on any public street or private street frontage including corner units. Furnace vents shall discharge through the roof or the rear facade. HVAC vents or associated elements shall not be visible from a public street. Roof penetrations shall be confined to the rear of the building.
- g. Pitched roofs shall be standing seam metal (painted, galvanized or terne coated) and shingles shall be slate or metal, or a comparable high quality material approved by the Board of Architectural Review. (City Council)
- h. Fences located within the front and/or side yards shall made of painted wood or metal with a maximum of 30" to 42" height with a minimum of 50% openness.
- i. All retaining walls shall be brick or stone.

- j. Fixed plantation shutters shall be installed for all windows within the townhouse tandem garages facing the public or private street.

Townhouse

- k. Continue to work with Staff to enhance the side and rear elevations of the townhouse units and ARHA flats.
- l. Continue to work with Staff to reduce the actual or perceived height of the south facing facades of the market rate and ARHA units on Wythe Street.
- m. Useable front porches shall be added to 10-12 of the townhouses and/or ARHA triplex flats with the locations to be determined in consultation with Staff. All porches shall be 6 - 8 feet deep.

Alley Houses

- n. Continue to work with Staff to address the perceived mass and scale and refine details of these buildings.

Multifamily Buildings

- o. Continue to work with Staff to enhance elevations of the multi-family buildings.
- p. North multifamily building: This building shall be refined by breaking its expression into subunits so that each of the architectural expressions has a consistent relationship to the geometry of the curved street, without modifying the footprint of the building.
- q. **South multifamily buildings: Revise the two buildings to three separate buildings as depicted on the elevations and plans dated January 24, 2011. The two end buildings shall be ARHA buildings and the center building shall be a market rate building with below grade parking. Final building design and details shall be subject to a final review with staff as part of the Board of Architectural review and approval process. The trash areas shall be incorporated into the design of the buildings and shall not be located in the two central courtyards between buildings. Gas meters and other utilities shall be consolidated and screened to be less visible.** ~~Architectural expression, multifamily buildings: the three proposed multifamily buildings shall be redesigned to the satisfaction of the Director, P&Z, such that each building expresses a clear and identifiable architectural style; further, the two south buildings shall be redesigned not to appear as twin buildings, and the north multifamily building shall be redesigned to express a smaller scale through subdivision of its mass into three visually distinct units.~~
- r. Entries at multifamily buildings: Building entries shall be designed to create a prominent and welcoming presence for all three buildings. **Revisions to the South multi-family buildings will include shared common courtyard entries as depicted in the elevations and plans dated January 24, 2011. The entry gateway features and courtyard design are subject to fine tuning by staff as part of the Board of Architectural process.**
- s. The design of the multi-family buildings shall be subject to the requirements herein to the satisfaction of the Director of P&Z and the issues shall be addressed prior to public hearing before the Parker-Gray BAR. (P&Z) (PC) (DSUP 2008-0013)

18. The ARHA triplexes and the entire multi-family buildings shall incorporate green building measures to achieve Earthcraft certification or a comparable nationally recognized green building program. (P&Z) (T&ES) (DSUP 2008-0013)
19. The market rate townhouses shall incorporate green building measures such that the homes meet the standard for certification under a nationally recognized green building program. Actual third-party certification shall be required only for townhouses in Phase 1 of the project, and may be sought at the applicant's option for the townhouses in the remaining phases. For any townhouses that do not receive third-party certification, the applicant shall prepare a report, signed by a certified green building professional, verifying that the homes were constructed to the same standard as those that did receive certification in Phase 1. This report shall be submitted prior to issuance of the last certificate of occupancy for that phase, to the satisfaction of the Director of P&Z and T&ES. (P&Z) (T&ES) (DSUP 2008-0013)
20. The applicant shall provide a plan for diverting from landfill disposal the demolition, construction, and land clearing debris generated by the project. The plan shall outline recycling and/or reuse of waste generated during demolition and/or construction. The plan should outline specific waste streams and identify the means by which waste will be managed (reused, reprocessed on site, removed by licensed haulers for reuse/recycling, etc.). The plan shall be approved prior to the release of the final site plan. Verification that the plan has been implemented shall be provided prior to final certificate of occupancy of each phase. (P&Z) (T&ES) (DSUP 2008-0013)
21. All buildings shall have an address number which is contrasting in color to the background, at least 3 inches high, and visible from the street placed on the front and back of each home. No brass or gold colored numbers should be used. This aids in a timely response from emergency personnel should they be needed. (Police) (DSUP 2008-0013)
22. An automatic sprinkler system is recommended. The building code analysis states that a NFPA 13 R system will be provided on the multi-family buildings, the triplexes and all 4-story townhouses. The NFPA 13R system can only be installed if approved by the Director of Code Enforcement. The applicant shall formally request approval for the installation of the NFPA 13R system. (Code) (DSUP 2008-0013)

E. PARKING:

23. **[CONDITION AMENDED]** The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking garages by residents and visitors and discourage single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which shall provide the following:
 - a. A minimum of 88 parking spaces shall be provided within the underground garages. A minimum of one parking space shall be provided with each market rate multi-family unit.

- b. The applicant shall provide controlled access into the underground garages that shall be designed to allow convenient access for residents.
 - c. The townhouse garages with two side-by-side parking spaces shall contain a minimum interior unobstructed dimension of 18 feet by 18.5 feet for two parking spaces. The minimum garage door width shall be 15 feet.
 - d. The townhouses garages with tandem spaces shall provide a minimum interior unobstructed dimension of 9 feet by 18.5 feet for one space and 8 feet by 16 feet for the second space, with a minimum garage door width of 8 feet. The second tandem space can be converted to active living space as a purchase option.
 - e. Each of the townhouse units shall provide a sufficient area for a City standard trash can and recycling exclusive of the area required for parking.
 - f. Individual townhouse garages shall be utilized only for parking; storage which interferes with the use of the garages for vehicle storage is prohibited.
 - g. ~~Handicap parking spaces shall remain in the same location(s) as on the approved site plan.~~ Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and/or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
 - h. In the selection of tenants for the ARHA units on First, Columbus and Wythe Streets, ARHA shall, to the greatest extent possible, provide preference to households with limited automobile ownership. (T&ES)(P&Z)(Code)(City Council) (DSUP 2008-0013)
24. The underground parking garage(s) shall be revised to provide the following to the satisfaction of the Directors of T&ES and P&Z.
- a. The exhaust and intake vents for the garage shall be incorporated into the building and located away from public open space areas.
 - b. The slope on parking ramp to garage entrance shall not exceed 12%. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming.
 - c. Provide a parking aisle width of 24 feet in the underground garages for the multifamily buildings or some other acceptable solution as determined during final site plan review to address turning movement concerns.
 - d. The 90 degree turn in the parking garage of the multifamily buildings on the southern block creates a "blind" turn for vehicles entering and exiting the parking garage. For vehicles entering the garage, the turning movement requires encroachment into the opposing traffic lane. Soften the inside wall to create a radius where the existing corner is located to improve sight distance and the turning characteristics of entering vehicles. If creating a radius is not feasible,

measures must be implemented to reduce potential conflicts between ingressing and egressing vehicles in the area of the blind turn.

- e. The applicant shall explore options to provide for accessible electrical outlets to facilitate electric car options, if economically feasible. (P&Z) (T&ES) (City Council) (DSUP 2008-0013)
25. The applicant shall show turning movements of standard vehicles in the parking areas parking garage as per the latest AASHTO vehicular guidelines and to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2008-0013)
 26. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide a location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES) (DSUP 2008-0013)

F. TRANSPORTATION MANAGEMENT PLAN:

27. The applicant shall be subject to the requirements of the transportation management plan as included in Attachment #1 and the following to the satisfaction of the Directors of T&ES and P&Z.
 - a. 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.
 - 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. James Bland shall integrate into the District Transit Management Program when it is organized if requested by the Directors of T&ES and P&Z.

- d. 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.
- e. An annual TMP fund shall be created, based on the TMP reduction goal of 35% of people not using single occupant vehicles, established for James Bland, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$200 per occupied market rate residential. Annually, to begin one year after the initial Certificate of Occupancy is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) of the United States for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment.
- f. The Director of T&ES shall require that the funds be paid to the City upon determination that the TMP Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site.
- g. The TMP Association shall submit annual reports, fund reports and modes of transportation surveys to the Office of Transit Services and Programs (OTS&P) as detailed in the attachment. (T&ES) (DSUP 2008-0013)

G. SITE PLAN:

28. The plat of subdivision and all applicable easements shall be submitted as part of the submission for first final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z) (DSUP 2008-0013)
29. As part of the subdivision plat, a statement regarding the existing 10-foot wide public alleys shall be included and recorded with the plat, which shall read that the applicant and subsequently the Homeowners Association upon conveyance to the Homeowners Association shall be responsible for the maintenance of the 5-foot wide landscape strip that is proposed to be planted behind the existing private homes located along Columbus Street. The remainder 5-foot portion of the alley will be incorporated into the new private street that shall have a public access easement and shall be maintained by the applicant and subsequently the Homeowners Association upon conveyance to the Homeowners Association. The City of Alexandria shall maintain the ownership of the existing public alleys and can access the 5-foot landscape strip "at will" for construction and repair work, as may be necessary. This condition shall be a perpetual requirement and it shall be stipulated in any future lease or property sales agreement that all future tenants, property owners, and/or homeowners associations shall comply with this requirement. (T&ES) (DSUP 2008-0013)

30. A perpetual public access easement shall be provided for the Private Streets, Alleys, all sidewalks outside of the right of way, and all common open space areas. The easements shall be recorded prior to the release of the final site plan. (P&Z) (DSUP 2008-0013)
31. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES) (DSUP 2008-0013)
32. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES) (DSUP 2008-0013)
33. The private street names shall be approved by Planning Commission prior to issuance of a building permit for the first phase of construction. The street names shall be depicted on the final site plan and the applicant shall be responsible for installing all applicable signage. (P&Z) (DSUP 2008-0013)
34. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z, in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures;
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties.
 - e. Provide a numeric summary for the overall project and spot levels for specific areas.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
 - g. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible. The walls and ceiling in the garage shall be painted white, off-white or dyed concrete (white) to increase reflectivity and improve light levels at night.
 - h. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
 - i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - j. Lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z) (Police) (T&ES) (DSUP 2008-0013)

35. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES) (DSUP 2008-0013)
36. Decorative mailboxes shall be provided within the internal alleys and shall be depicted on the final site plan to the satisfaction of the Director of P&Z, subject to the approval of the Post Master. (P&Z) (DSUP 2008-0013)
37. All HOA documents shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The open space dedicated to the City is accessible to the general public and shall be maintained by the HOA.
 - c. All landscaping and open space areas within the development shall be maintained by the HOA.
 - d. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director.
 - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - f. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
 - g. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the mid-block crossing streets are private streets with public access easement and shall not be maintained by the City of Alexandria; and that the sanitary and storm sewers located within the site are private and shall be maintained privately.
 - h. The developer shall present a disclosure statement to all owners and/or renters, signed prior to signing any lease or contract of purchase. The statement shall disclose the following: that the site is located within the heart of an urban area and proximate to Route 1, the Metrorail track, and other railway operations. These uses will continue indefinitely and will generate noise and heavy truck and vehicular traffic surrounding the site. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.

- i. This development includes 134 units owned by the Alexandria Redevelopment and Housing Authority (ARHA) which are rented to persons that qualify for low-income housing assistance.
 - j. The market rate unit holders shall use their garages for vehicular parking and may not use them for another purpose that restricts the use of the garage for parking. (P&Z) (T&ES) (City Council) (DSUP 2008-0013)
38. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance capital projects or transit operating programs and services, which would serve all owners of property within the development, it would be the City's plan to include the units in such a district. ARHA owned units would be exempt from this special tax district real property tax levy, provided these units are, with the advance advice and consent by the City, established to meet the criteria for real property tax exemption under the Code of Virginia. (P&Z) (PC) (DSUP 2008-0013)

H. CONSTRUCTION:

39. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (DSUP 2008-0013)
40. As part of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, the amended Traffic Control Plan, if required by the Director of T&ES shall be submitted to the Director of T&ES along with the building permit application. (T&ES) (DSUP 2008-0013)
41. The applicant shall submit a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to final site plan release. At a minimum, the plan shall include and be subject to the following:
- a. Phasing for each portion of the project and for each required public improvement (streets, traffic signals, sidewalks, etc.).
 - b. All public and private infrastructure necessary to support each phase of the project must be in place prior to the certificate of occupancy for that phase.
 - c. The phasing plan shall allow review, approval and partial release of the final site plan, if requested by the applicant. In addition, building and construction permits required for site pre-construction shall be permitted prior to release of the final site plan, if requested by the applicant; and the plan is submitted to the satisfaction of the Direction of T&ES.
 - d. Temporary pedestrian and vehicular circulation during construction. The plan shall identify temporary sidewalks, fencing around the site and any other features

- necessary to ensure safe pedestrian and vehicular travel around the site during construction (including temporary sidewalks), including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project.
- e. Provisions in the event construction is suspended for 6 months or more for:
 - i. temporary streetscape improvements;
 - ii. removal of debris; and
 - iii. screening and barrier protection of construction areas and interim open space improvements.
 - f. Designation of responsibilities for implementing improvements should portions of the project be sold to others for construction, and the posting of bonds to insure implementation of these requirements.
 - g. Include the overall schedule for construction and the hauling route.
 - h. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work.
 - i. 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.
 - j. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES, and Code Enforcement. (P&Z) (T&ES) (Code) (DSUP 2008-0013)
42. 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. P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z) (T&ES) (DSUP 2008-0013)
43. No major construction staging shall be allowed from N. Patrick St., Montgomery St., and Madison St. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) (DSUP 2008-0013)
44. Any structural elements that extend into public right of way, including but not limited to footings, foundations, etc., must be approved by the Director of T&ES. (T&ES) (DSUP 2008-0013)
45. Safe and convenient pedestrian access shall be maintained during all phases of construction to the satisfaction of the Director of T&ES. A detailed plan shall be submitted prior to construction to specify how the sidewalk closures will occur. (T&ES) (DSUP 2008-0013)
46. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction and Inspection (C&I) prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A

note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES) (DSUP 2008-0013)

47. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSUP 2008-0013)
48. Temporary construction and/or 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 permanent certificate of occupancy permit for the building. (P&Z) (DSUP 2008-0013)
49. If the City's existing public infrastructure, including but not limited to streets, alleyways, driveway aprons, sanitary and storm sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures are damaged during construction, 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 of T&ES. A pre-construction walk/survey of the site shall occur with City Staff to document the existing conditions. (T&ES) (DSUP 2008-0013)
50. The applicant shall submit a wall check prior to the commencement of framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation, and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z) (DSUP 2008-0013)
51. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (DSUP 2008-0013)

I. HOUSING:

52. The Developer shall set aside 134 new units (100 two-bedroom and 34 three-bedroom units) as affordable rental housing for income eligible ARHA-assisted households. These units will serve as replacement units for 134 of the now-existing 194 James Bland public housing units pursuant to Resolution 830. (Housing) (DSUP 2008-0013)

- 52 A. The applicant shall work with staff to explore the relocation of the public housing units on lot #17 to a location on North Alfred Street to be determined by the applicant and the Director of Planning and Zoning. The relocated ARHA footprint will be replaced by two market rate 3 1/2 story, 19 foot wide townhouses. (City Council) (DSUP 2008-0013)
53. Pursuant to Resolution 830, 44 additional James Bland units shall be relocated to the redeveloped West Glebe and Old Dominion sites (when completed) and 16 units will be relocated to a City-identified and secured location that is acceptable to ARHA.
- a. The City commits, in accordance with Resolution 830, that the City will cooperate with ARHA to identify a suitable site or sites, and plans to make the 16 units available by the time relocation commences for Phase Two of the James Bland redevelopment, which ARHA anticipates is likely to occur during the summer of 2010, assuming approval of tax credit applications for each of the first two phases in the year submitted. In any event, the City will make the 16 units available by the completion of the project which is anticipated to occur by 2015.
 - b. As evidence of its good faith commitment, the City will reserve \$1 million in authorized housing bond capacity concurrent with approval of the James Bland DSUP, and will set aside 50% of all new developer contributions for affordable housing,¹ once all monies budgeted and previously allocated for use in FY 2009 have been received. These two sources of funding (not to exceed \$6.4 million) will be reserved for use for the 16 replacement units until such time as the financing arrangements for the 16 units are finally determined, and all required funding commitments are secured. If not needed for this purpose, the City funds would then be made available for other housing needs. The City and ARHA acknowledge that the actual cost is unknown and could vary widely depending on the unit type, whether the units are provided by acquiring existing units or constructing new units, and the nature and amount of additional subsidy or financing (e.g., developer subsidy, Low Income Housing Tax Credits, etc.).
 - c. The City Manager is authorized to execute an agreement with ARHA reflecting the above condition #53 language. (Housing) (City Council) (DSUP 2008-0013)
54. Rents, including utility allowances, for the affordable units shall not exceed maximum rent levels allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 50% and/or 60% (as determined by ARHA) of the Washington, D.C. Metropolitan Area Family Median Income. (Housing) (DSUP 2008-0013)
55. The owner shall re-certify the incomes of households residing in these units annually, and shall provide annual reports to the City to demonstrate the project's compliance with income and rent requirements. Copies of documentation provided to the Virginia Housing Development Authority (VHDA) for this purpose will also satisfy this requirement. (Housing) (DSUP 2008-0013)

¹ This exceeds the commitment included in the proposed Braddock East Plan, which calls for 50% of the developer housing contributions from properties in the Braddock Metro Neighborhood Plan area to be reserved for replacement of Braddock East area public housing. This specific commitment for James Bland covers all such contributions and is not limited to those from the Braddock area.

56. The units will be maintained as affordable rental housing and will also be subject to one-for-one replacement requirements of Resolution 830, as it may be amended from time to time. (Housing) (DSUP 2008-0013)
57. The Developer will submit a Housing Conversion Assistance Plan for residents of the James Bland public housing units to be reviewed and approved by the Landlord-Tenant Relations Board prior to release of the final site plan. (Housing) (DSUP 2008-0013)
58. The number of accessible units in the new development shall be sufficient to comply with the requirements of the Virginia Uniform Statewide Building Code, the Low Income Housing Tax Credit program and any other applicable state or federal requirement. (Housing) (DSUP 2008-0013)
59. At the City's discretion, the Developer will make available up to 20% of the 148 multifamily units to be made available from the market rate units to provide workforce homeownership opportunities subsidized by the City so that the units can be purchased by eligible households at an affordable price. The intent of such City subsidy would be to cover the gap between the Developer's market price and the City-established affordable price. The City will notify Developer of its decision to exercise such option, and the number of units to be subject to such option, no later than the latter of final site plan approval for each multi-family building, or 30 days after the Developer notifies the City of its sales prices for the market units. (Housing) (PC) (DSUP 2008-0013)
60. The City has defined workforce sales housing as housing affordable to households at 80% to 120% of area median income. Should the City elect to exercise its option to provide a workforce housing subsidy, the specific income level(s) for which prices would be set, and the number of units to be so subsidized (up to 20% of the total multifamily units), would be determined at that time. (Housing) (DSUP 2008-0013)
61. Any units for which the City exercises its workforce housing option will be subject to resale controls to be established by the City. (Housing) (DSUP 2008-0013)
62. The Developer agrees to explore the feasibility (economic and otherwise) of increasing the integration of the public housing and market rate units within the multifamily buildings, and present its findings to the Mayor's ARHA Redevelopment Work Group. It is understood that if it is not possible to revise the layout of the multifamily buildings as proposed, then the buildings may be built as proposed. It is not the intent of this condition to require that the Developer create a situation that results in economic loss. (Housing) (PC) (City Council) (DSUP 2008-0013)
63. A community association or similar group that includes the property-owners and ARHA residents shall be established to ensure that public housing residents have a voice in the new community. (Housing) (P&Z) (DSUP 2008-0013)

64. The president of the community association, a representative of ARHA (Executive Director or Deputy Director), and a representative of the HOA or its property management company shall be required to meet regularly with interested members of the surrounding community. These meetings, which shall involve participation by ARHA, are intended to serve as a forum for sharing information and addressing concerns about the development, with a goal of creating a successful community for the residents and surrounding neighbors. (Housing) (PC) (DSUP 2008-0013)
- 64 A. ARHA will locate a management office and community space within the existing Samuel Madden community prior to the issuance of a building permit for Phase I of the James Bland redevelopment. The office and community space shall remain until future redevelopment of the Samuel Madden property. (City Council) (DSUP 2008-0013)
- J. SIGNAGE:**
65. Freestanding subdivision or development signs shall be prohibited. (P&Z) (DSUP 2008-0013)
66. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z) (T&ES) (DSUP 2008-0013)
- K. STORMWATER:**
67. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES) (DSUP 2008-0013)
- 67B. The applicant shall explore viable use of all reasonable environmental technologies, with a specific emphasis on stormwater approaches to keep stormwater on-site and in the water table, including exploring potential grant funding to support this effort. (City Council) (DSUP 2008-0013)
68. The project site lies within the City's Combined Sewer District. Proposed stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with City's policy for management of storm water discharge within the Combined Sewer District. (T&ES) (DSUP 2008-0013)

69. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2008-0013)
70. 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 volume requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSUP 2008-0013)
71. Provide BMP narrative and complete pre and post development drainage maps that include areas that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES) (DSUP 2008-0013)
72. 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) (DSUP 2008-0013)
73. The Applicant shall submit 2 originals of a storm water quality BMP Facilities Maintenance Agreement with the City to be reviewed as part of the second final site plan submission. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES) (DSUP 2008-0013)
74. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES) (DSUP 2008-0013)
75. If units will be sold as individual units and a homeowner's association (HOA) established, the following two conditions shall apply:

- The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMP's) 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.
- 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 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) (DSUP 2008-0013)

76. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Office of Environmental Quality on digital media. (T&ES) (DSUP 2008-0013)
77. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) (DSUP 2008-0013)

L. WASTEWATER / SANITARY SEWERS:

78. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES) (DSUP 2008-0013)
79. The project lies within the Combined Sewer District; therefore, the applicant shall provide complete sewer separation for the combined sewers serving the site as shown on the Preliminary Site Plan. At the discretion of the Director of T&ES, the applicant will continue the separation for the combined sewer serving the existing structures on the same blocks as the project site at the cost and expense of the city. Such additional

separation shall take place at the Director of T&ES's discretion if a mutually acceptable cost for the additional separation is agreed upon between the Applicant and the City. (T&ES) (DSUP 2008-0013)

M. SOLID WASTE:

80. The Home Owners Association and Condominium Owners Association shall be responsible to provide solid waste collection services for the entire project including the townhouses and the multi-family portion of the development and deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria and is consistent with City policy, 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) (DSUP 2008-0013)

N. CONTAMINATED LAND:

81. The plan shall 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 T&ES, Office of Environmental Quality. (T&ES) (DSUP 2008-0013)

O. NOISE:

82. All exterior building mounted loudspeakers are prohibited. (T&ES) (DSUP 2008-0013)

P. AIR POLLUTION:

83. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES) (DSUP 2008-0013)
84. No material may be disposed of by venting into the atmosphere. (T&ES) (DSUP 2008-0013)
85. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSUP 2008-0013)
86. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSUP 2008-0013)

Q. ARCHAEOLOGY:

87. To insure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete a Documentary Study. The Documentary Study shall be completed prior to the first submission of the final site plan or January 1, 2009 (whichever is earlier). If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation. The Archaeological Evaluation will need to be completed in concert with demolition activities. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology) (DSUP 2008-0013)
88. **[CONDITION AMENDED]** The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
- a. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399.
 - b. The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
 - c. The applicant/developer shall not allow any metal detection **or artifact collection** to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology) (DSUP 2008-0013)
89. **[CONDITION AMENDED]**~~The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place~~ **the developer has hired an archaeological contract firm to conduct the demolition monitoring, complete the Archaeological Evaluation, and if needed, prepare and implement a Resource Management Plan before additional ground disturbance occurs. The following statement shall appear on site plan sheets relating to demolition: An archaeologist shall be on site to monitor all ground-disturbing demolition activities.** (Archaeology) (DSUP 2008-0013)

90. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Archaeology) (DSUP 2008-0013)

CITY DEPARTMENT CODE COMMENTS

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

Transportation and Environmental Services

- F-1 **[FINDING ADDED] Coordinate the Block labels and areas shown on Sheet 8.10 (SWM Post-Development) with the Block labels and areas shown within the SWM Computations on Sheets C9.10 and C9.20. (T&ES- Engineering)**
- F-2 **[FINDING ADDED] Sheet C11.10; clarify the public access easement leaders. Clearly denote the limits of the proposed public access easement. (T&ES- Engineering)**
- F-3 **[FINDING ADDED] Sheet C12.50; clarify the car turning movements especially the movement into the eastern space in the garage for unit #42. Other provided movements appear to be hitting the curb. (T&ES- Engineering)**
- F-4 **[FINDING ADDED] An analysis of the capacity of the proposed storm water outfall will still be required as part of the final site plan even if detention is provided. (T&ES- Engineering)**
- F-5 **[FINDING ADDED] Sheet 1; The Environmental Site Assessment notes reference an environmental report completed in January of 2010 that did not identify any contaminates of concern. Provide an electronic copy of the report to Site Plans and OEQ. (T&ES- OEQ)**
- F-6 **[FINDING ADDED] Sheet 5.20; The previous two blocks had a combined SWM/BMP facility. The proposed storm infrastructure for this block will be required to have the BMP facility prior to any detention facility. (T&ES- OEQ)**
- F-7 **[FINDING ADDED] Explore if it is possible to chamfer the edge of the parking garage entrance where the parking garage makes a 90 degree turn and begins the 12 degree downward slope (in the area of the hatching on sheet C12.30) to improve turning movement characteristics and improve sight distance. The turning movement shown on Sheet C12.30 shows severe encroachment of the design vehicle into the opposing lane of traffic. (T&ES- Transportation)**
- F-8 **[FINDING ADDED] Spaces #1 and #9 are shown as compact spaces in the garage. Since these spaces are directly adjacent to a solid wall, show these spaces as full width spaces (9'), with the spaces adjacent (Space #2 and Space #10) shown as compact instead of full width. (T&ES- Transportation)**
- F-9 The calculations on multiple worksheet C's did not use consistent significant figures or rounding when calculating the phosphorus removal requirement versus the phosphorus removed. For approval of the final plan when the design areas are more definitive,

significant figures and rounding shall be consistent to prove that the phosphorus removal requirement is actually being met. (T&ES- OEQ)

- F-10 The applicant shall clarify if the design intent is to have separate BMP structures and detention vaults or if the intent is to combine them to accomplish both quality and quantity control. (T&ES- OEQ)
- F-11 The applicant is reminded that to receive credit for treating the designated WQV for each parcel the BMP structure must be designed to store the WQV without any portion being allowed to pass through the overflow orifice or the BMP structure must have a treatment flow rate equal to flow rate generated by the three month storm. (T&ES- OEQ)
- F-12 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-13 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-14 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-15 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-16 **[FINDING AMENDED]** All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM ~~D~~-3034-77 SDR ~~35~~**26** and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned

and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- F-17 **[FINDING AMENDED]** All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" **for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences.** The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 3526, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); ~~however, RCP C-76 Class III pipe~~ may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-18 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-19 **[FINDING AMENDED]** Maintenance of Vertical Separation for Crossing Water Main Over and Under a 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** 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-20 **[FINDING AMENDED]** 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-21 **[FINDING AMENDED]** 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-22 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-23 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-24 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (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 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 pre-development rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. The applicant shall provide routings for each proposed vault (detention system) in the first final site plan to demonstrate that the peak post development runoff rate is equal to or less than 90% of the pre-development peak runoff rate. (T&ES)
- C-3 **[CODE REQUIREMENT ADDED] 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 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
- C-5 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-6 **[CODE REQUIREMENT AMENDED]** 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. **The most up to date detail can be obtained through VDOT.** (T&ES)
- C-7 Solid Waste and Recycling Condition: The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C-8 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-9 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-10 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-11 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-12 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-13 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES)

- C-14 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-15 **[CODE REQUIREMENT ADDED] 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-16 **[CODE REQUIREMENT ADDED] 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-14~~ **[CODE REQUIREMENT DELETED] All utilities serving this site shall be placed underground. (T&ES)**
- C-17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-18 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-19 A pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading shall be designed using California Bearing Ratio (CBR) determined through geotechnical

investigation using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications or to the satisfaction of the Director of Transportation and Environmental Services (T&ES). (T&ES)

- C-20 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-21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C-22 All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-23 **[CODE REQUIREMENT ADDED] All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)**
- C-24 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-25 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-26 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)
- C-27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

[FINDINGS ADDED] Alexandria Sanitation Authority (ASA)

F-1. Ensure all discharges are in accordance with City of Alexandria Code 4035

F-2. The Applicant shall coordinate with City of Alexandria T&ES to insure that planned flow capacity does not exceed City of Alexandria allotted ASA plant capacity of 20.5.

- F-3. The Applicant shall coordinate with City of Alexandria T&ES to insure in writing to ASA that additional flow planned does not exceed flow capacity in ASA Interceptors & Trunk Sewers during wet & average flow conditions.**
- F-4. Drawings do not provide sanitary flow computations and complete layout of proposed sanitary mains. Please provide sanitary flow computations and layout of proposed sanitary mains and service laterals.**
- F-5. Proposed construction and sewer discharge limits from new facility could be regulated by ASA Pretreatment. Engineer/Owner is required to contact Alexandria Sanitation Authority (ASA) Quality Manager, (703) 549-3382 ex: 2275**

[CODE REQUIREMENTS AND FINDINGS ADDED] Virginia American Water Company

- C-1. Developer shall submit a Code Enforcement approved ISO calculations to verify whether the proposed water main layout can achieve the Needed Fire Flow.**
- F-1. Sheet C5.00: The proposed 8" water main on Private Street "B" at 918 N. Columbus St. Block 2 shall be extended and connected to the proposed water main on First Street.**
- F-2. Sheet C5.00: The proposed fire hydrant at the intersection of N. Patrick Street and Madison Street shall be connected to the existing water main.**
- F-3. Sheet C5.00: Keep enough horizontal and/or vertical clearance between the proposed 8" water main and the proposed 60" HDPE Detention Pipe on Private Street "A" at the Phase 4.**

Code Enforcement

- F-3 No parking spaces can be located in front of fire hydrants. The applicant indicates this finding has been satisfied; however, multiple parking spaces (shown on Sheet C12.00) are located in front of fire hydrants. Still not in compliance.
- F-4 The fire hydrant symbol should be included on the legend (Sheet C12.00) as well as on all locations of the fire hydrants. Finding resolved.
- F-5 The block directly north of the Charles Houston Recreation Center needs additional fire hydrants because it does not comply with comment C-11. Finding resolved.
- F-6 The ARHA triplex buildings need at least one FDC on the buildings as well as comply with the FDC distance requirements to fire hydrants in comment C-11. Finding resolved.

- F-7 The proposed FDC's and fire hydrants can not be obstructed by the proposed vegetation shown on sheet L1.10. Finding resolved; the vegetation shown is ground cover.
- F-9 There are fire lane signs within alleys that are not proposed to be emergency vehicle accessible.
- F-10 Not all distances are shown between fire hydrants and FDC's. The applicant shall show by next submission.
- C-11 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) any fire department connections (FDC) to the buildings; c) fire hydrants located within one hundred (100) feet of each FDC provided; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the buildings with a (two-way) twenty-two (22) foot minimum width or (one-way) eighteen (18) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Condition met; shown on Sheet C12.00. Proposed units 10 and 11 located on the block north of the Charles Houston Recreation Center do not have access to them by any emergency vehicle. This shall be addressed by next submission. Finding resolved.
- C-12 Prior to submission of the Final Site Plan #1, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Division of Code Enforcement, 301 King Street, Suite 4200, Alexandria, VA 22314. Acknowledged by applicant
- C-17 Required exits, parking, and facilities shall be accessible for persons with disabilities. The number of handicap parking spaces shall comply with USBC Table 1106.1. Still has not shown compliance.

Police

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520.
- R-2 All 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.
- R-3 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.

- R-4 Trees should not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R-5 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R-6 The luminaries proposed to be affixed to the light poles should be effective in directing light illumination where it should go, which is on the ground.
- R-7 In reference to lighting in the alleyway, it is recommended that the applicant meet the lighting standard set by Transportation & Environmental Services. The Alexandria Lighting Standard set by T&ES for “walkways” for multi-family & surface parking area uniformity is 1.0 footcandle minimum maintained. The lighting should be consistently uniformed. Illumination should fall throughout the parking area, along the walkway, along the building edge and building entrances.
- R-8 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 in the open position.
- R-9 It is recommended that all buildings have an address number which is contrasting in color to the background, at least 3 inches high, and visible from the street placed on the front and back of each home. 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 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.
- R-11 Access to the upper lever units in the multi-family buildings is gained by a stairway having an exterior door at ground level. It is recommended that these doors have electronic security hardware, controllable by the residents. There should be an intercom allowing residents to identify visitors prior to them granting access into the building. This will aid in the prevention of non-residents gaining entry and sleeping in the stairwells.
- R-12 For the safety of the persons using the proposed garage, vehicular access to the parking facility should be controlled by garage doors that are operated with electronic proximity card readers. Comprehensive access control is an obvious and effective method for reducing the criminal opportunity. Controlling vehicular access to a parking facility is extremely beneficial to security.
- R-13 Any ground level pedestrian exits from the garage that open into non-secure areas should be emergency exits only and fitted with panic bar hardware.

- R-14 The exterior of the parking structure should be well lit on all sides (consideration should be given to specifying lighting fixtures that resist breakage) and should be as symmetrical as possible. Avoid architectural designs that provide hiding places where individuals could easily conceal themselves. This is an area where safety and security should not be sacrificed for architectural aesthetics.

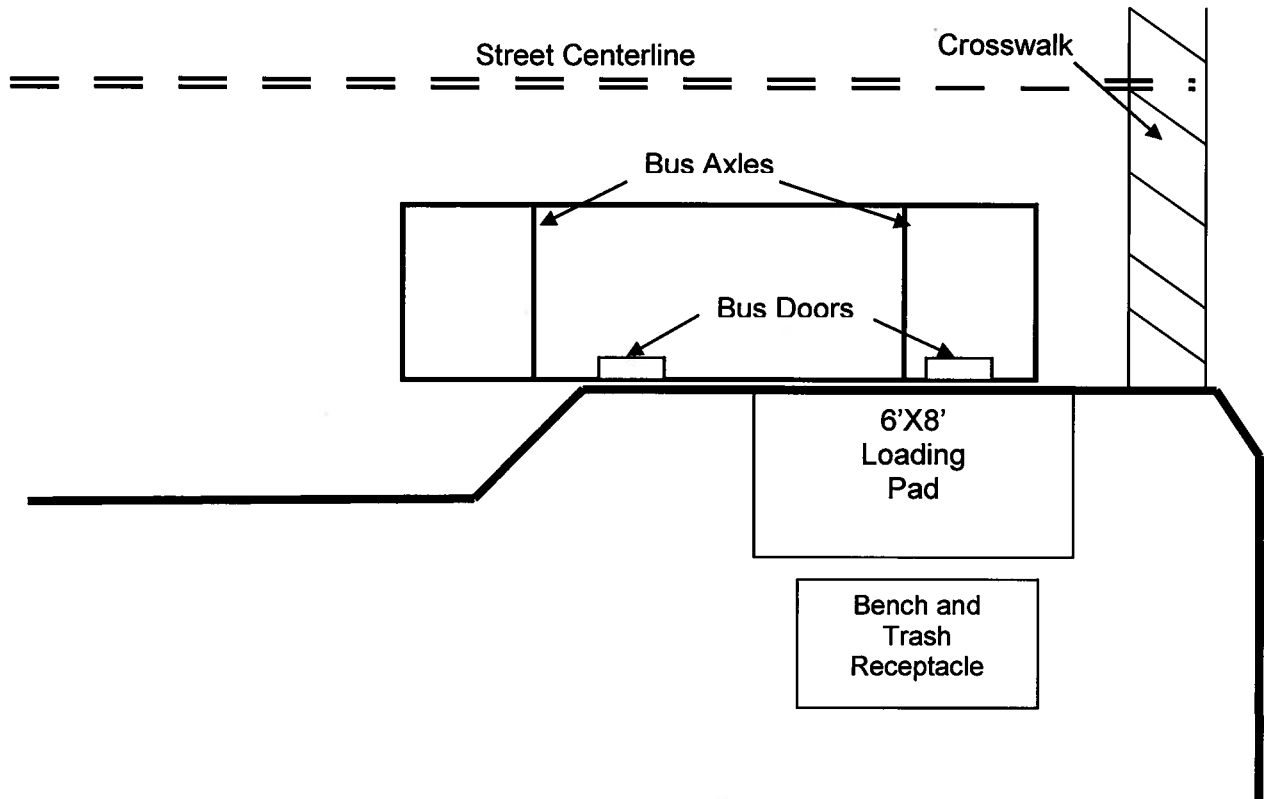
Archaeology

- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.
- F-1 Archaeological resources in the development area have the potential to provide insight into Alexandria's past, but additional documentary study is needed. The limited historical research that has been completed about the development blocks and the vicinity to date indicates that the Henry Daingerfield estate extended onto the recreation center property, with the house situated in the middle of Wythe Street. During the Civil War, the area was the site of the Barracks, Kitchens &c. for Washington Street Corral. A small 18 by 13 foot structure was located near the northeast corner of Columbus and Wythe. Mess rooms, kitchen and bunk rooms extended across Wythe on the west side of Columbus, and a kitchen and privy were located in the middle of Wythe Street. By 1877, there were several structures in the development area. There was a cluster west of the canal near the Alexandria and Washington Turnpike and the Washington and Alexandria Railroad line (Columbus, First and Alfred Streets), and there were structures on Columbus near Madison. In the late 19th century, this was the location of an African American community, "the Hump". Structures are shown on Sanborn maps on most of the blocks by the 1920s and '30s.
- F-2 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.

Condition Attachments:

- 1 – Bus Stop at Bulb Out**
- 2 – Open Space Expansion**
- 3 – TMP**
- 4 – Open Space Maintenance**

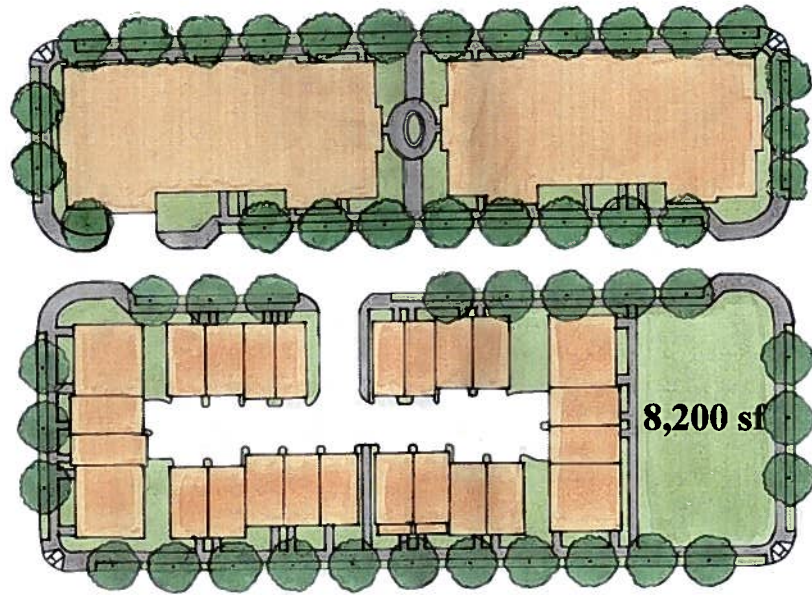
Attachment #1 – Bus Stop at Bulb Out



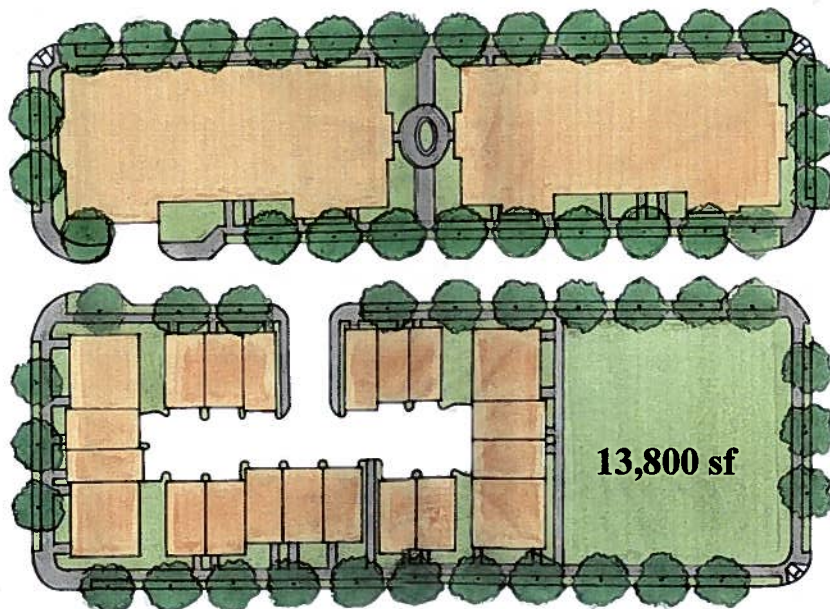
Attachment #2 – Open Space Expansion



Map Key: James Bland
Redevelopment (red)
Block with Open Space
(blue)



Current Proposal



Staff Recommendation

Attachment #3 – TMP

James Bland Redevelopment — TMP/SUP # 2008-0060

James Bland Redevelopment is within the Braddock Road Metro Station boundaries and is located approximately 1,573 feet from the Braddock Road Metro Station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Office of Transit Services & Programs proposes for James Bland residential redevelopment:

General Information on the Project

Location: 918 N. Columbus Street, 998 & 898 N. Alfred Street, 801 & 808 Madison Street
Alexandria, Virginia 22314

Project scheduled to be completed by 2015.

Transportation Management Plan

Note: ① = Symbol and number indicates milestones for incorporation into Permit Plan for monitoring.

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Chapter 6, Title 7). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a transportation management plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit, before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for James Bland Redevelopment 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. James Bland Redevelopment site is located approximately 1,573 feet from the Braddock Road Metro Station. Several DASH and Metro bus lines servicing the site provide connection to the nearby King Street Metro Station and the VRE commuter train station. In view of this accessibility to transit, the TMP goal for James Bland Redevelopment is established at 35% non-SOV at peak hours.
- b. The achievement of this goal will be demonstrated by 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.

2. TMP Organization and Funding

- a. The developer has agreed to establish an owners/tenant’s association (the TMP Association) to manage and implement the TMP on behalf of the residents of the project. The City of Alexandria Office of Transit Services & Programs (OTS&P) may assist the TMP Association.
- b. An Annual Work Plan will be developed by the TMP Association and approved by the Office of Transit Services & Programs. This work plan will be due on January 15 of every year. To fund the ongoing operation and management of the TMP, the TMP Association will assess each owner of property within the development following issuance of each building’s certificate of occupancy. The annual 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) of the United States.

3. Transportation Management Plan

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

Use	Units
Residential	379

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:

- i. **①** 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.
 - 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. Printed information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location and a website with this information and appropriate links to transportation resources shall be created and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments (MWCOG) Commuter Connections Program, but also site-specific matching efforts. Information on MWCOG's Guaranteed Ride Home Program should be available to residents.
 - v. A carshare program shall be established as part of the ridesharing and transportation options marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents and the TMP Coordinator will arrange with any of carshare company for placement of vehicles in this project. Currently, Zipcar has vehicles in the Alexandria area. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vi. Discounted bus and rail fare media shall be sold to residents of the project including during regular HOA meetings. 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. **②** **TMP Fund:** The annual rate for the TMP Fund account is calculated based on the TMP goal established for James Bland Redevelopment, the project's size and the benefits to be offered to participating residents. Based on a 35% non-

SOV goal for the proposed project, a monthly benefit rate is established at the initial annual contribution levels of \$200 per occupied market rate residential unit. This preliminary rate may change when the Braddock Area Transportation Management Plan is established. These contributions will be adjusted yearly as per the consumer price index (CPI). ***The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy.*** Payments shall be the responsibility of the developer until this responsibility is transferred by legal arrangement to the owners association. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for on-site residents/owners. ***Exception:*** The fund shall not be utilized to subsidize the cost of transit for residents/owners whose employers already reimburse them for their transit cost.
 - ii. Subsidies to transit providers.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle lockers for residents.
 - v. Membership and application fees for carshare vehicles.
 - vi. Participate in air quality/ozone action day programs.
 - vii. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
- d. **Unencumbered Funds:** The Director of T&ES may require that any unencumbered funds remaining in the TMP account at the end of each reporting year be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities. As determined by the Director of T&ES, these funds shall be used for transportation, transit or ridesharing projects and activities which benefit the site.
- e. ③ The TMP Association will provide semi-annual TMP Fund reports to the Office of Transit Services and Programs. These reports will provide a summary of the contributions to the fund and all expenses incurred and should be accompanied by supporting documentation. ***The first report will be due six months following the issuance of the first certificate of occupancy.***
- f. ④ The TMP Association shall provide annual reports to OTS&P, 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 James Bland Redevelopment.* The annual report shall identify, as of the end of the reporting period, the amount of square footage of occupied units. In conjunction with the survey, the TMP Association shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the 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 Association, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Association, and will be used in developing the annual work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

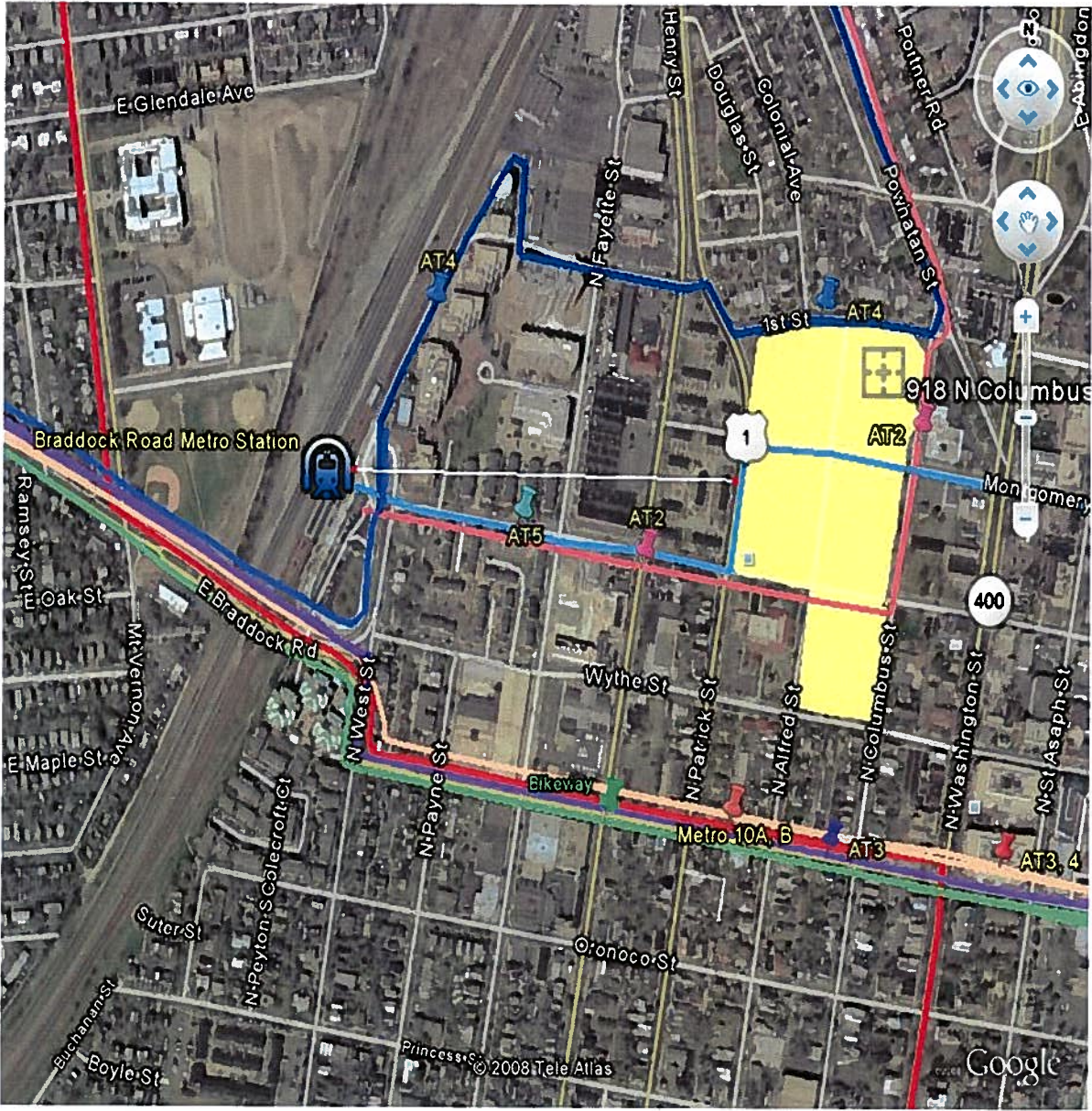
5. District Transit Management Program

The James Bland Redevelopment should integrate the Braddock Road Metro District Transit Management Program when it is organized. All TMP holders in the Braddock Metro Station area will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale.

6. Permanence of the TMP Ordinance

- a. **⑤** *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*.
- b. 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.
- 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.

SUP/TMP # 2008-0060 — James Bland Redevelopment — Transit Inventory



TMP/SUP # 2008-0060 - Rate Calculations for James Bland Residential Redevelopment

Residential Use	Units
Market Rate	245
Subsidized	134
Total Units	379

Assumption — 35% non-SOV Vehicles = 133 trips

Transit Benefits				
35% Goal Beneficiaries	Number of Beneficiaries	Benefit Amount (\$)	Total Monthly Benefit (\$)	Total Annual Benefit (\$)
133 Residents	67 ²	60	4,020	48,240
			Total	48,240

Carshare Benefits			
15% Goal Beneficiaries	Number of Beneficiaries	Annual Membership Cost (\$)	Total Cost Zipcar Benefit (\$)
133 Residents	20	75	1,500
		Total	1,500

TMP Fund Allocations		
	Expenses (\$)	Funds Available (\$)
Total Annual Fund Contribution per market rate unit \$200 x 245 units =		49,000
Transit Benefits	48,240	
Carshare Benefits	1,500	
TMP Promotional and Administrative Costs	49,740	49,000

² Assuming that the remainder 50% of residents already get transit benefits from their employer.

Attachment #4 – Open Space Maintenance

Based on the City's standard maintenance polices for City parks it is projected that the maintenance for this type of park will be \$30,000 per acre/year, which equates to \$9,000/year for maintenance and operation of the 13,000 square foot park.

Maintenance and operational standards in this cost estimate include:

Irrigation

Weekly mowing and trimming

Edging as needed

Seasonal landscape plantings (seasonal color)

Mulching

Turf management (including soil nutriments, weeding, seeding/sod, fertilizing)

General hardscape maintenance as needed

Pedestrian level lighting repairs/replacement as needed

Repairs and maintenance related to "normal wear and tear"



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2011-0003 **Project Name:** James Bland

PROPERTY LOCATION: 898 North Alfred Street

TAX MAP REFERENCE: 054.02-11-01 **ZONE:** CDD

APPLICANT:

Name: Alexandria Redevelopment and Housing Authority GPB Associates, LLC c/o EYA

Address: 600 N. Fairfax Street 4800 Hampden Lane, Suite 300

Alexandria, VA 22314 Bethesda, MD 20814

PROPERTY OWNER:

Name: Alexandria Redevelopment and Housing Authority

Address: 600 N. Fairfax Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL Amendment to DSUP 2008-0013 to construct three multifamily buildings along the North Patrick Street frontage in Phase IV.

MODIFICATIONS REQUESTED _____

SUPs REQUESTED _____

THE UNDERSIGNED hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Kenneth W. Wire, Esquire, Agent

Print Name of Applicant or Agent

McGuireWoods LLP, 1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

McLean, VA 22102

City and State Zip Code

Kenneth W. Wire
Signature

(703) 712-5362 (703) 712-5222

Telephone # Fax #

kwire@mcguirewoods.com

Email address

January 25, 2011

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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Development SUP # 2011-0003

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

- the Owner Contract Purchaser Lessee or Other: _____ of the subject property.

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

See attached ownership and disclosure sheet.

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.

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OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Alexandria Redevelopment and Housing Authority	600 N. Fairfax Street Alexandria, VA 22314	
2. GPB Associates LLC c/o EYA	4800 Hampden Lane, Suite 300 Bethesda, MD 20814	See attached.
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 898 North Alfred Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

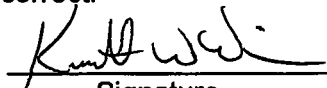
Name	Address	Percent of Ownership
1. Alexandria Redevelopment and Housing Authority	600 N. Fairfax Street Alexandria, VA 22314	
2.		
3.		

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. NONE		
2.		
3.		

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

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

1/25/11
Date
Kenneth W. Wire, Esquire
Printed Name

Signature

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Owner and Disclosure Statement

GPB Associates LLC

<u>Name</u>	<u>Address</u>	<u>Percent of Ownership</u>
GP Member LLC	4800 Hampden Lane, Suite 300 Bethesda, MD 20814	100% of GPB Associates LLC

GP Member LLC

<u>Name</u>	<u>Address</u>	<u>Percent of Ownership</u>
EYA GP Investments LLC	4800 Hampden Lane, Suite 300 Bethesda, MD 20814	12.5% of GP Member LLC
JBG/Glebe Park Member, L.L.C.		87.5% of GP Member LLC

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2. Narrative description. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. *(Attach additional sheets if necessary.)*

Amendment to DSUP 2008-0013 to construct three multifamily buildings along the North Patrick Street frontage of Phase IV instead of two multifamily buildings as originally proposed. No change is proposed to project density, height, or any other parameters.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

N/A

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

N/A

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

Day	Hours	Day	Hours
-----	-------	-----	-------

N/A

_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

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

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

- B. How much trash and garbage will be generated by the use?
N/A

- C. How often will trash be collected?
N/A

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

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:
N/A

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:
N/A

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

N/A

ALCOHOL SALES

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

Yes. No.

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

N/A

PARKING AND ACCESS REQUIREMENTS

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

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

N/A

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces
- _____ Other

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

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

N/A

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

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

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

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

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

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

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

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

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?

N/A