

Docket Item # 19-C
DEVELOPMENT SPECIAL USE PERMIT #2003-0013
West Glebe Road Townhouses

Planning Commission Meeting
October 7, 2003

ISSUE: Consideration of a request for a development special use permit, with site plan, for construction of twenty-four townhomes in a cluster development plan with site plan modifications.

APPLICANT: WPCE, LLC
represented by M. Catharine Puskar

LOCATION: 905 West Glebe Road (Parcel of land bounded by West Glebe Road on the north, Martha Custis Drive on the west and multi-family and single-family residential on the south and east.)

ZONE: UT/Utilities

SUMMARY:

The applicant is requesting approval of a development special use permit, a rezoning from UT to RB, and a Master Plan amendment to construct a 24 unit cluster townhouse development on the 1.74 acre site on Glebe Road. The applicant initially proposed 28 units, which was later reduced to provide additional open space and a more appropriate transition in density to the single family uses. The proposed cluster site plan proposal requests the flexibility to vary lot areas to achieve rear loaded units which minimize the number of curb cuts on Glebe Road and to obtain consolidated useable ground level open space. Staff recommends approval of the development special use permit and the associated rezoning and Master Plan amendment, subject to the staff conditions.



Aerial photograph depicting the site and land uses in the vicinity

The proposed use will create a better transition than the existing commercial surface parking lot between the commercial and multi-family uses along West Glebe Road to the single-family residential uses to the south. In addition to bringing a residential use to this location, the development density serves as a transition between the higher density apartments in the area and the single-family homes to the south.

There are several public benefits from the proposed development, including the undergrounding of the existing utilities on Glebe Road, useable consolidated ground level open space, and a landscape buffer on the southern edge of the property adjacent to the single-family homes, higher quality building design and an improved streetscape on Glebe Road.

The City, applicant and adjoining residents have been working together for the past several months to address many of the issues that were addressed by the initial proposal such as the height of the buildings, landscape buffers and rezoning. The applicant has worked with staff and the adjoining

residents to resolve the issues that were initially identified for the site. The awkward size and shape of the property presented numerous design and site planning challenges and limitations.

Open Space

Working with staff, the applicant has been able to provide large, useable areas of consolidated open space that will provide useable open space and landscaping for the residents. In addition, the proposed open space and landscaping are visually accessible from the street, which will provide visual relief from Glebe Road.

As previously discussed, by reducing the number of dwelling units, and revising its site plan, the applicant has been able to create a large central open space area in the middle of the development, usable by residents, open areas at the ends of and between each of the townhouse buildings for landscaping, and a landscape buffer on the southern portion of the site for the adjoining single-family uses.

Streetscape Improvements

At the request of staff, the applicant is providing significantly wider sidewalks, street trees and landscaped front lawns that in combination with the utilities that will be located below grade on Glebe Road will significantly enhance the Glebe Road streetscape and the public realm. In addition, bulb-outs are recommended by staff and agreed upon by the applicant at the two vehicular access points to provide additional open space and enhance the pedestrian environment on Glebe Road.

Tree Preservation - Landscape Buffer

The applicant has agreed to retain several of the existing large trees on the southern and eastern portions of the site. The southern landscape area will serve as a landscape buffer for the Tennessee Avenue properties from the new townhouse development. The eastern landscape area will serve as a buffer for the adjoining Beverly Crest townhouse development.

Architectural Design

Staff has worked with the applicant to refine the building design to minimize the mass and scale of the building, provide a more varied roofline, to achieve a building design that resembles individual homes, instead of a row of traditional townhouses.

Proposed Building Elevation



Parking

The applicant originally did not propose on-site visitor parking as part of the development. At the request of staff, the applicant prepared a parking study that indicated a parking shortage exists on the adjoining streets. Therefore, the applicant is providing 15 % on-site visitor parking.

Conclusion

Staff is recommending approval of the development special use permit, with modifications, because of the numerous design and site plan elements included in the proposal, such as rear loaded garages, access from a rear drive aisle, streetscape improvements, and significant open space areas. The applicant has worked extensively with staff and with adjacent property owners and the North Ridge Civic Association and has been responsive to many of the issues that have been raised.

STAFF RECOMMENDATION:

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

1. The final architectural building elevations shall conform with the colored building elevations dated August 8, 2003 and shall comply with the following additional requirements to the satisfaction of the Director of P&Z:
 - a. The front elevations of all units shall be entirely brick. The side and rear elevations of the end units in each building shall also be entirely brick.
 - b. The internal architectural “hyphen” units shall be recessed a minimum of 2 ft.
 - c. The rear elevations of units other than those at the ends of the buildings may be brick or cementitious siding
 - d. The window sizes, styles, and placement on the sides of the end units and the rear facades shall be compatible with those used on the front facades.
 - e. Architectural elevations for all buildings (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line on each lot to ensure compliance with the setback and floor area requirements.
 - f. The vents shall be located on the rear facades and shall match the color of the roof.
 - g. Occupied roof lofts shall be located on the Glebe Road side of structures’ ridge poles. Rear attic dormers and windows shall only be decorative. (P&Z)
2. Revise the visitor parking on the western portion of the site to provide five 90 degree parking spaces that are perpendicular to the alley to provide additional open space adjacent to Glebe Road, and the alley shall be extended to the western property line to provide a future alley connection to the lot on the western portion of the site. A 3-3.5 ft. tall brick wall shall be provided on the western and northern portion of the site to the satisfaction of the Director of P&Z. Provide a detail of all walls and fences on the final site plan. (P&Z)
3. The three proposed parallel parking spaces adjacent to the central open space area shall be relocated to the eastern portion of the alley extension to the satisfaction of the Director of P&Z. Raised decorative brick pavers shall be designed to continue the appearance of the central open space area as generally depicted in *Attachment No. 1*. (P&Z)
4. The applicant shall provide 15% on-site visitor parking spaces and provide visitor parking signage to the satisfaction of the Director of P&Z. (P&Z) (T&ES)
5. The applicant shall provide bulb-outs adjacent to lot # 6 and lot # 7 and lot # 20 and lot # 21 to the satisfaction of the Directors of P & Z and T&ES. The bulb-outs shall be installed prior to the first certificate of occupancy permit. The curb radii at the intersections with Glebe

Road shall be reduced to 15 ft radius to the satisfaction of the Directors of P&Z and T&ES.
(P&Z)

6. The central ground level open space shall be designed to the satisfaction of the Director of P&Z and RC&PA to provide a focal element (such as a sculpture) and amenities such as benches, special surfaces, irrigation, landscape areas, etc., to encourage its use. The central open space shall be for the use of the residents and guests of the townhomes. (P&Z)
7. Along Glebe Road, a minimum 6 ft. wide sidewalk shall be provided, with a 4 foot wide continuous landscape strip between the sidewalk and the street. The sidewalk on Glebe Road shall continue over the proposed alley to provide an uninterrupted sidewalk. The applicant shall provide a public access easement for the portion of the sidewalks that is located on the individual lots. The design of the sidewalks, including the connection to the existing sidewalk, shall be to the satisfaction of the Director of T&ES and P&Z. Upon completion of the development, the sidewalks shall be maintained by the City, including that portion of the Glebe Road sidewalk located on private property.(P&Z)
8. A public ingress/egress easement shall be recorded by the applicant for the 22 ft. wide alley on the southern portion of the site and the two points on ingress/ egress on Glebe Road. The easement, shall provide vehicular and pedestrian access for the 24 townhomes, and all property contiguous to the alley. The alley will function as a public alley and will benefit the adjacent lots, its successors in interest, and the lot(s) owned by the applicant, and its successors in interest. The alley will be privately owned and maintained. A plat depicting the easement and all required documentation shall be submitted to the City Attorney and shall be recorded among the land records. All easements and reservations shall be approved by the City Attorney prior to release of the subdivision plan and building permits. The applicant shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. the maintenance requirements, current and future access rights by all adjoining property owners and potential liability for the easement, and shall include the same in the Homeowners Association documents. (P&Z) (T&ES)
9. A final subdivision plan shall be consistent with the final site plan. The subdivision plan and easement plat shall be approved and recorded prior to the release of the final site plan. (P&Z)
10. The garages shall contain a minimum unobstructed dimension of 9 ft. x 18.5 ft. for each of the two standard spaces within the garages. (P&Z)
11. A freestanding subdivision or development sign shall be prohibited. (P&Z)
12. The surface for the two north-south alley connections visible from the public right-of-way

from Glebe Road shall be stamped and colored Bomanite concrete, imprinted asphalt or brick pavers to the satisfaction of the Director of P&Z to reduce the perceived expanse of pavement of the alley. (P&Z)

13. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall be revised to also provide:
- a. Willow Oak street trees planted 30 ft. on-center that shall be a minimum of 3 1/2" -4" caliper at the time of planting.
 - b. Two additional Willow Oak street trees on the northern portion of the site adjacent to the visitor parking.
 - c. An additional Willow Oak street tree on the southern portion of the site.
 - d. The deciduous trees on the internal portion of the site shall be a minimum of 3 1/2" to 4 1/2" caliper at the time of planting.
 - e. The landscaping screening/buffer area on the southern portion of the site, shall consist of American Holly, Fosters Holly, and Red Cedar that shall be a minimum of 12-14 ft. tall at the time of planting and shall be a maximum of 10 ft. on-center at the time of planting. The Willow Oaks within the screening/buffer area shall be a minimum of 4" caliper at the time of planting.
 - f. The landscaping for the central opens space and common areas shall be irrigated.
 - g. The three existing trees on the southern portion of the site be retained and all necessary tree protection to the satisfaction of the City Arborist shall be installed prior to the construction , grading, utility or demolition. All proposed tree protection details shall be depicted on the final site plan and shall be maintained throughout the construction process.
 - h. A tree preservation plan for the 12 trees that are required to be preserved on the site plan. The tree preservation plan shall be prepared by a certified arborist or other horticultural professional with a demonstrated expertise in tree preservation. The tree preservation plan shall be submitted to the City Arborist with the submission of the final site plan. The applicant shall perform all necessary enhancements for the trees that are to be preserved such as watering/fertilizer, etc., that are required by the tree preservation plan prior to construction/grading of the site.
 - i. If any of the trees that are designated to be preserved are damaged or destroyed during the construction process the applicant shall replace the tree(s) with 4"-5" caliper trees and shall also provide tree mitigation of one 2.5" caliper tree for each caliper of tree that is damaged or destroyed.
 - j. The landscape bond shall be retained for a minimum of 24 months from the date of the last certificate of occupancy permit to ensure that the trees that are designated to be preserved are retained throughout the construction process.
 - k. All landscaping shall be maintained in good condition and replaced as needed.

- l. Replacements shall be a minimum of 3 ½" to 4 ½" caliper.
 - m. All plant materials and specifications shall be in accordance with the current and most up to date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C.
 - n. The rear buffer adjacent to the Tennessee Avenue properties shall be a minimum dimension of 9 to 11 feet in width, and with appropriate planting soil to the satisfaction of the City Arborist, as depicted on the preliminary site plan.
 - o. Landscaping shall be installed at a time to be determined in consultation with the City Arborist and Planning & Zoning so the survival of the landscaping will not be jeopardized by planting during a season that will not support their survival.
 - p. Provide sight distances along West Glebe Road at both entrances. (RP&CA) (P&Z) (T&ES)
14. The retaining wall on the southern portion of the property shall be constructed of entirely brick or stone veneer to the satisfaction of the Director of P&Z. The grading for the southern portion of the site and the alley shall generally be consistent with the preliminary plan. (P&Z)
15. The applicant shall construct an 8-foot high wooden fence with brick piers along the property line adjacent to the Tennessee Avenue properties as depicted in the preliminary site plan. Adjustments to the alignment of the fence shall be permitted, as necessary, to preserve trees identified on the tree preservation plan. The construction of the fence shall maintain the existing grade in the rear yards on Tennessee Avenue. Homeowners on Tennessee Avenue will be notified no less than seven (7) days before existing fencing is removed from their property and work on constructing each section of the new fence shall begin within three (3) days from the demolition of the existing fence. Before the existing fence is removed, a 6' to 8' high temporary chain link security fence along the rear of the site shall be installed. The Homeowners Association shall maintain and repair all brick and wood fencing along the rear buffer zone, retaining a solid privacy/security screen without gaps. (P&Z)
16. The applicant shall provide the additional landscape improvements set forth in the letters to the individual homeowners along Tennessee Avenue dated June 5, 2003 and June 9, 2003, as may be amended by mutual agreement of the individual homeowner and the applicant. Said improvements shall be completed prior to completion of the rear fence and the issuance of the first certificate of occupancy for the townhouses. (P&Z)
17. 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)

18. Prior to the release of the first certificate of occupancy for the project, the City shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to the future homeowners the requirements of this site plan, including the restrictions listed below. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this site plan approved by the City Council.
 - a. The principal use of the garages and surface parking spaces shall be for passenger vehicle parking only; storage or other uses which interfere with the use of a parking space for a motor vehicle is not permitted.
 - b. The alley contains a perpetual vehicular ingress/egress easement for the 24 townhomes and all contiguous properties for current and any future development.
 - c. Vehicles shall not park or encroach into the alley.
 - d. The maintenance and liability requirements of the alley.
 - e. All landscaping and open space areas within the development including the landscape areas within the public right-of-way, except for the street trees, shall be maintained by the homeowners. All landscaping, fencing and open space that is located within common area(s) shall be maintained by the Homeowners Association.
 - f. Portions of the front sidewalks are located in the front yard of many of the units and these sidewalks are subject to public access easements
 - g. All landscaping and screening shown on the final plan shall be maintained in good condition, must be replaced if dead, and may not be reduced without approval of the City Council or the Director of Planning and Zoning, as determined by the Director.
 - h. Vehicles shall be prohibited from parking in the emergency access easements.
 - i. No balconies, bay windows, or any other improvements shall be allowed to encroach into the space above an emergency vehicle easement.
 - j. With the exception of the Juliet balconies shown on the preliminary site plan, no decks shall be permitted.
 - k. No sheds shall be permitted.
 - l. There shall be no parking or storage of trailers on the site.
 - m. Surface drainage must not restrict drainage from Tennessee Avenue properties. (P&Z)
19. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
20. Temporary construction 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 the first certificate of occupancy permit. A separate sales trailer will require approval of a special use permit approved by City Council. (P&Z)
21. The applicant shall attach a copy of the final released site plan to each building permit application and be responsible for insuring that the building permit drawings are consistent

and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)

22. All utility structures, such as transformers, switch boxes, cable and telephone pedestals, ventilation areas, areaways, etc. shall be located to minimize visibility from the adjoining public streets to the greatest extent possible. The final location and screening of these items will be approved by the Director of Planning and Zoning prior to release of the final site plan. (P&Z)
23. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards and are located to prevent excessive spillover lighting and glare onto adjacent properties. (T&ES)
24. Developer to comply with the peak flow requirements of Article XIII of AZO. Provide a stormwater narrative that describes the methods the project will utilize to comply with Article XIII, including water quality and water quantity. (T&ES)
25. Solid waste services shall be provided by the City. The development must meet all minimum street standards required for solid waste access, except that the alley width may be 22 feet as depicted on the preliminary site plan. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
26. Solid waste vehicular access is not acceptable for the ten units located along each end of the rear drive isle. Solid waste pickup for the four units located south of the southern entrance shall be from a single location near the southern entrance and for the six units located north of the northern entrance shall be from a single location immediately adjacent to the northern entrance.
27. Project lies within The Four Mile Run watershed thus stormwater quantity control must be such that post development stormwater runoff cannot exceed the existing condition for the 2-year, 10-year and 100-year events. (T&ES)
28. The stormwater collection system is part of the Four Mile Run watershed. All on-site

stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)

29. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
30. Provide a drainage map separate from the preliminary site plan for the area flowing to the chosen stormwater Best Management Practices (BMPs), including topographic information and storm drains. Clarify whether the entire roof area from the eastern-most building will drain to a BMP. (T&ES)
31. The stormwater 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)
32. The surface appurtenances associated with the on-site structural stormwater Best Management Practices (BMPs) shall be marked to the satisfaction of the Director of T&ES to identify them as part of a structural BMP system. (T&ES)
33. For any surface-installed stormwater Best Management Practice (BMP), i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of T&ES. (T&ES)
34. Prior to approval of the final site plan, the applicant shall execute and submit a maintenance agreement with the City for the stormwater quality Best Management Practices (BMPs). (T&ES)
35. The applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner association (HOA), if applicable, or until sale to an owner. Prior to transferring responsibility for the BMPs to the HOA or owner, the applicant shall execute a maintenance service contract with a 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 contract shall be submitted to the City. (T&ES)

36. The applicant shall furnish the homeowner association, if applicable, or owner(s) with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s), drawings and diagrams of the BMP(s) and any supporting utilities, catalog cuts on maintenance requirements, manufacturer contact names and phone numbers, and a copy of the maintenance agreement with the City. (T&ES)
37. If the housing units will be sold individually and a homeowner association established, the applicant shall furnish each home purchaser with a brochure describing the stormwater BMPs installed on the site, outlining the responsibilities of the homeowners and the homeowner association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
38. Due to the close proximity of the site to the roadway the following conditions apply:
 - a) The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to at the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b) Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the noise generating device, such as special construction methods to reduce noise transmission, including: Triple-pane glazing for windows; Additional wall and roofing insulation; Installation of resilient channels between the interior gypsum board leaf and the wall studs; Others as identified by the applicant; Installation of a berm or sound wall. If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Directors of Planning & Zoning and T&ES. (T&ES)
39. If fireplaces are to be included 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)
40. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents 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 sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all

applicable federal, state and local laws. (T&ES)

41. All existing above ground utility poles on West Glebe Road along the frontage of the site shall be removed and overhead utility lines along the West Glebe Road frontage of the site shall be placed underground. The underground utilities along West Glebe Road shall be located away from proposed street trees to the extent feasible, to minimize any negative impacts on the street trees, to the satisfaction of the Director of P&Z and the City Arborist. In addition, the overhead utility lines (power, telephone, cable) abutting the rear yards of the Tennessee Avenue properties adjacent to the site shall be placed underground. The underground utilities along the rear of the site shall be located under the common alley. (T&ES) (P&Z)
42. Applicant shall provide \$850/ea to the Director of T&ES for the purchase and installation of four (4) City standard street cans along the public streets. (T&ES)
43. A minimum 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained. (T&ES)
44. The alley pavement widths shall support turning movements of vehicles into garages. Require a total turning movement of 24 feet. (T&ES)
45. No overhangs (decks, bays, etc.) shall protrude into the vehicular travelways. (T&ES)
46. Provide structural details for proposed retaining wall in the final site plan. (T&ES)
47. Provide City standard pavement for emergency vehicle easements. (T&ES)
48. The site is located on marine clay areas as delineated on City map of marine clay areas. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES).
49. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
50. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
51. All driveway entrances, sidewalks and handicap ramps in public ROW or abutting public ROW shall meet City standards. (T&ES)
52. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or

- broken. (T&ES)
53. Show all existing and proposed easements, both public and private. (T&ES)
 54. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
 55. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
 56. The developer shall notify prospective buyers, in its marketing materials, that the onsite streets are private. (T&ES)
 57. 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)
 58. Provide sight distances along West Glebe Road at both entrances on the final site plan.
 59. Submit a construction phasing plan to implement a process that will allow for the review, approval and partial release of final site plans to the satisfaction of the Director of T&ES. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (T&ES)
 60. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
 61. The applicant shall provide four (4) bike racks. (T&ES)
 62. The applicant shall provide a bus shelter on West Glebe Road at the location of the existing bus stop. (T&ES)
 63. The southern entrance on West Glebe Road shall be designed to prevent left turns onto northbound West Glebe Road. (T&ES)
 64. In accordance with the City's Affordable Housing Policy, the applicant shall make a contribution to the City's Housing Trust Fund of \$1.00 per gross square foot of new building area. The applicant shall pay the contribution to the City at the time of sale to the end user in the case of condominium or single family housing, or prior to the issuance of the certificate

of occupancy in the case of rental units or commercial development. (Housing)

65. Relocate one hydrant and add one hydrant per attached plan. (Code)
66. An automatic sprinkler system shall be recommended. (Code)
67. Based on a history of sound transmission complaints, it is recommended that all dwelling units shall provide a STC rating of at least 60. (Code)
68. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding locking hardware and alarms for the homes. This is to be completed prior to the commencement of construction. (Police)
69. Security surveys are to be completed for any sales or construction trailers as soon as they are placed on the site. Call the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 to have the surveys completed. (Police)
70. Trees are not to be planted under or near light poles. (Police)
71. All street trees are to be limbed up a minimum of 6 feet to allow for natural surveillance. (Police)
72. The maximum height of shrubbery is to be 36 inches when mature. (Police)
73. House numbers are to be placed on both the front and back of each home. (Police)

Special use permits and modifications requested by the applicant and recommended by staff:

1. Cluster residential development with reduction in lot areas and lot widths for each unit
2. Modifications to required side, front and rear yards
3. Modification to allow 100% of paving of rear yards
4. Modification to allow perimeter fence height to 8 feet

Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

BACKGROUND

The applicant, WPCE, LLC., is requesting approval of a development special use permit, with modifications, to construct 24 fee simple townhomes in a cluster arrangement in the 900 block of West Glebe Road, across from the Dominion Virginia Power site. The land is currently zoned UT/Utilities and transportation, and requires a land use and zoning change from the UT/Utility/Transportation designation to RM (land use) and RB (zoning) in order to develop townhouses. The proposal also requires a number of site plan modifications, including for front, side and rear yard setbacks, for an eight foot fence at the rear perimeter and for paving of the rear yards.

The development site is part of a 2.6 acre parcel currently used as a parking lot for Dominion Virginia Power. It is bordered on the south by the Lloyd Apartments as well as by nine single-family homes on Tennessee Avenue. To the east is the Beverly Crest townhouses. Directly across the street to the north are the Glebe Park and Kingsport apartments complexes as well as the Dominion Virginia Power office building and storage site. Strip commercial development is located along Glebe Road to the west, including, including a gas station, a 7-Eleven and a Pizza Hut.



Aerial photograph depicting the site and land uses in the vicinity

The south side of West Glebe Road represents the northern boundary of the North Ridge/Rosemont Small Area Plan, which contains some 850 acres of land, 85% of which in 1992 was used for residential purposes. The express goal of the small area plan is to protect the residential nature of the plan area by changing industrially zoned sites to zones more appropriate adjacent to residential areas.

Project Description

The proposed development consists of 24 fee simple townhomes on a long, narrow parcel that is located on the south side of West Glebe Road. The townhomes will be built in four groupings, each containing from four to seven townhouses. The units will have a building footprint of approximately 24' x 38' and will be three and a half stories tall, with a height of 39 feet to the midpoint of the roof elevation. All of the units are oriented toward West Glebe Road, with stoops, front doors and walkways, and with front yards.

Vehicular access to the site is from two curb cuts on West Glebe Road. A 22' drive aisle will run parallel to West Glebe Road and behind the townhouses to provide access to individual two car garages at the rear of each townhouse. In addition to two parking spaces for each unit, the proposal includes 15% visitor parking on site.

As discussed in more detail below, important open space features of the site include a large central park area for residents, a public sidewalk with street trees along West Glebe Road, and a continuous landscaped buffer along the southern perimeter of the site.

This application includes a proposal to subdivide the large parking lot parcel into two parcels. The townhouse development will be constructed on the 1.7 acre eastern parcel. The remaining land to the west, at the corner of West Glebe Road and Martha Custis Drive, will remain undeveloped and will continue to be used as a parking lot for Dominion Virginia Power. The east parcel will be subdivided into 24 townhouse lots and a large common area to include the common open space areas and shared drive aisles.

Zoning

The parking lot parcel was originally zoned A-Residential for single-family homes in 1939. The zoning changed to a combination of RB, RA and I-1 in 1951. In 1992, as a result of a comprehensive rezoning of the city, the zoning for the site was changed to UT/Utilities and transportation. The change to UT recognized the existing electric utility ownership and use, while protecting the adjacent residential uses from some of the inappropriate uses allowed under I-1 zoning.

The applicant has requested a change in the master plan designation (Utility/Transportation) and the zoning (UT/Utilities and transportation) of the site to a land use (Residential Medium) and zoning (RB) which comports with surrounding zoning and allows the development of townhouses. Staff supports the changes as discussed in the accompanying staff report for MPA 2003-0008/REZ2003-0004.

The development requires approval of a cluster special use permit, which permits a reduction in the required lot area and lot widths for the townhouse lots in exchange for increased common open space areas. The proposal also requires a number of modifications to the zoning ordinance, including:

- Reduced front, side and rear yard setbacks
- Increased paving of rear yards
- Increased rear fence height at southern property line

The zoning characteristics of the proposed development are summarized in the table below:

PROJECT: West Glebe Road Townhouses			
Property Address:	900 block W. Glebe Road		
Total Site Area:	75,593 sq. ft. (1.74 ac.)		
Zone:	UT/Utilities and transportation (Current Zone) RB-Townhouse (Proposed Zone)		
Current Use:	Surface Parking Lot		
Proposed Use:	Residential		
	<u>UT (Current Zone)</u>	<u>RB (Proposed Zone)</u>	
<u>Proposed</u>			
FAR	.25 to .5 w/SUP	.75	.75
Density	N/A	22 du/ac (31 units)	13.8 du/ac (24 units)
Yards	none		
Front		20'	10' *
Side		1:3, min. 8'	None *
Rear		1:1, min. 8'	3' - 4' *
Height	35' to 50' w/SUP	45'	39'
Open Space	none	19,200 sq. ft.	25,367 sq. ft.
Parking		48 spaces	48 resident spaces 8 visitor spaces
*modification requested			

STAFF ANALYSIS

Staff recommends approval of the proposed development special use permit because it brings residential use that provides a transition between the single-family residential south of the site and the multi-family, commercial, and industrial uses to the north. In addition, because of the many desirable site and building design features included in the development plan, and has also gained support of the adjoining residents. The development plan includes fewer units and better design than could be achieved under the RB zoning without a cluster plan. It allows the units to face the street, while being set back sufficiently to allow both a much improved streetscape as well as small front yards. It includes significant consolidated open space areas which are usable and will be well landscaped.

The applicant has worked extensively with the adjoining neighbors, with the North Ridge Citizens Association, and with staff through the conceptual review process to address the following issues raised by the application:

- Cluster development design,
- Open space design
- Landscaped buffer at rear property line,
- Streetscape improvements,
- Tree preservation,
- Architectural design,
- Parking.

Cluster Development Design

The cluster approach is designed to allow flexibility in the design and layout of a site. It permits the reduction of individual lot area and lot widths in exchange for consolidated open space. And this case is a good example of why it is desirable.

Under RB zoning, without a cluster plan, the subject site could be developed with 31 townhouse units. Access would have to be from the front of the units with individual garages or surface parking along Glebe Road. Even if individual curb cuts were prohibited for traffic safety purposes, a drive aisle to the townhouses could be located in front of the units, parallel to Glebe Road, which would be unattractive and would not provide a buffer for the adjoining residents. Under the RB zone, each townhouse lot is required to be large, 1,980 square feet, and to include 800 square feet of open space, which could be accommodated in front and rear yards.

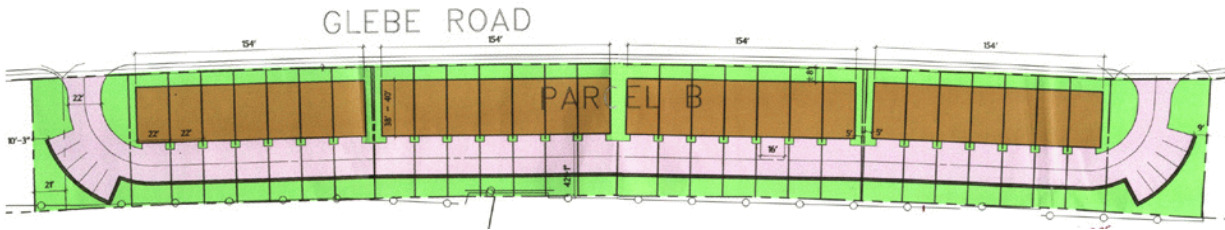
The most significant design change achieved by allowing cluster development in this case is, because of the reduced lot size, the ability to move the drive aisle to the rear of the units, allowing rear garages within the townhouses. That fundamental design change then permits the buildings to be

oriented toward Glebe Road, which improves the public realm and moves the new buildings away from the residential neighbors to the south. With a cluster approach, the lot sizes are much smaller than required under RB. Instead of the minimum lot area of 1,980 square feet in RB development; the proposed plan includes lots between 1,100 and 1,350 square feet. The entire reduction in lot area, however, is, as required, then consolidated as open space for the group of townhouse owners.

Open Space

The applicant has worked with staff to provide the greatest amount of open space in a location, and of a quality, that will benefit the new residents of the development as well as the public. While the individual townhouse lots provide only minimal open space, only 125 to 200 square feet each, the overall site has more open space than would be required under a traditional RB development approach, and even more in the aggregate than required under the cluster rules for development. Specifically, under a conventional plan with 31 units, the required 800 square feet of open space per lot would result in a total of 19,200 square feet of open space for the development. Instead, the cluster development plan allows a total of 25,367 square feet of open space, amounting to the equivalent of more than 1,000 sq. feet for each of the 22 units proposed. More importantly, it is located in such a way as to maximize consolidated, ground level, green space, providing usable space for residents, buffer areas for the immediate neighbors and streetscape for the public.

The original cluster development layout included townhouse units grouped into four buildings, with the curb cuts at each end of the development row, and the common open space divided into three areas between the four buildings plus two areas at each end of the site. While this arrangement was logical and orderly, it did not work to consolidate the open space into the largest possible area, so that they would be as attractive and usable as possible. Working with staff, the developer made several changes to create what staff and the applicant believe is a better open space arrangement.



Original proposed site plan



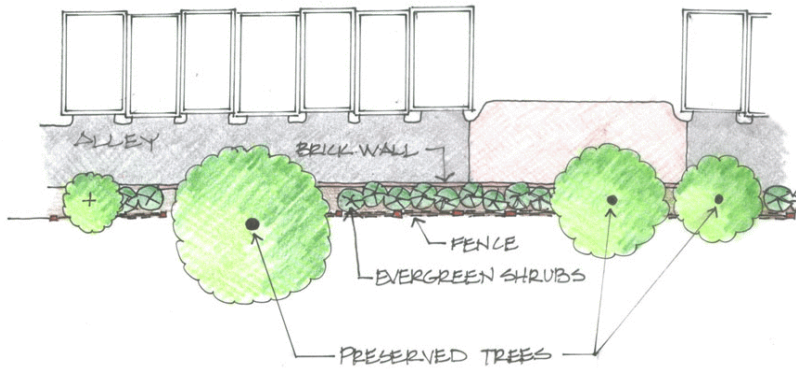
Revised proposed site plan

First, the applicant revised its plans to reduce the number of units from 28 to 24, thus allowing more of the site to be green. In addition, by adjusting building widths and the spacing between the groups of units, the applicant has been able to create a large open space area in the center of the development, which is 76 x 43 feet or 3,268 sq. ft in area, and which will be planted and contain benches and walkways. At the two points where the driveway goes between the townhouses to the rear of the site, the applicant has included open space areas that are 62 and 64 feet wide. Although

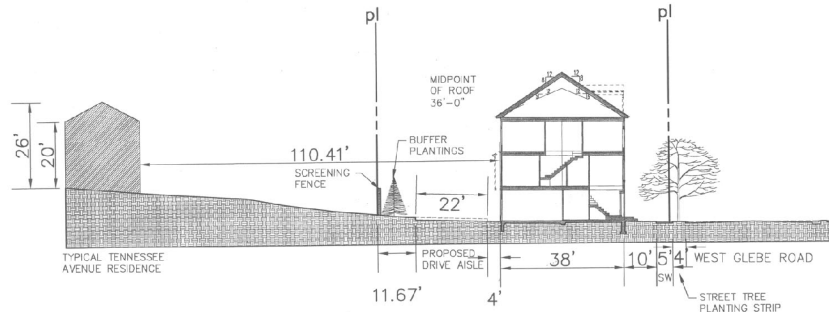
the driveway uses 22 feet of that area, there is still room for significant planting areas on each side of it, each, again, approximately the width of a townhouse.

Landscaped Buffer at Rear Property Line

Working closely with the North Ridge Citizens Association and with the individual homeowners on Tennessee Avenue who abut the property at the rear, the applicant has designed a treatment for the southern boundary line that buffers the new development as much as possible from the existing residential homes and apartments behind the development site. The site is approximately 850 feet long at its southern border. The rear border is heavily wooded, and includes a number of mature trees. The grade between the sites changes; the land to the south rises above the level of the parking lot.



Plan view of landscaped buffer



Cross-section through the site and adjacent residential properties showing buffer and fence

The elevated level of the Tennessee Avenue properties means that less of the townhouse buildings will be visible to the Tennessee Avenue neighbors. Instead of viewing 3½ stories from the rear of the bordering properties, residents on Tennessee Avenue will view only the top 1½ or two stories of the townhouses. In addition, the distance between the residences on Tennessee Avenue and the townhouses is significant, 110 feet, so they will be a considerable distance away. On the townhouse property side, there will be a distance of 37 feet between the rear of the townhouse buildings and the rear property line. Within that space, there will be a 22 foot drive aisle for circulation within the townhouse development. There will also be a small retaining wall and a landscaped area between the drive aisle and the rear property line that provides an opportunity for fencing and additional landscaping to buffer the properties.

The proposed rear fence will be wood board on board sections between brick columns. Its design has been agreed on with the neighbors. In addition, there is extensive landscaping proposed for the rear perimeter to augment the existing trees and includes new Eastern Red Cedar, American Holly and Willow Oak trees.

Architectural Design

The original proposal included very traditional townhouse architecture. Working with the staff, the applicant has agreed to changes in the architecture that reduce the perception of mass and create something of a transition in style and mass between the single family homes to the south and the higher density buildings to the north along West Glebe Road.

First, the units have been sized and organized to make them as varied as possible. Instead of all the units being the same width, the development includes townhouses at both 20' and 24' widths. In addition the heights and roof forms are varied enough to provide some interest from both the public front and for the neighbors to the rear. While the original plan included a continuous roof line, the applicant has revised the plans to vary the roof line and form to minimize the height for the adjacent single family homes to the south and minimize the perceived mass from Glebe Road.

At staff's suggestion, the applicant has varied the unit sizes and revised the exterior colors of the units. The units at the end of each series are larger and darker than the smaller, lighter colored units between them. The result is an architectural design which appears similar to large individual houses ("manor houses") instead of a more traditional row of townhouses.

The applicant has also agreed that the exterior materials will be brick along the front of all units, on all of the end units, and on the rear of each end unit within each group of townhouses. Both front and rear elevations include extensive detail and fenestration. The front facades of the units are especially improved with prominent doors, stoops and front walkways to each unit from a public sidewalk.

Working with the neighbors and staff, the applicant has revised the design of the roof pitch to make the top of the buildings less massive when viewed from the Tennessee Avenue properties. In addition, the developer has agreed to limit occupiable areas within the loft space at the top of the units to the Glebe Road side of the floor space only. Any dormers or projections on the rear of the units will be decorative only.

Original Proposed Building Elevations



West Glebe Road Elevation

Revised Proposed Building Elevations



West Glebe Road Elevation



Rear Elevation



Rear Elevation

Streetscape Improvements

The existing pedestrian environment on West Glebe Road is not particularly inviting for pedestrians. With the wide mix of uses in the immediate area and the traffic levels, staff was concerned that, without improved frontage, new residents living at this location would have no connection with the neighborhood around them. Therefore, staff sought and the developer has agreed to provide a series of improvements to the streetscape at the front of its site.

First, the applicant's plans include generous public sidewalks with street trees with limited curb cuts for vehicles. Specifically, the front perimeter of the development will include a four foot planting strip for street trees immediately next to West Glebe Road. The developer will also provide a six foot wide public sidewalk next to the planting strip. In addition, staff has also required that the developer provide bulb out areas at each vehicular entrance to the site, thus enhancing the pedestrian streetscape

environment, and providing additional open space and traffic calming elements to the project. Finally, the proposed development includes the elimination of the very substantial overhead power lines along this section of West Glebe Road, reducing the utilitarian appearance of the area. The proposed streetscape improvements will enhance the experience for the new residents of the neighborhood by providing a buffer to Glebe Road and by providing them pedestrian access to the commercial shops across the street, the school and park to the west, and the adjoining residential neighborhoods.

Tree Preservation and Tree Coverage

As with every development project it reviews, staff endeavors to identify and protect as many existing trees as practicable. In this case, the site is a paved parking lot. However, there are several mature trees in two areas: along the eastern border, next to the Beverly Crest townhouses, and along the rear property line. Not only are the trees resources themselves that need protection, but both areas are important in this case because there are neighboring uses that require buffering from the new development.

Along the eastern border of the property are eight large, mature Red Cedar and White Oak trees, which the developer has agreed to retain. The retention of those trees, the installation of additional landscaping there, and the distance from the eastern property line to the first building all help provide screening the abutting residents from this new use. In addition, within the wooden area at the rear perimeter, there are four noteworthy trees that the applicant has agreed to retain, including a Sweetgum (18"), a White Oak (16 ½"), a Willow Oak (16") and a Pin Oak (12"). The applicant has agreed to preserve these trees and to protect them during construction.

In addition to preserving the existing trees staff is recommending the planting of many new trees on the perimeter as well as within the common areas within the development. Under the City's site plan regulations, developers are required to provide sufficient trees to amount to tree coverage at maturity of at least 25% of the total site. It is significant that in this case, with the preserved trees, the added street trees, the trees within the open common areas, and the trees added to the perimeter areas, the applicant's plan includes a tree coverage that greatly exceeds the required amount.

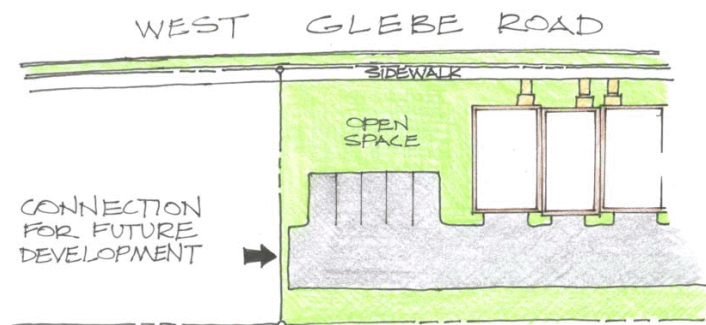
Parking

The applicant is providing two parking spaces within individual garages for each townhouse unit. As to visitor spaces, the applicant's original plan provided none on the site because the applicant assumed that ample parking would be available along the West Glebe Road frontage of the property. Staff typically recommends that projects provide a minimum 15% visitor parking in conjunction with new residential developments, except in those locations where adequate on-street public parking is

available to meet visitor demand. Based on the typical requirement, 8 spaces would be required in addition to the 48 resident parking spaces.

At staff's request, the applicant prepared a parking study analysis to determine the availability of parking along Glebe Road in the vicinity of the development. The study evaluated the on-street parking conditions, and found insufficient parking available to meet the needs of the visitors to the development. Therefore, the applicant increased the size of its site, and added 8 parking spaces for visitors on-site.

The visitor parking area is located at the western portion of the site, but at staff's suggestion, the applicant has agreed to redesign the area. The revised plan will retain the same number of spaces for visitors. However, by redesigning the end of the site, there will be adequate room to allow an extension of the rear drive aisle in the event that the adjacent parking lot site is developed in the future for townhouses. The reorientation of the units also enables the retention of additional open space and landscaping on the western portion of the site.



Visitor parking

of the site

lot at the west end

Modifications

This development proposal includes several modifications, all of which staff finds to be justified because, given the size and shape of the development parcel, the ability to consolidate open space, and the need for buffering adjacent uses, each result from important, positive design elements of the overall development.

Front, Side and Rear Yards

In order to allow the buildings to be grouped as proposed, with large areas of common, consolidated open space and with driveway access and garages behind the units, the traditional townhouse yard requirements have to be reduced substantially. Specifically, instead of front yards at the required 20

foot dimension, the front yards provided are 14' and 15' deep. The RB sideyard requirements for end townhouse units would, in this case, require 10' sideyards at the end of each building; the development includes no sideyards whatsoever although there are large green areas in common ownership adjacent to each end unit. As to rear yards, the RB requirement is for a rear yard as deep as the height of the rear elevation. In this case a rear yard of 39 feet would be required. The rear yards proposed are only between 3' and 4' deep, so as to allow the 22' common rear drive aisle to be in common ownership with a public access easement over it.

Paving in Rear Yards

The zoning ordinance prohibits paving beyond an amount equal to 50% of any required yard area. In this case, the drive aisle and entrances to the individual garages are behind the units, including in the small rear yard areas which are, of necessity, paved. The purpose of the zoning rule, to ensure that there is adequate green area, is met in this case by the extensive green areas between the buildings, at the perimeter of the site and along the West Glebe Road streetscape.

Rear Property Line Fence

Similarly, the purpose of the zoning rule that rear yard fences be limited to a maximum height of six feet is not served in this particular case because of the need to screen the townhouse development, as exacerbated by the difference in grade at the rear property line. The height and design of the proposed fence has been the subject of collective agreement among the applicants, staff and the affected neighbors in this case.

STAFF RECOMMENDATION

Staff recommends approval of the proposed development special use permit, including the cluster development plan and the site plan modifications, and subject to the proposed conditions outlined in the staff report.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Chief, Development;
Robert McLeod, Urban Planner
Lorrie Pearson, Urban Planner.

CITY DEPARTMENT COMMENTS

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

Planning & Zoning

1. Revise Cover Sheet to state that the request is for modifications for front, side and rear yard setbacks rather than just referring to the front yard reduction.
2. Location surveys for all physical site improvements, including landscaping for the entire project, shall be submitted by the applicant and approved by the Director of P&Z prior to issuance of a certificate of occupancy permit.

Transportation & Environmental Services:

- C- 1 Bond for the public improvements must be posted prior to release of the plan.
- C- 2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C- 3 The sewer tap fee must be paid prior to release of the plan.
- C- 4 All easements and/or dedications must be recorded prior to release of the plan.
- C- 5 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.
- C- 6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 7 All utilities serving this site to be underground.
- C- 8 Provide site lighting plan to meet minimum city standards.
- C- 9 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.
- C-10 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).

- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a “Certified Land Disturber” on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Erosion and Sediment Control Law VAC §: 10.1-563.B.
- C- 12 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 new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Code Enforcement:

- C-1 The developer shall provide a separate Fire Service Plan (included as a sheet in the overall plans) which illustrates: a) emergency ingress/egress routes to the site; b) 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; c) emergency vehicle easements (EVE) around the rear of the development with a twenty-two (22) foot minimum width; d) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Relocate one hydrant and add one hydrant per attached plan.
- C-2 The final site plans shall show placement of fire easement signs.
- C-3 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Include rodent abatement note on final site plans.
- C-4 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.
- C-5 A soils report must be submitted with the building permit application.
- C-6 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-7 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.
- C-8 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- R-1 An automatic sprinkler system is recommended. Applicant shall clarify acceptance or non-acceptance of Recommendation.
- R-2 Based on a history of sound transmission complaints, it is recommended that all dwelling units

have a STC rating of at least 60. Applicant shall clarify acceptance or non-acceptance of Recommendation.

Police Department:

Planning and Zoning has not recommended this Police recommendation because the level of lighting exceeds the City standards and may create negative impacts on surrounding residential uses. In lieu of this condition, staff is recommending the standard lighting condition, that lighting be provided to meet City standards, to the satisfaction of the Director of T&ES in consultation with the Police.

R-1 The lighting for the sidewalks, parking areas, and all other common areas is to be a minimum of 2.0 foot candles minimum maintained. (Police)

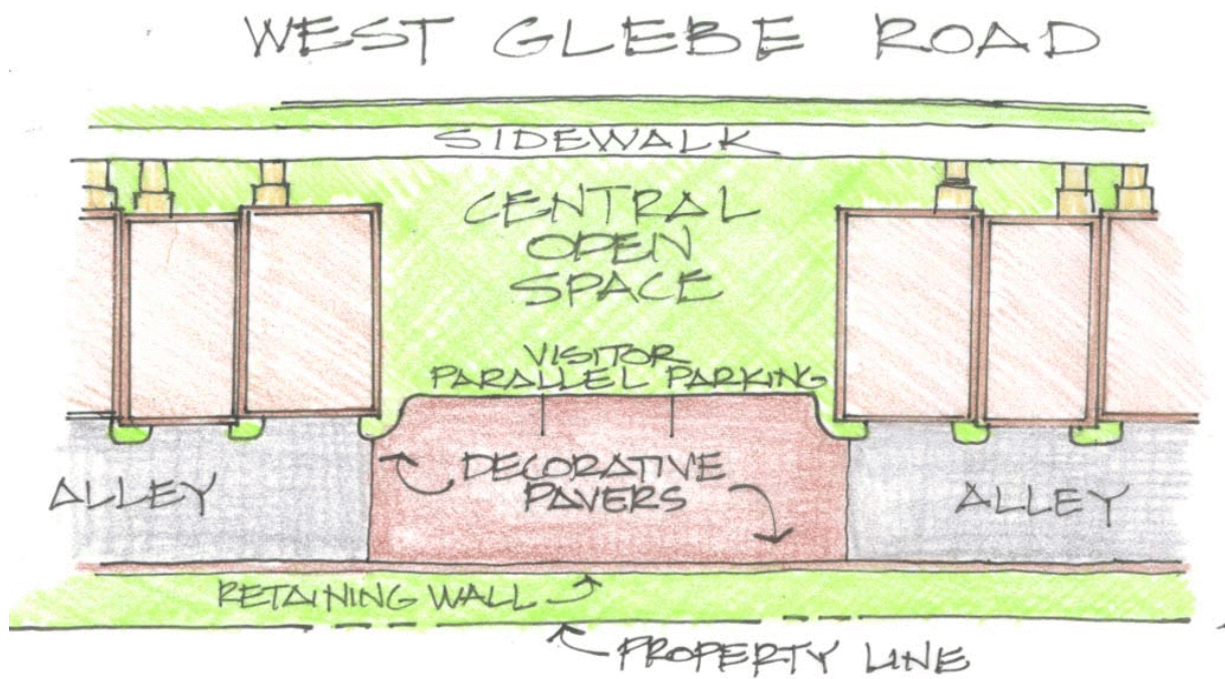
Historic Alexandria (Archaeology):

F-1 The site has a low potential for archaeological resources. No action required.

Virginia American Water Company:

1. Hydraulic calculations will be completed to verify main sizes upon final submission of the site plan. Profiles will be required for hydraulic calculations.
2. VAWC completed a model run on existing fire hydrant number 3093 (on W. Glebe Rd. west of Florence Dr.). The result was an available fire flow of 1,327 gpm at 20 psi residual pressure. This is not going to meet the standard for fire flow for this type of development.
3. Proposed eight-inch water main is too close to the proposed building. Provide a minimum of ten feet horizontally from edge of building to edge of proposed water main.
4. Provide a 10' water line easement for mains and hydrants out of the public right-of-way. Show ten-foot water line easement on plans.
5. All water mains shall be DICL (ductile iron cement lined) pipe.
6. Show and call out on plans all valves, fittings, tees, wet taps, etc.
7. A two-inch blow off is required on all dead-end mains.
8. Water mains must be separated at least ten feet horizontally from sewer mains and manholes measured edge to edge.
9. When crossing sewer mains, water mains should maintain eighteen inches of vertical clearance.
10. The proposed wet tap closest to Florence Dr. shows the proposed 8" water main going through an existing gas valve. Revise plans to avoid this conflict.
11. Show existing gas main on plans. Only gas valves are currently shown.

Attachment 1



Raised decorative brick paver area in alley adjacent to central open space