

Docket Item #18
DEVELOPMENT SPECIAL USE PERMIT #2003-0017
CAMERON STATION PHASE VII

Planning Commission Meeting
November 6, 2003

ISSUE: Consideration of a request for a development special use permit, with site plan, for construction of a multi-family residential project.

APPLICANT: Cameron Development, LLC
by Duncan W. Blair, Esquire

LOCATION: 400 Cameron Station Boulevard

ZONE: CDD-9/Coordinated Development District

A. Overview

Staff is recommending approval of the development special use permit to construct a 148-unit multi-family condominium building on the horseshoe-shaped phase VII site, and the accompanying transportation management plan (SUP#2003-0092). The recommendation of approval is predicated upon the staff recommendations of approval including the provision of 7 units or approximately 5 % on-site affordable units.

The initial areas of concern with staff and the community regarding the proposed development included:

- Mass and scale of the building;
- Building design;
- Open space;
- Affordable housing;
- Parking;
- Traffic/Circulation;
- Impact of the Cameron Club; and
- Construction phasing.

The applicant worked with the City and the community to address many of these issues. The design and massing of the proposed building have been revised to create a structure that will appear as several buildings and provide a well-designed structure built with high-quality materials, useable ground level open space, and adequate resident and visitor parking. The mass, scale, height and floor area ratio of the proposed building, while slightly larger, are generally consistent with the townhouse scale buildings within the neighborhood and the adjoining elementary school.

There remain issues of site design, open space, building design and affordable housing that must be resolved to ensure that the proposal is compatible with this visually prominent location, that high-quality ground-level open space is provided, and on-site affordable dwelling units are provided. These issues can be addressed by the recommended conditions of approval.

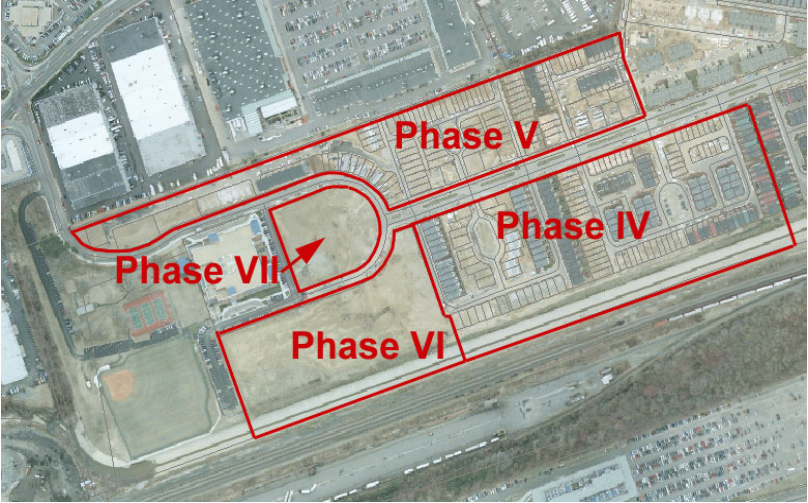
B. Background/History:

There had been considerable concern expressed by the community regarding the previously proposed 120-ft. height of the senior housing facility (Brookdale) within phase VII; the compatibility of the proposal with the mass and scale of the existing townhomes; and general issues such as density, traffic and parking. At the March 15, 2003, public hearing, City Council denied re-approval of the proposed senior housing facility, due to concerns regarding parking, traffic and density. Another comment with the previous phase VI and phase VII proposals was that the last two phases be

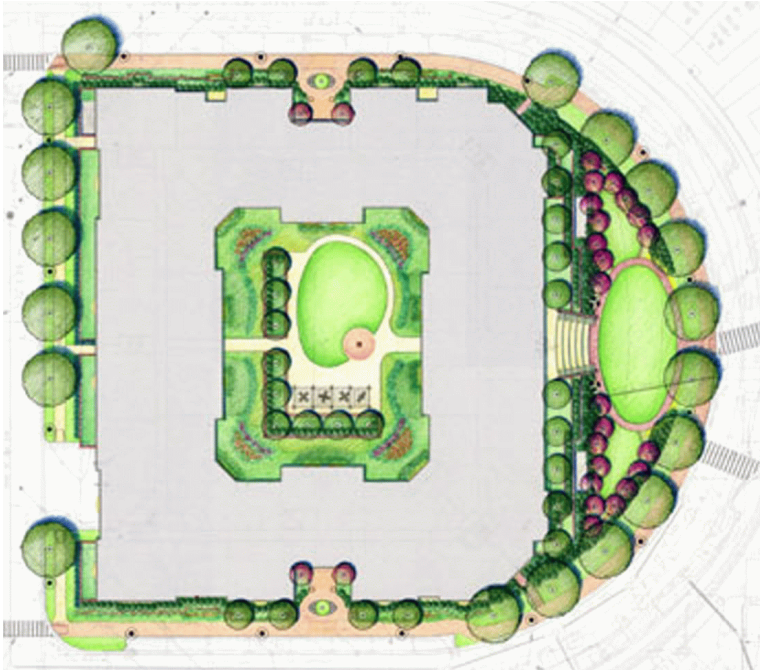
reviewed simultaneously to more comprehensively evaluate issues such as parking, traffic and open space. The applicant has addressed that concern by submitting applications for both Phase VI and VII concurrently.

C. Project Description:

In response to concerns raised about the height and density regarding the previous Brookdale proposal, the current proposal is a 5-story (60 ft. tall) condominium building. The building is significantly shorter and less dense than the previously proposed senior housing facility. The proposed condominium development consists of a four-level, 148 unit residential condominium building with a two-level garage with one level partially above grade.



Phase VII project site and surrounding development



Phase VII site layout and open space plan

The site is at the intersection of Cameron Station Boulevard, Ferdinand Day Drive and Harold Second Street. The condominium units include 31 one-bedroom units, 98 two-bedroom units and 19 three-bedroom units ranging in size from 670 to 1580 sq. ft. The main pedestrian entrances to the building are on Cameron Station Boulevard on the north facade and Ferdinand Day Drive on the south facade. Elevators located within the residential lobby provide access to the underground parking.

DSUP#2003-0017
CAMERON STATION-PHASE VII

The proposed two-level partially-below grade parking garage will accommodate all the required 254 spaces for residents, in addition to 47 visitor spaces. An additional 19 spaces are provided along the public streets of Cameron Station Boulevard and Ferdinand Day Drive. There will be 8 on-street parallel parking spaces on Ferdinand Day Drive and 11 on Cameron Station Boulevard, along with a loading area on the western portion of the building. The applicant is proposing a total of 320 parking spaces and 26% visitor parking (66 spaces). Vehicular access to the parking garage is from Harold Secord Drive, which connects Cameron Station Boulevard and Ferdinand Day Drive. The parking for the condominiums will have controlled access.

A large (12,000 sq. ft.) landscape area of visually accessible ground level open space is proposed on the eastern portion of the site. The center of the site contains an open space interior courtyard partially above-grade (on top of a level of parking), which will be approximately 15,000 sq. ft. This courtyard is to be treated with pavers, ground cover, landscaping, trees, and other amenities to provide useable private open space for the residents.

The site is surrounded by primarily residential townhomes and the elementary school. Uses to the north of the site include townhouses, stacked (2/2) townhomes, and the Trade Center commercial development. To the east are townhomes and single-family uses (phase V) and townhomes (Phase IV). To the south is the vacant phase VI parcel and the Linear Park. To the west is the Samuel Tucker elementary school and the Armistead Boothe Park. The proposed phase VI and phase VII are the remaining two phases within Cameron Station.

CAMERON STATION DEVELOPMENT SUMMARY								
Phase	Approved					Proposed	Proposed	TOTAL
	I	II	III	IV	V	VI	VII	
Land Area (Acres)	20.52	24.02	14.11	11.52	11.80	5.15	2.44	89.56
Total Number of Units	341	541	317	214	191	97	148	1849
Single Family	15	6	0	0	11	0	0	
Townhouse	169	153	207	178	120	97	0	
B/B Townhouse	4	54	0	36	0	0	0	
Stacked Townhouse	40	52	0	0	60	0	0	
Multifamily	113	276	110	0	0	0	148	
Multifamily/Elderly	0	0	0	0	0	0	0	
Density (Units/Acre)	16.62	22.52	22.47	18.58	16.19	18.84	60.66	20.6
Gross Floor Area (Square Feet)	819,914	910,513	777,817	648,311	451,700	266,304	204,059	4,078,618
Open Space (Acres & Percent)	6.0 (29.2%)	6.98 (29%)	3.94 (27.9%)	2.31 (20%)	3.42 (29.9%)	1.56 (30%)	1.1 (45%)	25.31 (28.3%)

D. Zoning:

The site is zoned Coordinated Development District (CDD). A CDD Concept Plan was approved for Cameron Station by the City in 1996, with revisions/updates through 1998. The approved Cameron Station CDD Concept Plan establishes general standards for Cameron Station which, in combination with the CDD zoning and special use permit conditions form the requirements for development within Cameron Station. The CDD concept plan set the maximum number of units that may be developed on Cameron Station at roughly 2,445 - 2,510 units (depending on the number of units removed in exchange for elimination of the school site from the CDD). With the phase VI and phase VII proposals, the total number of units within Cameron Station will be 1,849.

PHASE VII - CAMERON STATION		
Property Address:	400 Cameron Station Boulevard	
Total Site Area:	106,165 sq. ft/ (2.44 acres)	
Zone:	CDD#9/Coordinated Development District	
Current Use:	Vacant	
Proposed Use:	Multi-family Residential Condominium	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	N/A	206,574 sq ft
FAR	N/A	1.94
Height	120 Feet	65 Feet
Open Space	No specific ordinance requirement but 25-30% proposed and approved in earlier phases	1.1 acres (45%)
Maximum No. of Dwellings	2,445 - 2,510	148 multi-family dwelling units 31 - 1 BR units 98 - 2 BR units 19 - 3 BR units
Parking	292 Total 1.3 Spaces for each 1 BR unit 1.75 Spaces for each 2 BR unit 2.20 Spaces for each 3 BR unit Plus 15% visitor parking required by concept plan approval	301 (Garage) <u>19 (Street)</u> 320 Total

E. Staff Analysis:

Staff is recommending approval of the proposed condominium building. The applicant has worked with staff and the community to revise the site plan and building issues raised by the proposal. The applicant has agreed to provide streetscape, landscape and pedestrian improvements, which will significantly improve the pedestrian environment surrounding the site. While staff recommends approval, the recommendation is contingent upon the additional landscaping and refinements to the design of the building and the provision of 7 on-site affordable units.

Affordable Housing (Phase VI and Phase VII)

The applicant has agreed to an affordable housing plan that will provide seven on-site affordable units within the 148 unit condominium building proposed within phase VII. The seven units will consist of 4 one-bedroom units and 3 two-bedroom units. The one-bedroom units range in size from approximately 900-1,000 sq.ft., the two-bedroom units range in size from approximately 1,000-1,400 sq.ft.. The units will be affordable upon resale for a minimum term of 15 years, with other terms and conditions such as sales agreements, fees to be charges and qualifications for future owners. The current affordable housing proposal by the applicant is significantly more than the standard \$1.00 per square foot contribution.

Based upon the gross floor area, the standard contribution for phases VI and VII would be \$470,363. Given staff's estimate of the minimum likely purchase price of the units (approximately \$325,000 for a one-bedroom and \$350,000 for the two-bedroom units) and the price necessary to be considered affordable (\$175,000 for the one-bedroom units and \$225,000 for the two-bedroom units), the subsidy for each unit is an estimated \$150,000 for one-bedroom unit and \$125,000 for the two-bedroom units. The maximum income limits for purchasers of these units are \$68,700 for a 1-2 person household and \$79,500 for a household of 3 or more persons.

The total subsidy ($\$150,000 \times 4$) + ($\$125,000 \times 3$), the total subsidy by the applicant for the provision of seven affordable units will be approximately \$975,000, which equates to an approximately \$2.07 per square foot contribution. These values are based upon the estimated market value of the units and while prices have not been established, these prices are comparable to other condominium units in Cameron Station.

The standard \$1.00 per square foot contribution would result in \$470,363 for phase VI and phase VII, which based upon the market rate of the units would result in 3-4 affordable units within the condominium building, with the remaining 3-4 units proposed by the applicant going beyond the standard contribution with regard to these two phases.

Staff supports the applicants' proposal because it enables "workforce" households to live in close proximity to the adjoining school, City parkland and the Van Dorn Metrorail Station. The additional units will enable much needed affordable housing units within the City and provide a considerable public benefit for the community and the City.

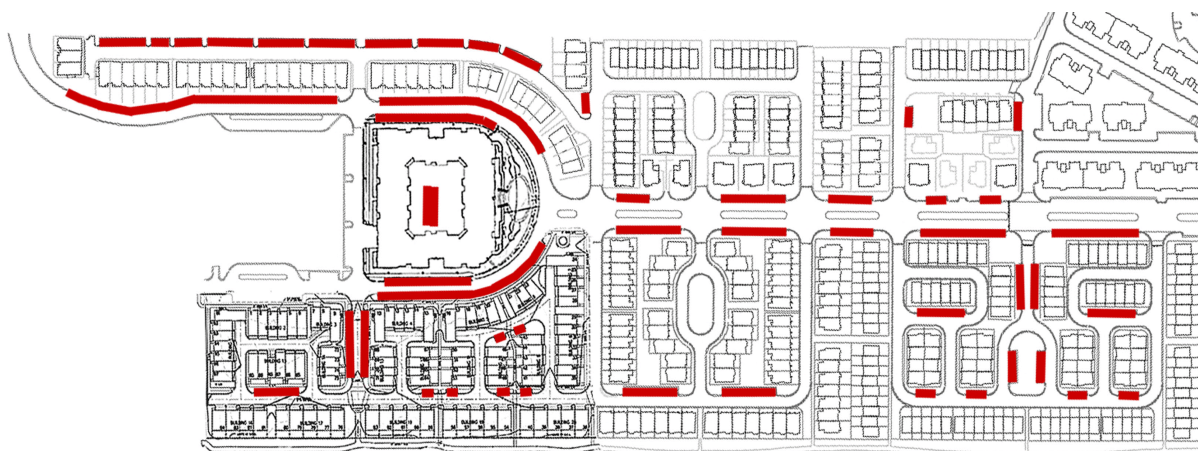
Traffic

In September 2003, a traffic study was conducted by Wells & Associates at Cameron Station to update the one prepared in 1995 and take into account new proposals for phases VI and VII. The study finds that because the current proposals for phases VI and VII consist of 731 fewer units originally proposed in 1995, 20-42% fewer peak hour trips would be produced than under the approved plan. On a daily basis, the current proposals would generate almost 3,400 fewer trips, a 35% reduction.

The study indicates that the signalized intersections of Cameron Station Boulevard at Duke Street and at South Pickett Street currently "operate at overall acceptable levels of service" (Level D or better) during morning and evening peak hours and are forecasted to operate at acceptable levels (Level D or better) upon completion of the projects. The internal intersections of Cameron Station were also found to operate at acceptable levels. The study forecasted that phases VI and VII would not degrade existing traffic service or require roadway modifications or geometric improvements.

Parking

The CDD concept plan requires the minimum number of spaces required by the Zoning Ordinance plus 15% visitor parking spaces (a portion of which may be permitted on the adjoining streets). In this case, the applicant is providing the required parking (254 spaces) plus 18.5 % visitor parking in the underground garage. The 19 spaces on the adjoining Cameron Station Boulevard and Ferdinand Day Drive result in a total of 26 % visitor parking spaces.



Public and visitor parking for phases IV, V, VI and VII

The applicant is proposing 320 total parking spaces, with a residential parking ratio (2.2 sp/unit) for the condominiums, including the parking on the adjacent public street. There have been complaints regarding both residential and visitor parking within Cameron Station. A primary issue behind these concerns is that many of the condominium buildings in Cameron Station (Main Street condominium, Carlton Place condominiums, etc.) charge for their underground parking spaces, often at a considerable cost in addition to the purchase price for the unit. Therefore, many of the residents do not purchase a parking space but rather elect to park on the adjoining streets. To avoid residents being forced to pay an additional fee for parking spaces, a recommendation of approval is to include parking spaces (one space for each one-bedroom unit and two spaces for each two- and three-bedroom unit) as part of the purchase price of the units. The provision of parking spaces as part of the purchase price of the units requires the provision of 25 additional spaces in the underground garage will more than adequately address the parking demand from the proposed building. A recommendation of approval also requires that the visitor spaces in the garage be on the first floor to be visible and readily accessible for visitors to the condominium building.

Another issue related to the proposed construction is the construction phasing and staging for this site, including the parking for construction employees. Therefore, a recommendation of approval will require off-site parking for all construction workers without charge to the workers or provide a subsidy for the construction workers that use Metro or DASH, based upon a plan that is submitted by the applicant and approved by the City. The plans will be evaluated during the final site plan process to ensure that construction parking does not spillover onto the adjoining residential streets or elementary school parking areas.

Building Design

The building is located at the visually prominent terminus of Cameron Station Boulevard which, other than the site of the Cameron Club, is the most prominent site within Cameron Station, and therefore, should be treated in an appropriate manner. From an urban design perspective, this building will be a visually important element of the community.

The height of the proposed building is approximately 60 feet, which provides an appropriate transition between the townhouses and elementary school adjacent to the site. However, the overall mass of the building, rather than height, has been a concern. Larger buildings can be designed in a manner that breaks the large mass and long facades into smaller components that will reduce the perceived mass. The original building design did not succeed in accomplishing this goal. To reduce the perceived mass of the building, staff has worked with the applicant to break the building into a series of vertical bays, recessed areas and to provide architectural treatment that will enable the building to appear as a series of smaller buildings, rather than one building.

The modifications recommended by staff included creating large recesses 30 feet wide and 20 feet deep along the north and south faces of the building to create a break in the continuous facade. Further breaks in the building face, recommended by staff and incorporated into the proposal, were in the form of recessed balconies, which provide breaks on all sides of the building.

The prominent location of this building necessitates that its design incorporate high quality materials and detailing. Therefore, a recommendation of staff is that the building be clad in masonry (brick, precast or stone). A recommendation of approval is the provision of variation in the building materials to create the perception of individual building elements through the use of contrasting brick colors and the use of precast concrete cladding in various parts of the bases of the building to make each of the elements appear as separate buildings. The variation in brick colors and the dark color hyphens between the separate “buildings” in addition to providing a strong building base of varying materials (precast and rusticated brick) will also help to visually divide the building into smaller elements.

Applicant’s original proposal



Staff Proposal



Staff recommended that the east facade be treated in an asymmetrical manner, using a pair of towers of different heights with the taller marking the axis of Cameron Station Boulevard. The applicant revised the plan to address this urban design issue. Another recommendation for the east facade is the elimination of one of the retaining walls at the base of the building and replace it with a landscaped berm, to reduce the apparent height of the building’s principal facade.

Finally, there are various recommendations made by staff to improve the scale and architectural quality of the project and its details which require additional refinement that include revising the arched passage on the east facade of the building to be treated as a full semicircle (instead of the segmental arch as shown), and the base story on the north and south elevations of the building should

be differentiated from the other parts by being clad in rusticated brick instead of precast. The rustication of the central portion of the building's east facade should be increased in height by a story to differentiate it from the corner massing elements.

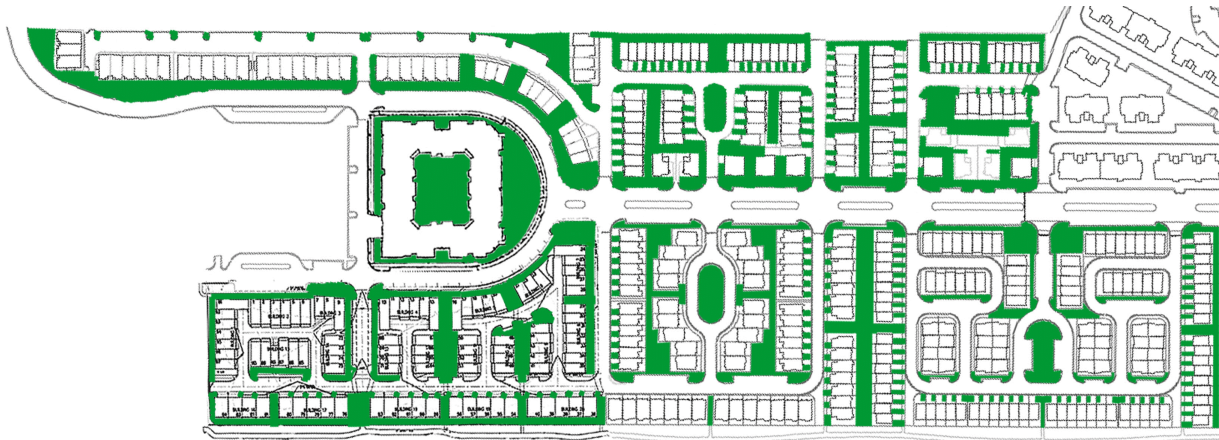
Through the conceptual review process the applicant revised the overall design and roofline to provide the appearance of several smaller buildings which has been successful in reducing the perceived mass of the building.

Open Space

The CDD zoning does not establish a specific requirement for open space for the site; rather, a general guideline is given that approximately 25-30 % ground level open space be provided. The open space being provided within this project is 32,647 sq.ft. (30 %) ground level open space. The open space in the internal courtyard has not been included in the open space calculations because the courtyard is not at grade (it is located on the top of the parking garage), although visually and practically the internal courtyard will function as open space. With the ground level open space and the internal courtyard 1.1 acres (45 %) of the total site area has been provided as open space .

To the extent the goal of providing open space is to provide active and passive recreational facilities for the residents of the project, the courtyard and east open space area will provide quality useable open space. Staff is also recommending additional amenities and landscaping for the interior courtyard. While not visually accessible from the adjoining streets, the interior courtyard will provide useable, private, and defensible open space for the condominium residents.

Open space is intended not only to provide recreational opportunities for the residents, but also to provide a sense of openness and opportunities for landscaping at ground level, that benefits the public. The open space that is proposed adjacent to the streets is generally useable, consolidated areas of open space that will be visually and physically accessible. In addition, a recommendation of approval is that the large (12,000 sq.ft.) area on the eastern portion of the site be publically accessible. The space is designed as large amphitheater area for public gatherings and spaces that are designed as more private spaces with benches for more passive open space areas.



Open space for Phases IV, V, VI, and VII

An issue with the proposed development is not only the amount and quality of the open space, but also how the design and location of the space is integrated into the open space areas for phase V and proposed within phase IV. Staff supports the amount of open space, because the percentage exceeds that in other phases of Cameron Station and the open space is useable consolidated ground level open space.

Streetscape

The current plan locates the sidewalk along Cameron Station Boulevard and Ferdinand Day Drive immediately adjacent to the street. A recommendation is that the sidewalk be shifted to accommodate a 7-8 foot planting strip between the sidewalk and the street, where no on-street parking is proposed, to provide buffer between the pedestrian and motor traffic as well as to improve the streetscape. This will allow for a continuous row of street parking along the perimeter of the property. Staff has also recommended larger (4" caliper) street trees which, in combination with the six-foot-wide brick sidewalks and lack of curb cuts on the primary streets, will create a pedestrian-friendly streetscape for the external portion of the development.

Along the north and south side of the site, the current proposal provides a sidewalk immediately adjacent to the on-street parking lane and small columnar trees planted close to the building. Staff is recommending that this sidewalk be relocated closer to the building to provide a four- to five-foot landscape strip with street trees along the parking lane, creating a higher-quality, more pedestrian-friendly streetscape and allowing the a continuous row of street trees on the perimeter of the site.

F. Community Concerns

The community initially raised concerns regarding parking, traffic, circulation adjacent to the elementary school, and the impact upon the recreational facilities at the Cameron Club. As previously discussed, the applicant has agreed to provide parking spaces with each unit at no additional fee. This will provide each one-bedroom unit with an assigned parking space and each two-bedroom and three-bedroom with two assigned spaces. Staff believes the provision of parking with the purchase price of each unit and 26% visitor parking will be adequate for the proposed development.

A concern for the community is the impact that the additional residents will have on the facilities on the Cameron Club exercise area and pool. In the past several weeks the homeowners have discussed this issue. In a letter from the Cameron Station Community Association to the developer, Greenvest LLC, dated October 16, 2003, the Community Association requested that the developer assist the community in performing an evaluation of the size, layout and equipment provided in the existing fitness center, office, meeting space and pool facilities. The evaluation, to be conducted by an independent consultant, would assess the adequacy of the facilities to accommodate 245 additional homes. If the results of the evaluation indicate that the facilities have reached capacity, the Community Association is requesting that Greenvest assist in providing professional advice and financial contributions to address the shortfalls.

Another one of the issues of great concern voiced by the Community Association is the disruption anticipated due to construction of phase VI and VII. In addition to the City regulations regarding construction, staff has included recommendations requiring construction phasing, traffic and parking plans for construction vehicles and workers, and temporary measures to accommodate vehicular and pedestrian traffic. The Community Association will be forming an ad hoc committee to monitor construction and report to their board and residents, Greenvest and City staff, and ask that Greenvest appoint a representative to sit on the ad hoc committee.

The letter from the Community Association closes by relating that for the first time the Board of Directors has taken an official stand on a Greenvest proposal and have voted unanimously to support the phase VI and phase VII proposals.

Another area of concern that has been raised is the proximity of the access to the underground parking and the adjoining school. Locating the garage and access on Harold Secord Street, on the west side of the building, creates the least adverse impact on the existing and future uses. In this area, Harold Secord Street acts as a service road supporting perpendicular on-street parking for the Tucker Elementary School. Harold Secord Street is currently the only access point to the south side of Tucker School and to the parking lot adjacent to the ball field at Armistead Boothe Park, however, much of this traffic will move on Ferdinand Day Drive once phase VI and phase VII are completed. The garage and loading entrance on Harold Secord Street for the new condominium building will be separated from the school lot by approximately 60 feet.

Cameron Station Boulevard is the most intensely used street in the Cameron Station and would be an inappropriate location for any garage or loading entrance. Ferdinand Day Drive provides access for student drop-off by parents at the south-side entrance to the school, and thus would also be an inappropriate location for a vehicular entrance into the building. Any garage entrance on Ferdinand Day Drive would also present a hazardous impediment to children and adults walking to the school and would diminish the quality of the pedestrian streetscape which is proposed for Ferdinand Day Drive. In addition, because of the horseshoe shaped property, the sight lines on Cameron Station Boulevard are worse than the proposed Harold Secord location. For all of these reasons, the location of the entrance to the garage is best served from Harold Secord Street. While there is a play area on the eastern portion of the elementary school, this area is completely enclosed with a fence and is accessed internally from the school. This situation is similar to the existing conditions at other school locations including at Lyles-Crouch Elementary School and George Washington Middle School where the children's play equipment areas are located adjacent to the South Pitt Street and Mount Vernon Avenue.

G. Staff Recommendation:

Staff recommends **approval** of the development special use permit with the conditions outlined in the staff report.

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

STAFF RECOMMENDATION:

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

1. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated August 19, 2003. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
 - a. The facade materials of the entire building, shall be entirely masonry (brick, precast, stone), including lintels and sills.
 - b. The applicant shall provide significantly contrasting brick colors to provide the appearance of six buildings with "hyphens" or recesses between them as generally depicted in Attachment # 1.
 - c. The base of the building on the central portions of the eastern and western facades shall be precast stone. The height of the base shall be increased as depicted in Attachment #1 for each facade. The base for the northern and southern portion of the building shall be a rusticated brick base.
 - d. The balcony "hyphen" portions of the building shall be darker colors and materials to help to give the appearance of several smaller buildings.
 - e. The provision of a varied roofline shall continue to be provided as generally depicted in the preliminary building elevations. The material for the pitched roofs shall be standing seam metal.
 - f. The height of the tower shall be increased in height by 6 to 8 feet and its roof form, and that of the secondary, shorter tower element shall be disengaged from the main building to enhance the appearance of the tower elements.
 - g. The arched passage on the east facade of the building should be consistent with the architectural treatment of the rest of the project and treated as a full semicircle (instead of the segmental arch as shown).
 - h. The narrow verticals between paired windows (eight inches or less) should be treated as precast instead of brick.
 - i. The cornices on the tower elements should have additional brackets at a spacing based on the window modules, instead of the wide 15-foot spacing as shown.
 - j. The grills at the ground-floor openings shall be decorative metal.
 - k. The balconies shall be constructed of high quality materials comparable to the materials for the primary building facade. The balconies shall not project beyond the plane of the building. Balcony columns should be divided into a lower element to the height of the handrail and a more slender portion above. Ceiling of the balconies shall be constructed of durable cementitious material.
 - l. The HVAC units and mechanical appurtenances shall be located on the roof-top. Details on the screening methods shall be indicated on the final site plan.
 - m. Color building elevations shall be submitted with the final site plan.
 - n. All refinements to the design and materials shall be revised prior to the release of the final site plan.

DSUP#2003-0017
CAMERON STATION-PHASE VII

- o. The door for the loading facility shall remain closed except when in use. The color of the door shall match the adjacent wall material and be integrated into the surrounding facade to minimize its presence. (P&Z)
2. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan to the satisfaction of the Director of Planning and Zoning and shall also provide the following:
- a. All sidewalks for the development shall be brick including at the northern and southern entry courtyard and in the eastern open space and shall comply with City standards.
 - b. A minimum unobstructed sidewalk width of 6 ft. for Ferdinand Day Drive and Cameron Station Boulevard and 6 ft. for Harold Secord Street. The width of the sidewalk for eastern open space shall also be 6ft.
 - c. The sidewalk on the eastern portion of the site, where on-street parking is not proposed shall be relocated to provide a 7-8 ft. wide landscape planting strip adjacent to the curb. The street trees shall be relocated to the landscape strip between the sidewalk and the curb.
 - d. The applicant shall provide stamped asphalt crosswalks across the northern and southern portion of Harold Secord Street.
 - e. The brick sidewalks shall continue over the proposed curb cut for the parking garage and loading area on Harold Secord Street to provide a continuous uninterrupted brick sidewalk.
 - f. All streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit.
 - g. The character, location and type of such street furnishings on the final site plan (including but not limited to: benches, lights, trash receptacles, bike racks) and signs or sign systems and other site furnishings shall be consistent with that approved and provided in other phases of Cameron Station. (P&Z)
3. A minimum of 301 parking spaces, as represented on the preliminary plan, shall be located in the underground garage for residents and their visitors. At least 22 of these garage spaces shall be reserved for visitor use and shall be conveniently located adjacent to the elevator on the first level to the satisfaction of the Director of P&Z. The applicant shall install “Visitor Parking Only” markings and/or signs for the garage visitor spaces. A minimum of one space for each one-bedroom and a minimum of two spaces for each two-bedroom unit shall be provided within the garage as part of the purchase price for each unit. The underground parking shall have controlled access. (P&Z)
4. A public ingress/egress easement shall be granted for public vehicular and pedestrian access for Harold Secord Street, the sidewalks surrounding the building, and the eastern open space area. All easements and reservations shall be approved by the City Attorney prior to the release of the final site plan.(P&Z)

5. A final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The landscape plan shall be prepared by a landscape architect. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall at a minimum also provide:
- a. The lower proposed retaining wall on the eastern portion of the building shall be eliminated and replaced with a slope to minimize the height of the remaining retaining wall. The remaining upper retaining wall adjacent to the building shall be constructed of the same material as the base of the building.
 - b. Irrigation shall be provided for landscaped and open space areas.
 - c. The street trees shall be a minimum 4" caliper at the time of planting.
 - d. The street trees for Ferdinand Day Drive and Cameron Station Boulevard shall be Willow Oak.
 - e. Provide a 5' landscape strip adjacent to the curb on the southern and northern sides of building to provide a continuous row of willow oak street trees on the perimeter of the property.
 - f. Eliminate the retaining wall on western portion of building. Provide a double row of street trees, and appropriate groundcover, on each side of the sidewalk along Harold Secord Street. Provide landscaping beds and foundation plantings against the western facade.
 - g. The planting depth on top of the parking deck shall be a minimum of 2' for the shrubs and groundcover and a minimum of 4' of soil depth for trees with adequate drainage to support the trees, as depicted on the preliminary landscape plan.
 - h. The street lights and street furniture shall be consistent with the developed portion of Cameron Station Boulevard.
 - i. All trees to be limbed up a minimum of 6 feet as they mature to allow for natural surveillance.
 - j. Trees are not to be planted under or near light poles.
 - k. The proposed shrubbery is to have a maximum height of 36 inches when mature. No shrubs higher than 3 feet to be planted within 6 feet of walkways.
 - l. All landscaping shall be maintained in good condition and replaced as needed. All plant 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.
 - m. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
 - n. Depict all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened.
 - o. All landscaping shall be maintained in good condition and replaced as needed.
 - p. All lawn areas shall be sodded. (P&Z)(RP&CA)(Police)

6. The internal courtyards/common areas shall provide the level of detail and amenities depicted on the preliminary plan, and at a minimum the courtyard shall also provide amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. shall be provided within the courtyard to encourage its use. (P&Z)(RP&CA)
7. The courtyards for the northern and southern entrances shall provide decorative pavers, benches, trash receptacles, landscaping, and a focal element such as a sculpture. (P&Z)
8. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the condominium association covenants to ensure that it conveys to residents the requirements of this development special use permit, including the restrictions listed below. The covenant language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council:
 - a. Parking spaces within the parking garage may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
 - b. Vehicles shall not be permitted to park on sidewalks or in driveways which obstruct sidewalks, on any emergency vehicle easement. The Condominium Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
 - c. All landscaping and screening shown on the final approved plans shall be maintained in good condition and may not be reduced without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
 - d. The Condominium Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the public access easement including the streets, sidewalks, and eastern open space area will be for general public use and the potential liability.
 - e. The developer shall notify prospective buyers, in its marketing materials, that Harold Secord Street is a private street and that all on-site storm sewers are private and will be maintained by the Cameron Station Homeowner's Association.
 - f. That heavy industrial uses, including an asphalt facility and a rock crushing facility, the City Waste-To-Energy Plant, the Police Firing Range and Metrorail track and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets surrounding the project. (P&Z)(T&ES)
9. Freestanding signs other than traffic/directional signs shall be prohibited. (P&Z)
10. 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)

11. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)
12. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)
13. The applicant shall prepare and submit a plan that delineates 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 the release the first final site plan for the project. At a minimum, the plan shall include the following:
 - a. Phasing and required public improvements (streets, traffic signals, sidewalks, etc.).
 - b. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
 - c. A plan for temporary pedestrian and vehicular circulation during construction.
 - d. A parking plan for construction workers that provides parking for workers.
 - e. Provisions in the event construction is suspended for 6 months or more for:
 - i. temporary streetscape improvements;
 - ii. removal of debris;
 - iii. screening and barrier protection of construction areas and interim open space improvements.
 - f. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z)
14. 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 release of the final site plan. This plan shall set forth 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. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. 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)

DSUP#2003-0017
CAMERON STATION-PHASE VII

15. 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)
16. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. Temporary structures for sales personnel, as well as sales/marketing signs, shall be permitted, with the size and site design for such temporary structures, including signs, subject to approval by the Director of Planning and Zoning. (P&Z)
17. Provide detail for proposed stamped asphalt crosswalks. (T&ES)
18. Provide a note on plans that specifically states that the proposed 10" sanitary sewer along Harold Secord Street shall be privately maintained. (T&ES)
19. Show 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. Note that the light fixtures must meet the approved Cameron Station lighting guidelines. (T&ES)
20. Proposed light poles shall not be in the sidewalk area whenever alternatives exist. (T&ES)
21. All site and building mounted light fixtures shall be shielded to direct light downward and eliminate glare into residential units. (T&ES)
22. Applicant shall provide \$850/ea to the Director of T&ES for the purchase and installation of four (4) of City standard street cans along the public streets. (T&ES)
23. 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)
24. 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)
25. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as a required user property, then refuse collection shall be provided by the City. (T&ES)

DSUP#2003-0017
CAMERON STATION-PHASE VII

26. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. 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)
27. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
28. Provide and install conduit for future traffic and pedestrian signal at intersection of Cameron Station Boulevard and Harold Secord Drive, to the satisfaction of T&ES. (T&ES)
29. Show all existing and proposed easements, both public and private. (T&ES)
30. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
31. 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)
32. 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)
33. Provide site and garage lighting plans to meet city standards. (T&ES)(Police)
34. The applicant shall provide fifteen (15) resident bicycle parking spaces and three (3) visitor spaces located in the garage and two (2) visitor spaces located near the building entrances to the satisfaction of the Director of T&ES. (T&ES)
35. 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)
36. Due to the historic uses at the site and the potential for contamination, the following condition is included. The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
37. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils

and/or groundwater at or in the immediate vicinity of the proposed site.

- b. Submit a Risk Assessment indicating any risks associated with the contamination.
- c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
- d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

Submit 5 copies of each of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

- 38. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Cameron Station site, including previous environmental conditions and on-going remediation. These disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
- 39. Due to the close proximity of the site to heavy industrial uses, the City Waste-To-Energy Plant, the Police Firing Range and Metrorail track and other railway operations the following conditions are included in the SUP:
 - 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, including: Special construction methods to reduce noise transmission, including:
 - i. Triple-pane glazing for windows.
 - ii. Additional wall and roofing insulation.
 - iii. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
 - iv. Others as identified by the applicant.

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)
- 40. The stormwater collection system is part of the Cameron Run watershed. All on-site stormwater curb inlets within the limits of disturbance shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
- 41. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
- 42. 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)

43. The applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Directors of P&Z, T&ES and the City Attorney:
 - a. That heavy industrial uses including asphalt and rock crushing facilities, the City Waste-To-Energy Plant, the Police Firing Range and Metrorail track and other heavy railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate truck traffic, including empty garbage trucks emanating odors, on the public streets in the vicinity of the project. (P&Z)(T&ES)
44. For firefighting reasons, all stairs must extend through the roof so that door access to the roof is provided as shown on plans. (Code Enforcement)
45. The final site plans shall depict placement of fire easement signs. (Code Enforcement)
46. It appears that trucks at the loading dock may block the sidewalk. Provide more detail of the loading dock design. Revise if necessary to minimize blocking of sidewalk. (T&ES)
47. The applicant is to contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding:
 - a. Security surveys for the residence, construction trailer, and sales trailer.
 - b. Locking hardware and alarms for the homes.
 - c. Robbery awareness program for all residents and employees. (Police)
48. Garage walls and ceilings are to be painted white. (Police)
49. The developer shall submit for reasonable approval by the City Manager an Affordable Housing Plan, which shall provide a total of seven affordable sales units consisting of four one-bedroom units priced at \$175,000 and three two-bedroom units priced at \$225,000. (Housing)
50. The seven affordable set-aside sales units shall be made available to households with at least one member who lives or works in the City of Alexandria, and with household incomes which do not exceed the City's income guidelines for discounted sales units, and subject to the following conditions:
 - a. The sales units provided as affordable shall be identical to the market rate units of the same size and type specified in the approved Affordable Housing Plan, and shall have the same amenities as other similar units in the development.

- b. The developer shall have the right to identify the specific units and the related specifications of the units that are to be provided as affordable, which shall be reasonably disbursed throughout the building, and shown on the Affordable Housing Plan.
 - c. From the time the developer begins to solicit potential buyers until 90 days after the date that the developer begins to write sales contracts at the development, the City, through its Office of Housing, shall have the exclusive right to refer qualified buyers for newly available set-aside sales units, unless the City waives that right.
 - d. Whatever incentives are offered to set-aside unit buyers will be specified in the Affordable Housing Plan.
 - e. The long-term affordability of the set-aside units shall be provided through deed restrictions in accordance with the set-aside resale procedures established in the City's Affordable Housing Policy.
 - f. In the event that the developer offers the market rate units for a price less than the estimated offering price set forth in the approved Affordable Housing Plan by 15% or greater, the developer shall make a proportionate reduction in the price of the equivalent set-aside units, as approved by the City Manager. (Housing)
51. The set-aside units may be sold only to buyers which meet the household income and eligibility conditions in Paragraph 2. In the event that the developer demonstrates that it is unable to secure qualified buyers for all of the set-aside units within a reasonable marketing period acceptable to the City Manager, but in no event later than the date of closing on the last market rate unit to close, the requirement for such sale may be waived with the approval of the City Manager, provided that, for each unit for which a waiver is granted, the developer shall contribute to the Housing Trust Fund the difference between the market rate price for such unit in effect on the effective date of the waiver, and the discounted, set-aside price established under Paragraph 1. (Housing)

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

- 1. Development special use permit with site plan to construct a residential development under the Cameron Station Coordinated Development District (CDD#9).

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.

CITY DEPARTMENT COMMENTS

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

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 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-10 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
- C-11 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-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.

Virginia American Water Company

- C-1 Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations. (VAWC)
- C-2 The existing eight-inch water main (that the proposed fire domestic services are shown as being connected to) does not extend into the site as far as shown on the plans. The existing water main ends 42' from the 12" main in Cameron Station Boulevard. (VAWC)

Code Enforcement:

Most recent review comments are in **bold type**.

- C-1 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. **Condition met. Parking on the west side of the structure has been eliminated.**
- C-2 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **Condition not met. Submitted Fire Service Plan does not show adequate hydrant placement. Hydrants shall be located on the same side of the street as the FDC and within 100 feet of each FDC. Add two hydrants (one for each FDC) to meet requirement.**
- C-3 Existing and proposed hydrants are not shown on plan. Show all existing and proposed hydrants **Condition not met. Hydrants shown do not meet access and availability requirements. See C-2 above.**
- C-4 Fire Department Connections (FDC) shall be located within 100 feet of a fire hydrant on the same side of the street as the FDC and shall not be obstructed by parking spaces and landscaping. **Condition not met. FDC on east side of structure is obstructed by landscaping and is located on a higher grade than street level. Reposition FDC to street level by sidewalk for rapid, unobstructed access. Coordinate landscape drawings and site plan to reflect this condition. Inadequate hydrants shown on plans. See note C-2 above.**

- C-5 The proposed project shall be equipped with an automatic fire suppression system in both the garage and residential portions of the structure. **Acknowledged by applicant.**
- C-6 The public parking garage floor must comply with USBC 609.2.3 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2800.1: P-1002.0). This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC 609.2.3). Acknowledged by applicant.
- C-7 The applicant shall resolve egress stair issues within the structure. The plans show some stairs exiting to the exterior and other which do not. Stairwells shall comply with the provisions of the USBC. Condition met.
- C-8 Required exits, parking, and facilities shall be accessible for persons with disabilities. Provisions are not shown on the plans. Acknowledged by applicant.
- C-9 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. **Acknowledged but not submitted.**
- C-10 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor ; e) fire protection plan. **Acknowledged and submitted in response letter. Include code submitted code analysis on plans..**
- C-11 A separate tap is required for the building fire service connection. **Relocate fire service tap away from deadend main.**
- C-12 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met. Shown as General Note 2 on Sheet C-1.00.
- C-13 A soils report must be submitted with the building permit application Acknowledged by applicant.
- C-14 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0. Acknowledged by applicant.
- C-15 This structure contains mixed use groups [R, Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC 313.0. Acknowledged by applicant.

- C-16 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. **Condition met. Shown as Note 16 on Sheet C-1.00.**
- C-17 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. Acknowledged by applicant.

Historic Alexandria (Archaeology):

No comments

Health Department:

No comments received.

