

DATE: MARCH 26, 2004

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: EILEEN P. FOGARTY, DIRECTOR, PLANNING AND ZONING

SUBJECT: PARK TOWER CONDOMINIUM PROJECT (DSUP #2003-0035)

I. BACKGROUND:

At the March 2, 2004 Planning Commission hearing, the Commission deferred the application to enable staff to provide additional information regarding the following:

- Traffic;
- Parking;
- Density; and
- Affordable Housing.

II. TRAFFIC:

The Commission requested traffic data for hotel and condominium uses to compare to the projected trip generation for those uses. The projected trip generation cited in the staff report is based on the Institute of Transportation Engineers (ITE) manual for each use. The applicant conducted field surveys for both hotel and condominium uses.

Hotel Use

The hotels surveyed were:

- Homewood Suites, Leesburg Pike (Skyline); and
- Marriott Courtyard, Commerce Street. (Springfield, VA).

The weekday vehicle trip counts were conducted between 7:00AM and 9:00AM and from 4:00PM to 6:00PM. The weekend counts were performed on Saturday between the hours of 12 noon and 2:00 PM.

Condominium Use:

For the condominium use, a comparable building (Place One condominium located at 5500 Holmes Run Parkway) was selected because of its location on the City’s West End, which has comparable characteristics to the proposed site. The weekday vehicle trip counts for the condominium were conducted between 7:00AM and 9:00AM and from 4:00 PM to 6:00 PM. The weekend counts were performed on Saturday between the hours of 12 noon and 2:00 PM.

Results:

The proposed development generates 54 and 35 trips during the AM and PM peak periods, respectively, which accounts for approximately 1.0% to 1.5% of the traffic currently on King Street - Route 7. Based on the field traffic surveys, the traffic generated by each use would be lower than ITE projections. Overall, the field estimates are proportionally similar to the ITE projections except for the Saturday trips for hotel use. In that case, the ITE-based projections are higher than the count-based estimates.

*Table # 1
Comparison of Counted vs Projected Trips for Condominium and Hotel Uses.*

| | AM Peak | | PM Peak | | Saturday Peak Period | |
|-------------|-------------|-----------------|-------------|-----------------|----------------------|-----------------|
| | Field Count | Projected Count | Field Count | Projected Count | Field Count | Projected Count |
| Hotel | 63 | 73 | 31 | 94 | 17 | 115 |
| Condominium | 54 | 79 | 35 | 74 | 56 | 81 |

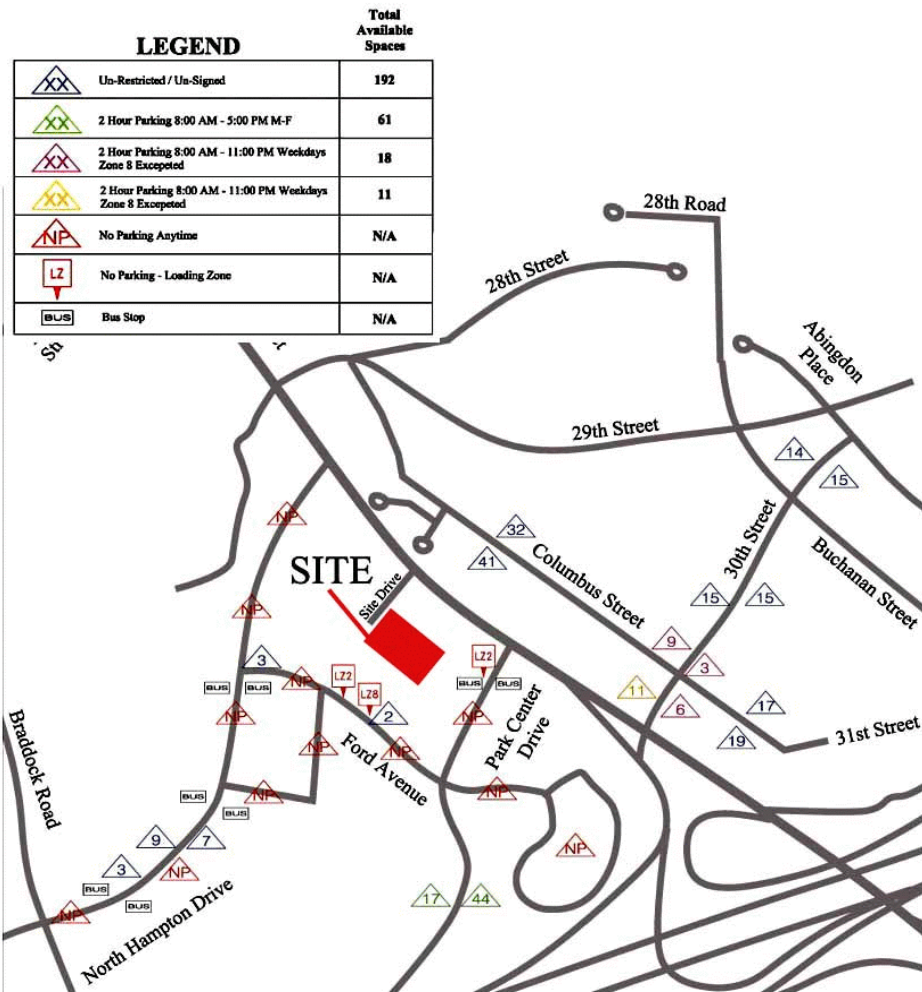
The ITE trip generation rates are based on trip generation surveys conducted throughout the country rather than a single area or location. The ITE rates are generally higher than field counts would indicate within the City because these national projections often include more suburban traffic patterns. In this case, because of the use of mass transit, commuting patterns etc., the field-based estimates were somewhat, although not substantially, lower than projected by ITE.

The Saturday traffic counts indicate a greater difference between the hotel and condominium uses compared to the ITE rates. The number of Saturday trips generated by the condominium would be higher than the number generated by a hotel; however, it must be recognized that hotel occupancy level was not used as a control variable in this comparison. The total number of additional trips generated overall by the condominium remain well within acceptable ranges with regard to impacts to King Street and the adjacent neighborhoods.

III. PARKING:

The Commission requested additional information regarding the availability of visitor parking on the adjoining streets and the amount of visitor parking within the underground parking garage. The concern was raised that 15% visitor parking may not be sufficient.

The graphic illustrates the location and restrictions of available on-street parking. Generally, there is very little on-street parking available in close proximity to the proposed project. In addition, there is limited parking available along N. Hampton Drive.



The proposal includes 15% (42 spaces) visitor parking spaces within the underground garage. This has been a standard visitor parking requirement for all development projects within the City for the last 4-5 years. The 15% visitor requirement was intended to minimize spillover parking onto adjoining streets and residential streets. Based upon recent projects, this amount has generally been sufficient to meet the demand for visitor parking spaces. Many of the adjoining streets are private and the public streets such as Northampton or King Street do not permit on-street parking or have limited amounts of on-street parking. The residential communities, such as Stonegate and Fairlington, are considerable distances (1,100 - 1,600 ft) from the site and, therefore, will likely not have spillover parking adjacent to or within these communities.

The amount of visitor parking within the garage is believed to be sufficient to meet the general visitor demands of the proposed condominium. However, to address the concern regarding periodic events such as holidays, the applicant has committed to coordinate a parking arrangement with the

adjoining office buildings to provide additional visitor parking as may be necessary. The parking in the adjoining buildings is currently available to the public during the day and evening.

IV. ZONING:

In 1984 under the provisions of the CO zone, the Planning Commission and City Council approved a conceptual development plan for the entire Park Center development. The approved development plan is valid in perpetuity unless the permit is substantially changed. The approved development plan for Park Center permits 3,319,618 sq. ft. of development at an overall floor area ratio of 2.33.

Periodically, there have been amendments to the overall development plan such as the current amendment to allow residential use on the site, rather than the currently approved hotel use. There have been other recent amendments such as the Northampton apartment approval to permit residential use on that site. The proposal to amend the use from hotel use to residential use as part of a development special use permit is permitted by the Zoning Ordinance. The area initially approved, constructed and requested as part of this application, are depicted below.

Table # 2
Zoning Comparison

| Development Approved as Part of Overall Park Center - CO Development Plan in 1984 | Approved Development Area in Park Center Not Constructed as of 2004 ** | Proposed Condominium | Residual Development remaining *** |
|---|--|----------------------|------------------------------------|
| 3,319,618 sq. ft. | 292,543 sq.ft. | 208,748 sq.ft. | 83,795 sq.ft. |

Note:

** Includes 86,020 sq.ft. hotel use proposed to be amended as part of this application.

*** Proposed application is the last phase within Park Center; therefore, this amount is the area that has not been constructed within Park Center.

V. AFFORDABLE HOUSING:

The Commission requested additional information regarding the proposed number of affordable units compared to other projects such as Northampton. The following table illustrates the differences among current affordable housing plans for approved projects. Only two of the projects, the Preston Condominium and Northampton, are under construction. None are completed.

*Table # 3
Comparison of Affordable Housing*

| | Use | Units | ADU's | Percent of Project | Value of contribution | Contribution Per S.F. | Percent of Standard Contribution |
|------------------------------|--------|-------|-------|--------------------|-----------------------|-----------------------|----------------------------------|
| Mill Race | sales | 326 | 13 | 4% | \$1,229,600 | \$2.01 | 201% |
| Mill Race | rental | 369 | 15 | 4% | * | * | * |
| Preston | sales | 63 | 6 | 9.5% | \$100,435 | \$1.04 | 104% |
| Cameron Station Condo. Bldg. | sales | 148 | 7 | 4.7% | \$975,000 | \$2.07 | 207% |
| Northampton | rental | 572 | 25 | 4.4% | \$1,605,680 | \$2.73 | 273% |
| Park Center | sales | 173 | 9 | 5.2% | \$720,000 | \$3.48/gsf | 348% |

* Figures not available, but the \$2.01 per gross square foot contribution value applies to the entire Mill Race project, including the office building.

As the table shows, the contribution level at Park Tower compares favorably to other recent developments. The fact that all nine units will have two bedrooms increases the value of the units to the affordable housing program, which seeks to serve families as much as possible. The value of the contributions is an estimate based on projected sales prices or rents at the time of project approval. Recent experience indicates that sales prices will likely be higher than originally estimated, increasing the value of all the contributions in sales projects reported here.

Docket Item #11
DEVELOPMENT SPECIAL USE PERMIT #2003-0035
PARK CENTER

Planning Commission Meeting
April 6, 2004

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

APPLICANT: A&A Limited Partnership
by Duncan Blair, attorney

LOCATION: 4380 King Street

ZONE: CRMU-H/Commercial Residential Mixed Use-High

PLANNING COMMISSION ACTION, MARCH 2, 2004: On a motion by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to defer the applicant's request. The motion carried on a vote of 7 to 0.

Reason: The Commission requested additional information regarding traffic and asked staff to expand the scope of the traffic analysis to include parking and to further study the differences in proposed traffic between a condominium and hotel use. The Commission also requested additional information regarding density, parking and affordable housing.

Speakers

Duncan Blair, attorney, representing the applicant.

Dina Biblin, representing the five home owner associations at Stonegate, spoke against the project. She identified concerns regarding traffic, the traffic analysis and visitor parking.

Stan Darroch, resident, spoke against the project. He expressed concern regarding the traffic and traffic studies.

William Newman of 2525 Gadsby Place spoke against the project and agreed with previous citizen comments.

Tom Burke, resident, spoke against the project. He requested additional information regarding the density and zoning and expressed concern regarding traffic. He also believes that the number of

affordable dwelling units needs to be increased and the period the units are affordable needs to be increased from 15 to 30 years.

I. EXECUTIVE SUMMARY:

A. Overview:

There is currently an approved conceptual development plan for the Park Center development. The applicant is requesting approval to amend the currently approved hotel to construct a 173-unit condominium building within the Park Center development. The 1.62 acre site is located on King Street between Park Center Drive and North Hampton Drive. The purpose of the application is to amend the approved development plan to:

- Change use from a 156 room, 87 ft. tall hotel to a 173-unit, 170 ft. tall condominium building; the proposed condominium use;
- Amend the existing transportation management plan; and
- Provide 9 on-site affordable units.

The application provides an opportunity to achieve the City's goal of providing additional on-site affordable units. The proposed development provides nine (9) on-site affordable units by increasing the height from 150 ft. to 170 ft. as permitted by the Zoning Ordinance.

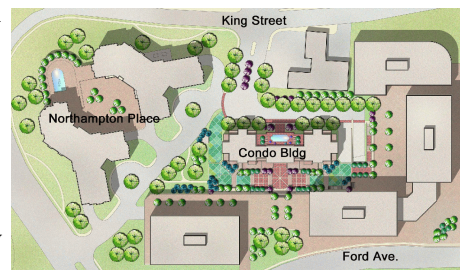
The site is located east of the recently approved Northampton Place apartment buildings which are currently under construction. The proposed use and scale of the condominium building is consistent with the conceptual development plan for Park Center, the adjoining office buildings and the Northampton apartments. The applicant has worked with staff and the community to address concerns regarding traffic, pedestrian circulation, parking, building design-scale, and open space.

Staff supports the proposed condominium building due to:

- Provision of on-site affordable units;
- Amount and quality of open space;
- Enhanced building design and materials;
- Provision of pedestrian, and streetscape improvements on-site and on King Street;
- Compatibility in scale with the adjoining office buildings and Northampton apartments;
- Compatibility with the Master Plan and zoning;
- Incentives to encourage mass transit; and
- Use of Green and Sustainable Building Technologies.



Aerial



Site Plan



Building Perspective

B. Remaining Issues:

The primary issues with this proposal include:

- **Traffic and Transportation Management Plan;**
- **Affordable Housing; and**
- **Building design.**

Of these issues traffic has been the area of most concern raised by the community.

Traffic and Transportation Management Plan:

The proposal will generate 74-79 peak hour trips, which equates to approximately 2% of the total traffic on King Street, in addition to the 3,500 vehicles/hour currently on King Street - Route 7. The condominium use will generate 17% less traffic than the hotel approved for the site. There will be a 2% increase in morning peak hour trips, 21.6% fewer trips during the evening peak hour and 29.6% fewer Saturday trips as depicted in table #1. The traffic associated with Northampton Place apartments and projects such as the Target store at the Skyline Shopping Mall is included in the traffic study.

*Table # 1
Number of Trips For The Approved Hotel and Proposed Condominium*

| | AM Peak | PM Peak | Saturday Peak |
|--------------|----------------|----------------|----------------------|
| Hotel | 73 | 94 | 115 |
| Condominiums | 79 | 74 | 81 |

The traffic projections do not reflect any reduction in private transit use by residents and therefore represents a “worst-case scenario.” This site is well served by Metro and DASH bus routes, as well as access to the King Street and Pentagon metro stations. The bus service provides a substantial amount of weekday and weekend routes to provide mass transit alternatives for the future residents.

To increase the use of mass transit by the future residents, staff is recommending that the applicant:

- Provide transit subsidies (\$21,625/year) for Metrorail, Metrobus, DASH. for residents;
- Promote the use of transit, carpooling/vanpooling;
- Provide a bus shelter on King Street;
- Improved pedestrian-streetscape improvements;
- Provide an on-site business center to encourage telecommuting; and
- Provide bicycle storage facilities.

Given the use, location and incentives, staff believes that the goal of a minimum 20% mass transit use should be attainable.

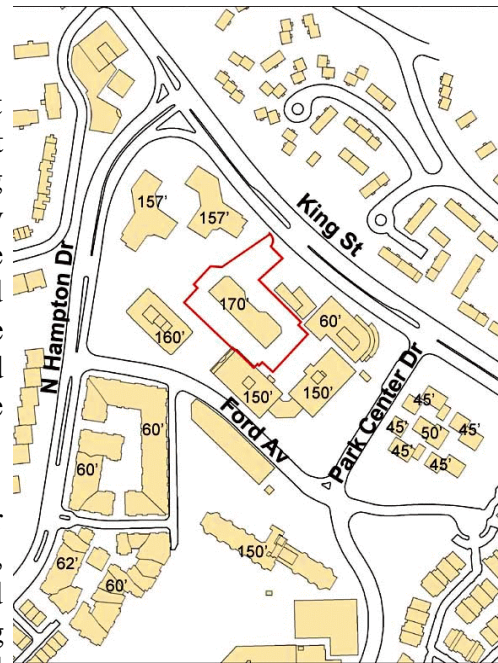
Affordable Housing:

The applicant is requesting a height bonus from 150 to 170 feet to allow an increase of 23 units. With this bonus the applicant will provide an additional seven (7) on-site affordable units. For the remainder of the building, the standard \$1 per gross sq. ft. contribution level has been provided and enables the provision of two (2) additional on-site units for a total of nine (9) on-site units. The provision of nine (9) units equates to \$3.48 per square foot which is 3½ times the standard contribution.

Building Design:

The CO zone permits relatively high density development and heights (Park Center site was approved with a height limit of 150 ft.). The height is similar to the adjoining office and residential buildings. This site is approximately 20 to 30 ft. below the grade of the office buildings to the south which results in the appearance that the proposed building is not as tall as the adjoining office buildings. The building is also setback almost 200 ft. from King Street and will screen the exposed parking for the adjoining office buildings.

The applicant has worked with staff to create a higher quality building design than the currently approved hotel, including the use of high quality materials such as brick and precast. This will create an interesting skyline and building profile, and articulate the building in both plan and vertical elevation.



Height Context Map

C. Community Concerns:

The applicant and staff conducted community meetings for this project with Fairlington Villages Civic Association and representatives and residents of the Stonegate community. The primary concern identified by these citizens centered on traffic/transportation issues including:

- Impact of increased traffic and cut-through traffic;
- Provision of safe and accessible pedestrian circulation; and
- Encouraging the use of mass transit.

To address these areas of concern there are mass transit incentives, streetscape and pedestrian enhancements, and implementation of a transportation management plan. As previously described above, the condominium use will generate less overall traffic than the currently approved hotel use.

II. BACKGROUND

Under the provisions of the CO zone, a conceptual development plan for Park Center development was approved. The request to change from a commercial use to a residential use is permitted and is consistent with the approved planned unit development plan for Park Center. The general purpose of the CO planned unit development zone is “to encourage large-scale office, commercial and apartment complexes under a unified and approved development plan and to offer development flexibility in site layout and design while providing for ample open and green space areas and maximizing the use of off-street facilities.” The site is the last remaining parcel to be developed in the Park Center development.



The table below depicts the approvals that have occurred from 1984 to 2001.

*Table # 2
Development History*

| Case | Approval Date | Project Description |
|------------------|---------------|--|
| SUP#1640 | 1984 | Approval to construct mixed use development office, retail, restaurant, hotel, health club and residential |
| SUP#1640A | 1984 | Amendment to reorient residential high-rise tower |
| SUP#95-0013 | 1995 | Amendment to separate residential high-rises into three separate towers |
| SUP#96-0008 | 1996 | Amendment to convert three individual high-rise towers to garden style apartments |
| DSUP # 2000-0015 | 2000 | Application to construct a hotel |
| DSUP # 2001-0014 | 2001 | Approval of two multi-family residential high-rise buildings |

The Northampton apartment buildings that are adjacent to the site and currently under construction, consist of two residential buildings with underground parking and are located at the southwest corner of King Street and Northampton Drive.

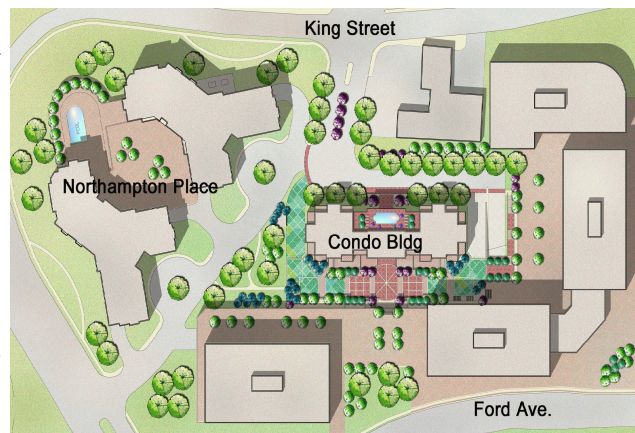
III. PROJECT DESCRIPTION

The subject site contains 1.6 acres within the Park Center development. The site is located south of King Street between Northampton Drive to the west, Ford Avenue to the south and Park Center Drive to the east. The proposed condominium building will be situated east of the Northampton Place apartments which are currently under construction, north of two existing office buildings, west of another existing office building, a health club and Copeland's restaurant, and south of an Exxon auto repair service center. Access to the site is provided from an existing driveway located along King Street.



Site Context

The site is located at a lower elevation than other adjacent sites at Park Center. The site descends approximately 20-30 feet from the driveway entrance located on King Street to the southern portion of the site adjacent to the existing exposed parking decks of the office buildings on the southern portion of the site.



Proposed Condominium Site Plan

The applicant is requesting an amendment to the currently approved development plan for a 156-room hotel on the site to construct a 16-story residential building containing 173 dwelling units at a height of 170'. The building foot-print measures 71' by 228' and is oriented parallel to King Street. Parking will be located in an underground parking garage containing a total of 319 parking spaces—277 resident spaces with 42 visitor spaces (15%). The building will contain 57 one-bedroom units, 116 two-bedroom units and amenities consisting of a community room and roof top swimming pool.



View of Exposed Parking Decks

Access to the site will be provided from an existing driveway entrance on King Street just west of the existing Exxon service station. A proposed private driveway will connect to the existing driveway to provide vehicle access to the underground parking garage.

IV. ZONING:

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

| PARK CENTER | | |
|--|--|--|
| Property Address: | 4380 & 4390 King Street | |
| Total Site Area: | 1,424,729 square feet./32.70774 acres | |
| Project Site Area: | 70,613 square feet/1.62 acres | |
| Zone: | CO/Commercial mixed use | |
| Current Use: | Vacant | |
| Proposed Use: | Multi-family residential (condominiums) | |
| | <u>Permitted/Required</u> | <u>Proposed</u> |
| FAR | 2.33 overall | 2.33 |
| Density | 130 du's (permitted by zone) 58.27 (estimate of original approval) | 130 du's |
| Yards | none | n/a |
| Height | 150' | *170' |
| Open Space | 28,246 sq. ft (40%) | 36,934 sq. ft. (52.3%) |
| Parking | 277 (116 -2BR units @1.75 sps/unit) (57 - 1 BR units @1.30 sps/unit) <u>277 at 15% = 42 visitor spaces</u> 319 total spaces | 277 (116 -2BR units @1.75 sps/unit) (57 - 1 BR units @1.30 sps/unit) <u>277 at 15% = 42 visitor spaces</u> 319 Total Spaces |
| *Increase in height requested pursuant to Section 7-700 of the zoning ordinance. | | |

V. STAFF ANALYSIS:

The proposed amendment to convert the currently approved hotel use to condominium use affords the opportunity to create a project that has public benefits which include on-site affordable units, increased open space, enhanced building design, green building technology and streetscape-pedestrian enhancements.

The community raised concerns about traffic. A traffic study (dated February 6, 2004) indicates that the proposed use will generate approximately 74-79 peak trips in addition to the 3,500 vehicles/hour currently on King Street - Route 7. The condominium use generates less overall traffic than the currently approved hotel use. To address the concerns regarding traffic, staff includes a series of components within the transportation plan that range from transit subsidies to a flex-car program that will mitigate traffic impacts associated with the development.

A. Traffic:

The referenced traffic study analyzes the impacts of the proposed development on King Street's intersections with North Hampton Road, Park Center Drive, and the signalized intersection of the drive aisle for the site and King Street. The study also includes the projected traffic for the Northampton apartments which is currently under construction and projections for other nearby traffic impacts such as the Target Department Store.

Current traffic volumes on King Street at its intersection with the existing site drive aisle are shown in the table below:

*Table # 3
Current Traffic on King Street (AM, PM Peak)*

| | West-Bound Trips | East-Bound Trips | Total |
|--|------------------|------------------|--------------------|
| AM Peak (Current) | 1,494 | 1,328 | 2,822 total trips |
| PM Peak (Current) | 1,481 | 1,647 | 3,128 total trips. |
| Approved Hotel (Additional Trips) | 73 | 94 | 167 |
| Proposed Condominium (Additional Trips) | 79 | 74 | 160 |

A direct comparison of the condominium versus the hotel will produce:

- 8.2% more trips during the AM peak hour
- 21.6% fewer trips during the PM peak hour
- 29.6% fewer trips during the Saturday peak hour

Future intersection Levels of Service (LOS) were evaluated for the weekday morning and evening peak hour time periods. The traffic study indicates that the intersections considered in the study will provide an acceptable urban level of service ("D" or better) in the future, assuming minor modifications to signal timing and planned improvements to King Street and Beauregard as discussed in more detail below.

On the Level of Service (LOS) scale of A to F, D is the generally the minimum desired level for acceptable peak period operations in urban areas. With the signal timing changes proposed by the applicant, the three intersections studied will function at LOS D or better with full occupancy of the proposed condominiums and Northampton apartments.

The pre-construction and post-construction levels of service (LOS) are provided in the table below.

Table # 4
Current and Projected Future Levels of Service (LOS)

| Roadway Intersection Weekday | | AM Peak Hour | | PM Peak Hour | |
|------------------------------------|-----------------------------|--------------|----------|--------------|----------|
| | | Present | Future | Present | Future |
| King Street and North Hampton Road | Overall Intersection | B | B | B | B |
| | Eastbound Approach | B | B | C | C |
| | Westbound Approach | A | A | B | B |
| | Northbound Approach | B | B | B | A |
| King Street and Site Driveway | Overall Intersection | B | B | B | B |
| | Eastbound Approach | B | B | B | C |
| | Westbound Approach | A | A | A | A |
| | Northbound Approach | C | D | D | D |
| King Street and Park Center Drive | Overall Intersection | C | C | D | C |
| | Eastbound Approach | C | D | E | C |
| | Westbound Approach | A | B | A | A |
| | Northbound Approach | D | D | D | D |

Table # 5
Weekend (Saturday Peak Hour) Levels of Service (LOS)

| Intersection Approach | Present | Future |
|---|----------------|---------------|
| Site Driveway, at King Street (AM) | C | D |
| King Street, Eastbound, at Park Center Drive (AM) | C | D |
| King Street, Westbound, at Park Center Drive (AM) | A | B |
| King Street, Eastbound, at Site Driveway (PM) | B | C |
| North Hampton, at King Street (PM) | B | A |
| King Street, Eastbound, at Park Center Drive (PM) | E | C |

While these developments will add traffic to the adjoining intersections, traffic signalization improvements will help mitigate that traffic. With this mitigation, the post-development delay times will actually be less than the pre-development wait times for some intersection approaches, but in most cases will increase by up to five seconds (AM peak wait times for the site driveway, however, will increase by over 16 seconds). Staff will monitor both intersections to determine if future turn restrictions or signal timing modifications are necessary as traffic volumes and patterns change.

One-hundred percent of the trips generated by this project are assumed to be auto-oriented. Therefore, no reduction in vehicle trips within the traffic study attributed to mass transit and the projected trips are the “worst case scenario.” Staff believes a typical residential project of this size and type could achieve a 10% mass transit ridership from the residents. Staff is recommending incentives to achieve the goal of a minimum 20% mass transit use for the residents of the building and incentives to encourage telecommuting, carpooling etc.

B. Mass Transit:

A transportation management plan (TMP) has been approved for the other developments within Park Center. Staff is recommending significant additions to the current TMP to further discourage single occupancy vehicle trips to and from the site, to minimize the impact of the site on the local transportation system and to encourage the use of mass transit and pedestrian-bicycle circulation.

Recommended Amendments to the Existing Transportation Management Plan (TMP)

Staff is recommending the following additional TMP recommendations for this proposal:

- The development will fund a minimum of \$125.00/unit each year (\$21,625/year), which will increase equal to the rate of inflation for that year.
- Provide discounts for transit and rail fare media for Metrorail, Metrobus and DASH for residents.

- Provide an off-site bus shelter on King Street.
- Share car program (Zipcar and Flexcar).
- Bicycle storage facilities on-site.
- Promote the use of transit, carpooling/vanpooling.
- Submit biannual reports on the effectiveness of the TMP accounts.
- Pedestrian sidewalk, crosswalks and streetscape enhancements to provide enhanced pedestrian access to mass transit and improve the pedestrian network adjoining the site.
- Participate with other TMP's to implement programs and activities.
- Promote teleworking, the condominium building will have an on-site business center which will include at a minimum a telephone, computer, copy machine, and fax machine available at market rates to residents of the building.
- Each unit of the residential building will be wired for high-speed internet access.



With the contribution of \$125.00/unit each year (\$21,625/year) to be used towards the promotion of mass transit, financial incentives will be provided to use mass transit, and participate in programs such as Flexcar to discourage car ownership and/or use.

C. Mass Transit Accessibility:

Metro provides bus service from Park Center to the Pentagon Metro, with 30 buses providing service either to or from the Pentagon Metro each weekday (Routes 7 and 28). Both DASH and Metro provide bus service to the King Street Metro. DASH offers 51 buses providing service either to or from the King Street Metro each weekday (Route 6).

Given the availability of public transit to the site, staff recommends that the promotion of alternative modes of transportation be a condition of approval. The methods to be used include: target marketing to workers in the surrounding area, provide information regarding transit and carpooling to incoming residents, participate in regional ride-sharing programs, and provide financial incentives for the use of transit. Additionally, the applicant should work with the owners or management companies representing the other residential buildings within Park Center to encourage them to participate in any alternative mode promotions and to pool transportation resources. With these incentives, the use of mass transit by the residents could reasonably be expected to achieve a minimum 20% reduction (approximately 60 residents) as called for by the TMP. In addition, the on-site and off-site pedestrian and streetscape enhancements will, not only make mass transit more accessible but enhance the pedestrian environment for adjoining developments.

D. King Street and Beauregard Interchange Improvements:

Currently planned and programmed improvements at the intersection of King and Beauregard Streets include providing dual left-turn lanes on three of the intersection approaches, northbound and southbound King Street, and eastbound Beauregard Street, removing the channelized right-turn lane from northbound King Street to eastbound Walter Reed Drive, and improving both pedestrian and bicycle accommodations throughout the intersection area. Final design of these improvements is scheduled to begin within six months and construction is expected to be completed in FY 2009.

E. Parking:

The applicant is proposing 57 one-bedroom units and 116 two-bedroom units, with a total parking requirement of 277 spaces. The applicant is providing 319 spaces, representing the required spaces, plus an additional 42 (15%) for visitor parking. By comparison, the hotel which was previously proposed for the site was approved with a total of 130 spaces on-site and an additional 41 spaces were to be made available in the commercial office building parking facilities to achieve the total required parking of 171 spaces.

As a general policy, staff encourages the minimum parking necessary, in an effort to decrease auto dependency and encourage the use of alternative means of transportation. This strategy depends on the proximity of a development to mass transit and also depends on the type of use etc. For example, the Mill Race (adjacent to the Eisenhower metro) development has a parking ratio of 1.15 sp/unit, while for most residential developments the parking ratio ranges from 1.75 to 2.00 sp/unit depending upon the type of residential use. In this case, the applicant proposed 1.84 sp/unit, which staff believes is reasonable given the location and condominium use. In addition, many of the developments close to a Metrorail station have a lower parking ratio and excess on-street “spillover parking” for the potential use of visitor parking. In this case, on-street parking spaces are not provided which requires that the visitor parking spaces be provided within the underground garage. Staff therefore supports the requested number of parking spaces, as it provides enough parking spaces to serve the use, but should not provide a disincentive for transit use. In addition, financial incentives are required as part of the proposal to enable funding for programs such as Flexcars that discourage car use and ownership.

F. Affordable Housing:

City Council has directed staff to work with applicants to maximize the number of affordable on-site housing units. In this instance, the additional height was suggested by staff, based on a belief that the additional height is compatible with the scale of the existing buildings within Park Center and the fact that the building is setback 200 ft. from King Street. The height bonus enables an increase in the number of affordable units over the base contribution level.

The applicant submitted an affordable housing plan in accordance with Sec. 7-700 of the Zoning Ordinance, which allows for additional height in exchange for the provision of on-site affordable housing units. In this case, the applicant proposes to increase the height of the building from approximately 150 feet to 170 feet. The proposal provides nine on-site affordable dwelling units (ADU) within the proposed condominium building in lieu of a contribution to the City's Affordable Housing Trust Fund. Each of the proposed ADU's will be two-bedroom units distributed throughout the building.

In discussions with the applicant, staff requested 1/3 of the additional units created by the height increase as affordable units, in addition to the formula contribution of units for the rest of the building. The additional height allows 23 additional units. Seven of the 23 units (30.4%) will be affordable. For the balance of the building, two affordable units are provided based on the standard \$1 per gross square foot contribution level, the applicant's estimate of 179,000 gross square feet for the 150 foot building, and an estimated average sale price of \$305,000 for a two bedroom unit versus the maximum affordable sale price of \$225,000 for a two bedroom unit contribution amount of \$179,000; discount amount per two bedroom unit of \$80,000 would yield two units, plus an additional cash contribution of \$19,000. Nine two-bedroom units are a very favorable total contribution given that the building will contain both one and two-bedroom units, but the applicant proposes all nine affordable units as two-bedroom units which can better accommodate families. The contribution equates to \$3.48 per sq.ft. compared to the standard contribution of \$1.00 sq.ft.

G. Building Design:

Staff worked with the applicant to create a treatment for the top of the building where the pavilions provide a varied roofline and mass. Staff recommends a stronger treatment of the base to strengthen the composition and reduce the visual height of the building and more architecturally integrated balconies.

Staff has worked with the applicant to provide numerous changes to the articulation and exterior treatment such as reworking the main entrance of the building, integrating the roof deck/pool area into the overall facade treatment, and reintroducing recessed balconies and trellises to bring back the architectural detail that can give the building a pleasant sense of scale.

Staff continues to recommend some additional refinements to the exterior of the building which includes bringing back secondary trellis elements flanking the pavilions at the top two levels of the building and differentiating the base of the



Perspective View Looking South East

building with a change of color, material, and scale (rustication). In addition, staff is asking that the design of the enclosures at the ground-level patios adjacent to the building be compatible with the general design building and not create visual barriers that are unfriendly to pedestrians and views at the base of the building. Overall, the building is well designed and will be an attractive addition to this portion of Park Center.

H. Open Space:

As a planned use development project, much of the open space provided at Park Center –approximately 40%–is located in several areas south of Ford Avenue where existing residential uses are located. These areas of open space consist of large passive green and woodland areas, including a large retention pond which is being upgraded and refurbished with enhanced landscaping and vegetation as part of the Northampton Place apartments project. The pond and natural area also provide a trail connection to Stonegate’s woodland trail providing a pedestrian connection over to Braddock Road.



Proposed Landscape Plan

The applicant is proposing 52% open space on-site that is designed as useable open space and will be visually accessible open space adjacent to the street with open space located to the rear of the building that provides private defensible space for the use of the residents. Staff is also recommending larger (4") caliper trees, additional street trees and landscaping, decorative pavers, benches, etc. and requirements for adequate maintenance of the open space and landscaping.

I. Green Building Technology:

The applicant will use energy efficient window systems and high-performance glass, and will designate an area for the collection and storage of recyclable materials. There is not one single technique for designing and building a green building to these specifications, but green buildings incorporate natural vegetation, contain non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, feature natural lighting, include recycling facilities throughout, include access to public transportation, feature flexible interiors, and recycle construction and demolition waste. A recommendation of approval is that the applicant incorporate these elements as part of the building design.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffery Farner, Chief, Development;
Gregory Tate, Urban Planner;
David Sundland, Urban Planner;
Rasheda Dupree, Urban Planner.

VI. STAFF RECOMMENDATION:

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

NOTE: All of the development at Park Center is authorized under a single special use permit and all conditions of the SUP apply to each phase. However, some previous conditions specifically relate to other phases of Park Center and, for clarity, those conditions are not listed below but are shown in an attachment to this report.

A. STREETS / PEDESTRIAN CIRCULATION:

1. Revise the drive aisle at the intersection of the entrance and Northampton Place, as generally depicted in *Attachment # 1* to reduce the amount of paving, increase the amount of open space and improve the vehicular and pedestrian circulation to the satisfaction of the Director of P&Z. (P&Z)
2. A public access easement for pedestrians and vehicles shall be required for all internal private streets and sidewalks adjacent to the private streets. The public access easements shall be approved by the City Attorney and Director of P&Z and recorded prior to release of the final site plan. (P&Z) (T&ES)
3. The applicant shall explore the possibility of acquiring a public easement to provide a public bus shelter along King Street west of the existing driveway entrance. If an easement cannot be acquired the shelter shall be located within the public right-of-way for King Street. The applicant shall purchase, install, and maintain a bus shelter on King Street to the satisfaction of the Directors of T&ES and P&Z. Maintenance shall be defined to be at picking up litter, removing graffiti, cleaning the shelter at least monthly, and removing snow from the shelter and its approaches. (T&ES)(P&Z)
4. The applicant shall provide pedestrian crosswalk enhancements at the intersection of King Street and the private street that, at a minimum, shall include the following to the satisfaction of the Directors of T&ES and P&Z:
 - a. The central median shall be extended to provide a pedestrian refuge at the pedestrian crossing. The median shall be a raised median with turf and shall include landscaping and trees to the extent possible.
 - b. Pedestrian count down signals.
 - c. Internally illuminated street name signs.
 - d. Thermoplastic markings at crosswalks
 - e. Pedestrian and traffic signage in connection with the intersection improvements. (P&Z) (T&ES)

5. The applicant shall provide pedestrian crosswalk enhancements at the intersection of King Street and Park Center Drive (approximately 300 ft. east of the site) that at a minimum shall include the following to the satisfaction of the Directors of P&Z and T&ES:
 - a. Pedestrian count down signals.
 - b. internally illuminated street name signs.
 - c. Thermoplastic markings at crosswalks.
 - d. Street trees between the sidewalk and the curb along the right-of-way and within the median along King Street. (P&Z) (T&ES)

6. As part of the final site plan, an overall pedestrian circulation plan shall be provided. The plan shall include the pedestrian amenities depicted on the preliminary plan and shall also include the following to the satisfaction of the Director of P&Z and T&ES:
 - a. The island between the emergency vehicle easement and the garage entrance on the eastern portion of the building shall be revised to provide an unobstructed pedestrian crosswalk connection across the garage entrance to the existing plaza stair landing.
 - b. The lay-by in the front of the building shall consist of decorative brick pavers.
 - c. The sidewalks adjacent to the internal private street shall be 6 foot wide unobstructed concrete sidewalks.
 - d. A continuous 6 foot planting strip shall be provided between the sidewalk and the curb to enable street trees between the sidewalk and the curb along the northern frontage of the building.
 - e. The sidewalks at the two emergency vehicle easement access points on the eastern and western portion of the buildings shall be concrete with a 6ft. landscape strip adjacent to the curb. The access to the emergency vehicle easements shall be mountable curbs.
 - f. The crosswalks for the internal private streets shall be stamped and colored asphalt as generally depicted on the preliminary site plan.
 - g. Decorative pedestrian scale lighting shall be provided adjacent to the internal private street.
 - h. Decorative metal benches shall be provided at the front of the building for use by the residents and pedestrians. (P&Z)

7. Provide a traffic circulation plan showing traffic control signs for review and approval by the Director of T&ES. All intersection and street improvements shall be depicted on the final site plan and shall be approved by the Director of T&ES prior to the release of the certificate of occupancy permit. (P&Z) (T&ES)

8. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

9. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
10. Show all existing and proposed easements, both public and private. (T&ES)
11. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
12. Provide City standard pavement for emergency vehicle easements. (T&ES)

B. PARKING:

13. A minimum of 319 parking spaces, as represented on the preliminary plan, shall be located in the underground garage for residents and visitors. At least 42 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. (P&Z)
14. A minimum of one space for each unit shall be provided within the garage as part of the purchase price for each unit. (P&Z)
15. The applicant shall provide controlled access into the underground garage. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents and visitors. (P&Z)
16. The applicant shall provide eighteen (18) appropriately signed and marked bicycle spaces for residents and four (4) appropriately signed and marked bicycle spaces for visitors in the parking garage to the satisfaction of the Director of T&ES. (T&ES)
17. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall 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)

18. The underground parking shall provide parking spaces and drive aisles that comply with the minimum dimension requirements of the zoning ordinance. A portion of the parking spaces provided may be compact spaces. (T&ES) (P&Z)
19. Redesign the garage ramp entrance/exit to ensure that adequate sight distance and turning maneuverability is available. Provide turning movements. (T&ES)
20. Clearly label all parking space dimensions, number and type of spaces and parking lot aisle widths. (P&Z)

C. PEDESTRIAN - STREETSCAPE - LANDSCAPING:

21. A revised landscape plan prepared by a registered landscape architect shall be provided with the final site plan to the satisfaction of the Directors of P&Z, RC&PA and T&ES. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
 - a. Street trees (between the curb and the sidewalk) that shall be a minimum of 3"- 4" caliper at the time of planting, approximately 30 ft. on-center along the length of the internal private street.
 - b. The small ground level terraces and retaining walls on the northern portion of the building shall be removed and a second row of shade or ornamental trees, foundations plantings and groundcover shall be provided.
 - c. Per condition #5d, a continuous row of street trees between the curb and the sidewalk 30 ft. on-center between the entrance to the development and Park Center Drive. Per condition #5d, provide trees on of King Street.
 - d. Additional evergreen shrubs and groundcover shall be provided between the private street and the gas station on the northern portion of the site to provide additional screening.
 - e. Revise the proposed street trees to be of a consistent tree species for the internal private street such as Northern Red Oak, Red Maple of London Plane.
 - f. Turf shall be provided for all grass ring-grass paver areas(emergency vehicle access areas) and these areas shall be irrigated. These areas shall also include a limited amount of hardscape areas designed as pathways, etc. that are designed as an integral part of the open space and plaza area.

- g. The planting depth on top of the parking deck shall be a minimum of 3 ft. for the shrubs and groundcover and a minimum of 4 ft. of soil depth for trees with adequate drainage to support the trees as depicted on the preliminary landscape plan.
- h. The open space areas (including the open space-screening area on the northern portion of the site) shall be irrigated.
- i. All lawn areas shall be sodded.
- j. Provide an additional 7-8 Foster Holly trees on the western portion of the site (adjacent to the Northampton open space) to provide additional screening for the parking.
- k. 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 its survival.
- l. 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 subject to the approval of the applicable utility company.
- m. Provide crown coverage calculations which denotes street trees under a separate tabulation.
- n. 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.
- o. 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.
- p. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
- q. The location of all light poles shall be coordinated with the street trees and are not to be located under or near trees.
- r. As trees mature they are to be limbed up as necessary to maintain traffic sign visibility.
- s. The maximum height for the shrubs is 36 inches.
- t. No shrubs higher than three feet shall be planted within six feet of walkways.
- u. All landscaping shall be maintained in good condition and replaced as needed. (P&Z)

22. The plaza open space area at southern portion of building shall be redesigned to provide a more unified design treatment utilizing the following features:
- a. Additional elements and features such as seating, trash receptacles, pedestrian scale lighting, alcoves and trellis.
 - b. Varied and high quality paving materials.
 - c. Adequate drainage and structural support.
 - d. Additional landscaping and trees.
 - e. A sculpture or water feature within the plaza to provide a focal element that is an appropriate size for the space of the plaza.
 - f. An irrigation system for all landscaping.
 - g. Low scale pathway or bollard type lighting.
 - h. Decorative paving material within the proposed emergency vehicle easement/loading area at the east end of the building.
 - i. Planters within the courtyard for shade trees as well as other landscaping.
(P&Z)

D. BUILDING DESIGN:

23. The massing, articulation and general design of the condominium building shall be generally consistent with the drawings and renderings submitted with this application. The final design of the building shall be revised to incorporate the following to the satisfaction of the Director of P&Z.
- a. Entirely masonry (brick, precast, stone) materials for the facade, except for screening of the mechanical equipment.
 - b. The exterior materials on first three floors of the building shall be differentiated from the rest of the building by using rusticated masonry or precast concrete.
 - c. Refinement of the materials and details of the entrance canopy.
 - d. Provision of building mounted lighting appropriate to the size and character of the building, with smaller scale fixtures encouraged at the pedestrian level.
 - e. The outward projection of the solariums or bay windows from the 7th floor upward shall be 36" as shown on the elevations and coordinated with the plans.
 - f. A secondary trellis element shall be added to flank the pavilions above the 15th or 16th floor windows similar to what was shown on the original perspectives dated April 14, 2003. The rear elevation shall be treated in a way that is similar to the front with trellis elements added on all pavilions.
 - g. Building accents, lintels, etc. of precast concrete or, potentially, soldier course brick.
 - h. Windows shall have defined sills and lintels.

- i. Balconies shall be designed to be integral to the building design.
 - j. Through-the-wall HVAC vent grills, and any other vents, shall be located so as not to directly face streets.
 - k. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets. Details on the screening methods shall be provided on the final site plan.
 - l. Color elevations shall be submitted with the final site plan.
 - m. All refinements to the design and materials shall be revised prior to the release of the final site plan.
 - n. Color architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line. (P&Z)
24. The materials for any retaining walls, raised planters or exposed portions of the garage shall consist of a brick or stone veneer to the satisfaction of the Director of P&Z. (P&Z)
25. The building shall incorporate the use of green building technology and sustainable techniques for building systems design and efficiency to the satisfaction of the Director of P&Z. (P&Z)

E. Site Plan

26. Show all existing and proposed street lights and site lights on site plan; provide information on type of fixture, mounting height and strength of fixture in Lumens, as well as manufacturers specifications for fixtures. Provide lighting calculations to verify that lighting meets the City Standards and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)
27. The parking garage vents shall be located at grade and be of a size and type to minimize the impact on open space and visibility from adjoining streets. (P&Z)
28. 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) (T&ES)

29. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
30. 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)
31. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
32. Explain the construction phasing with the North Hampton Place Apartments Site Plan (DSP#2001-0014). The existing and future construction is not clearly delineated on the site plan. Show how the existing entrance will function during construction. (T&ES)
33. Remove the sanitary sewer easement from the 8" sanitary lateral. (T&ES)
34. Add flow arrows to proposed storm sewer and sanitary sewer lines. (T&ES)
35. Label all proposed sanitary manholes. (T&ES)
36. Label all proposed features. (T&ES)
37. Provide information on the storm sewer outfall. Show the outfall pipe system. (T&ES)
38. Show the electrical and gas service lines to the building. (T&ES)
39. Provide CSCG-1 on east side of private roadway. (T&ES)

F. TRANSPORTATION MANAGEMENT PLAN:

40. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the TMP with prospective residents of the condominium during marketing/leasing activities. (P&Z) (T&ES)
41. This development shall have a goal of promoting transit and ridesharing and discouraging the use of single occupancy vehicles. The goal of this development shall be transit, ridesharing, and teleworking use of a minimum of 20% out of the total number of residents of the development during the peak time period. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the TMP. (P&Z) (T&ES)

42. The applicant shall display and distribute information about transit, carpool/vanpool and other TMP programs and services to tenants, and residents of the project, including maintaining, on site, stocks of appropriate bus schedules and applications to the regional rideshare program. (P&Z) (T&ES)
43. The applicant shall administer a ride-sharing program, including assisting in the formation of two person car pools and car/vanpools of three or more persons, and registering pools of three or more persons with the Office of Transit Services and Programs. (P&Z) (T&ES)
44. Biannual surveys shall be conducted to determine the modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. (P&Z) (T&ES)
45. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, an accounting of receipts and disbursements of the TMP account; and a work program for the following year. The initial report shall be submitted 1 year following approval of a certificates of occupancy (CO) for at least 100 residential units. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of commercial floor area and the number of dwelling units occupied, the actual number of employees and residents occupying such space. (P&Z) (T&ES)
46. The applicant shall administer the on-site sale of discounted bus and rail fare media. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by residents and/or OTS&P. The availability of the fare media will be prominently advertised. The transit media will be sold at a discount level to the satisfaction of the Directors of T&ES and P&Z. Upon approval by the Directors, this requirement may be satisfied by an agreement by another party to sell such transit fare media at a location convenient to the applicant's project. (P&Z) (T&ES)
47. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service. (P&Z) (T&ES)
48. That the applicant work with the City's Office of Transit Services and Programs and with WMATA and DASH to promote and, as appropriate, to improve bus services to and from the site. (P&Z) (T&ES)

49. The applicant shall fund, at an annual rate equal to \$125.00 per occupied residential unit a transportation account for the following TMP activities: 1.) discounting the cost of transit fare media for on-site employees and residents. 2.) maintaining the bus shelter 3.) subsidy of transit services (i.e. DASH or Metrobus) or shuttle bus service, 4.) marketing and promotional materials to promote the TMP, 5) encourage the use of share car programs (Zipcar and Flexcar) or any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES. The annual rate shall be increased a rate equal to the rate of inflation for that year, unless a waiver is obtained from the Director of T&ES. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.(P&Z) (T&ES)
50. In order to promote teleworking, the condominium building will have a Business Center which shall include at a minimum a telephone, computer, copy machine, and fax machine available to residents of the building. During construction, each unit of the residential building will be wired for high-speed internet access. (P&Z) (T&ES)

G. PHASING AND CONSTRUCTION:

51. The applicant shall prepare and submit a plan that delineates a detailed 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 final site plan. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z) (T&ES)
52. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
53. Temporary construction and/or sales trailer(s) shall be permitted and the period of such structures shall be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit. (P&Z)

H. LEGAL/PROCEDURAL:

54. All condominium association covenants shall be approved by the Director of P&Z and the City Attorney prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants.
- a. The principal use of the parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is prohibited.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking space shall be assigned to a specific condominium unit; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. That a public access easement for the sidewalks and streets are provided and required to remain open to the general public.
 - e. All landscaping and open space areas within the development shall be maintained by the condominium owners.
 - f. Exterior building improvements by future residents shall require the approval of the City Council as determined by the Director of P&Z. (P&Z)
55. 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)
56. Consult with the Crime Prevention unit of the Alexandria Police Department regarding security measures for the construction trailers prior to the commencement of construction. (Police)

I. MISCELLANEOUS:

57. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (SUP 97-0164)
58. The applicant shall submit a final location survey for the buildings and the interior of the parking garage prior to issuance of any certificate of occupancy permits. (P&Z)
59. A temporary informational sign shall be installed on the site prior to approval of the first 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)

60. A decorative monument sign no more than 5'-0" tall in height shall be permitted and located to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
61. 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)
62. 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)

J. ENVIRONMENTAL:

63. Developer to comply with the peak flow requirements of Article XIII of AZO. This site is located in the Four-Mile Run Watershed, Zone B and stormwater detention is required to satisfy the requirements of the Northern Virginia Regional Commission (NVRC). (T&ES)
64. 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)
65. 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 required user property, then refuse collection shall be provided by the City. (T&ES)
66. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, if the development will serve over 400 persons, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Environmental Quality (DEQ). Both City and DEQ approval are required, though City approval may be given conditioned upon the subsequent issuance of DEQ approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)
67. 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)

68. 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. Show the existing storm sewer outfall on the site plan. (T&ES)
69. 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)
70. 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)
71. 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)
72. 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)
73. Prior to approval of the final site plan, and as reviewed as part of the second final, the applicant shall execute, submit and appropriately record in the land records, a maintenance agreement with the City for the stormwater quality Best Management Practices (BMP's). (T&ES)
74. 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)

75. 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; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on a digital media. (T&ES)
76. 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)
77. 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)

K. HOUSING:

78. The developer shall provide nine affordable two-bedroom set-aside units at prices not to exceed \$225,000 each (price includes one garage parking space for each unit) for sale to households with incomes not exceeding the City's income guidelines for the Moderate Income Housing Program (MIHP), which are currently \$68,700 for a one or two person household and \$79,500 for a three or more person household. (Housing)
79. The set-aside units shall be of the same size, type and with the same amenities as other similar units in the development. The units shall be scattered throughout the building. (Housing)
80. Whatever incentives are offered to any potential home buyers shall also be offered to purchasers of the set-aside units. (Housing)

81. Fifteen year affordability of the set-aside units shall be provided through deed restrictions recorded as covenants at the time of sale of each of the set-aside units, in accordance with the City's set-aside resale policy. Language for the covenants shall be provided by the City in advance of the final sale of any unit. (Housing)
82. The City shall have exclusive right to market the set-aside units for 90 days, after which the developer will also have the right to market the units, at the affordable price, to buyers qualified for the set-aside program. The developer is encouraged to refer potentially qualified buyers to the Office of Housing's Implementation Division for participation in the set-aside and MIHP programs. In the event a qualified buyer cannot be found for a set-aside unit by the time the unit is completed and ready for occupancy, the developer shall have the right to sell the unit at full market price, and shall contribute to the Housing Trust Fund the equivalent of \$3.48 per gross square foot of each unit so sold. (Housing)
83. If the developer sells the market rate units for less than expected, the applicant shall index the price on the affordable units proportionately. (Housing)
84. Real estate commissions shall be paid (or not paid) for set-aside units in the same manner and on the same basis as for market rate units. (Housing)

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

1. Special use permit to amend the approved Park Center Plan.
2. Special use permit to increase building height.

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

- F- 1 The King Street sight distance plan and profile is incomplete.
- F- 2 Make text height uniform and clean up overlapping text on the site plan.
- F- 3 The cover sheet lists the proposed impervious area as 1.258 acres, yet sheet 3 lists it as 1.1374 acres. Clarify.
- 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 Article XIII of the City's zoning ordinance, which includes requirements for stormwater pollutant load reductions, treatment of the water quality volume default, and stormwater quantity management.
- C- 11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

- 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:

The following are repeat comments from a review on 8/22/03 and 10/22/03. Updated comments are noted in **BOLD**.

- F-1 Fire line and service line shall be separate taps. Condition met
- F-2 Relocate proposed hydrant as shown on attached plans. **Hydrant not relocated. Move first hydrant (northwest side) to same side of street as siamese connection. Relocate proposed second hydrant (northeast side) across street to same side of street as second siamese connection. Hydrants should be positioned so as not to obstruct rear access to structure by fire apparatus or hose lines when in use.**
- F-3 Relocate proposed siamese connection as shown on attached plans. Relocated siamese is acceptable. Condition Met.
- F-4 Add one additional hydrant and one additional siamese connection as shown on attached plans. **See F-2 above.**
- F-5 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. Confirm H-20 loading over parking structure. **Note H-20 loading on fire service plan and site plan.**
- F-6 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Add note to plan. Condition met, shown as Note 2 on Sheet 2.
- F-7 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. Add Rodent Abatement note to plan. **Note not shown on plans.**
- C-1 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. **Not submitted, applicant indicated submission will be made by architect at a later date. Condition not met.**

- 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 met.
- C-3 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. **Add 2 additional fire easement signs as indicated on attached plans.**
- C-4 A soils report must be submitted with the building permit application. **Acknowledged by applicant.**
- C-5 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. **Not submitted, applicant indicates fire flow is being developed at this time.**
- C-6 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-7 This structure contains mixed use groups [R, Residential; B, Business; 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-8 Required exits, parking, and facilities shall be accessible for persons with disabilities. **Acknowledged by applicant. Provide one van accessible handicap space within the 8 spaces provided. Relocate handicap spaces on level 2 from spaces 111 & 112 to elevator side of parking garage.**
- C-9 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 609.2). **Acknowledged by applicant.**
- C-10 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-11 Enclosed parking garages must be ventilated in accordance with USBC 609.4: M-1602.2, Table M-1602.2, M-1604.4.1. **Acknowledged by applicant.**
- C-12 The proposed building must comply with the requirements of HIGH-RISE building (USBC 602). **Acknowledged by applicant.**
- C-13 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**
- C-14 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.**

Health Department:

No comments

Historic Alexandria (Archaeology):

No comments

Virginia American Water Company:

1. Make two separate taps in King Street. One for the proposed domestic service. The other for the proposed fire service. The fire hydrants can come off of the fire service.
2. Eliminate the future eight-inch water line that is shown on the adjoining property.
3. Eliminate the 8" fire and 6" domestic shown for Northampton Phase II. They will be separate fire and domestic taps off of the existing water main in King St. as well.