

Docket Item #16
DEVELOPMENT SITE PLAN #2002-0022
TUSCANY CONDOMINIUMS-YOAKUM PARKWAY

Planning Commission Meeting
September 9, 2004

ISSUE: Consideration of a request for a development site plan for construction of a multi-family residential condominium development.

APPLICANT: Tuscanly at Landmark, L.L.C.
by Harry Hart, attorney

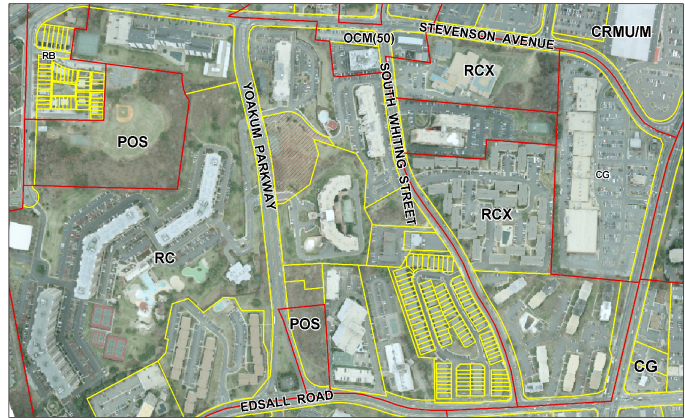
LOCATION: 240 Yoakum Parkway

ZONE: RC/Residential

I. EXECUTIVE SUMMARY

A. Overview:

The proposal is for a development site plan to construct 104 condominium units on a vacant 2.19 acre wooded and sloping site. The proposal consists of two, four-story buildings above a one-level, partially below grade parking garage. The site is zoned RC (high density apartment), permitting 54.45 dwelling units per acre with a site plan.



Aerial

The site has numerous challenges which include its long narrow shape and considerable topography. Additionally, the site is completely wooded. The proposal will result in the loss of the majority of the existing vegetation and trees on the site. While staff encourages the retention of trees and tree canopy for all site development where possible, retention of trees on this site would require a significant reduction in the building footprint. Given that this is a site plan, the applicant has not been willing to reduce the size of the project to retain additional trees or open space with the exception of retaining several large trees on the southeastern portion of the site. The applicant has worked with staff on other issues such as building design and location the parking below grade.



Staff is recommending approval of this site plan with recommendations to address visitor parking, tree retention and building design as discussed below. With these conditions, the plans minimally meet the requirements for a site plan.

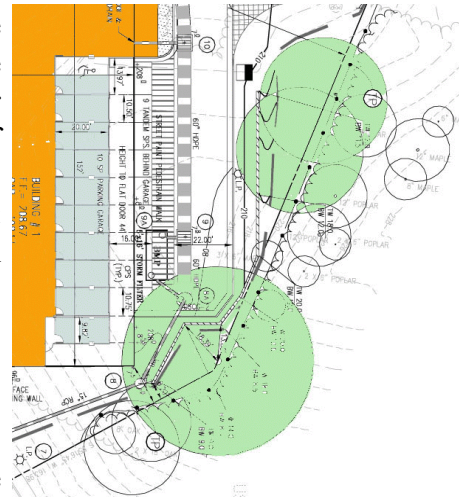


B. Issues:

Visitor Parking:

The proposal provides the required resident parking (174 spaces) and 11 spaces (6.3%) for visitors. It has been the long-standing policy of the City to require 15-20% visitor parking, unless a parking study demonstrates that sufficient on-street parking is available for visitor use. The applicant is only providing 11 visitor parking spaces, and contends that the 20 tandem parking spaces proposed to be located behind 20 individual surface garages will provide the additional visitor parking spaces. Based upon experience with other developments within the City, staff believes that the tandem spaces have limited usefulness because of difficult accessibility. This is particularly an issue with the spaces proposed, where one space is buried deeply within the garage, increasing the awkwardness of access to the space. Compounding this problem is the fact that 60% of the total spaces are compact spaces.

Visitor parking is generally required to minimize the potential impacts of overflow parking on adjoining properties. In this case, there is very limited on-street parking and few adjoining residential streets with parking that would be impacted. Given the lack of adequate visitor parking, visitors would likely park in the adjoining emergency vehicles easements and illegally on the adjoining public streets, thereby creating a safety concern for the adjoining streets and emergency vehicle access. For all of these reasons, staff recommends that the applicant provide 15% non-tandem, on-site visitor parking in a way that does not reduce the amount of open space or the trees to be retained on the southeastern portion of the site as discussed in more detail below.



Trees to be Saved

Tree Preservation:

There are several large trees at the southeast corner of the site that are significantly impacted by this proposal. The mature trees that are affected include two 24-inch caliper maples and a 36-inch caliper oak. The applicant recently revised the proposal to limit the impact on the 24-inch maples, but the proposed construction still severely impacts the 36-inch oak. Staff recommends conditions to further limit land disturbance from within the dripline of the tree, which requires elimination of one parking space from the rear parking area and the relocation of a retaining wall as depicted in the adjoining graphic and *Attachment #1*.

Building Design - Compatibility:

Staff is recommending use of brick and higher quality materials for the building. Adjoining residents have indicated some concern regarding the site context, and whether a four-story building is appropriate given the larger scale and height of many of the adjoining buildings. In terms of scale, the height of the proposed building is considerably lower than many of the adjoining buildings that range from 85 to 166 ft. tall. However, because of the narrow size and shape of the lot, any building on this site will be closer to the street than many of the adjoining buildings and therefore, staff supports the proposed mass and scale. Staff believes the scale of the proposed building will provide a transitional building adjacent to the taller adjacent buildings that are set back farther from the street.



Adjacent Building Heights

C. Conclusion:

Staff recommends approval of the development site plan subject to the recommended conditions. The applicant has worked with staff to address many of the issues raised during the review of the plan. However, issues such as visitor parking, have not been adequately addressed and are discussed in more detail below. In addition, the proposal will eliminate the numerous trees on the site as a result of the proposed grading.

II. BACKGROUND

The 95,303 sq. ft. site is zoned RC/Residential with 445 feet of frontage on Yoakum Parkway. The site is currently vacant with the exception of a tennis court used by the adjacent residential apartment properties. To the east of the site are properties zoned RCX/Medium Density Apartment and OCM(50) for office use. Areas south and west of the site are also zoned RC/Residential with high rise apartment and condominium buildings. To the north of the site is a mixture of residential and office use, zoned OCM(50), RC, and CRMU-H.



Zoning Aerial

This site was originally included in an approved site plan (SIT#85-050) for the two adjacent properties, known as the Park at Landmark. The original site plan for the Park at Landmark was approved in 1985 for three buildings. The site was originally approved for an 8-story, 97 unit apartment building, Building A. Buildings “B” and “C” were constructed, and Building “A” approved for this site was never built. In May 1993, the site plan approval was extended to June 1998 in order to allow the complete construction of the final building. The approval was extended again in September of 1998 through December 1999. Though these two extensions were granted, the building was never constructed and the approval expired.

The applicant initially came in with a new site plan for the site, opting not to construct the previously proposed Building “A”. At this time, the applicant proposed to construct two 4-story buildings with an above grade parking structure and an open space modification.

The design was not consistent with the surrounding community, resulting in excessive coverage and inadequate open space, as well as above ground parking that is generally not accepted. In response to the City’s concerns, the applicant revised the plan with numerous changes, including:

- Providing the required open space;
- Providing the underground parking garage;
- Pedestrian access, including sidewalks to connect to Yoakum Parkway; and
- Improved fire truck access.

III. PROJECT DESCRIPTION

The current site plan proposes two condominium buildings with a total of 104 units situated on an approximately 2 acre rectangular shaped lot. The project slightly exceeds the open space requirement by providing 38,761 square feet (40.67%) of the lot area as open space. The units will range in size from approximately 755 sq. ft. to 1,290 sq. ft. The two buildings will be 55 ft. tall on average, though will appear to be 60 ft. tall from the grade along Yoakum Parkway. Parking for the development will be provided within a 136-space underground garage, 20 individual surface garage spaces, and 29 surface spaces. An additional 20 tandem spaces are also proposed. The applicant is requesting a modification for the side yard setback requirement on the southern portion of the site, reducing the required setback of 18 ft. to 15.5 ft.

The proposed building consists of two U-shaped, four-story residential buildings, each with an internal courtyard facing Yoakum Parkway. The applicant has proposed to use masonry brick with precast elements on the majority of the building facades.



Proposed Site Plan

Based on guidance provided by staff that no vehicular access to the site should be provided from Yoakum Parkway, the applicant has provided garage and parking lot access from the existing private street at the northern portion of the site. Vehicular and emergency access to the site will be provided along the drive aisle on the eastern portion of the site. Staff has been concerned with the safety of the rear parking lot entrance proposed along a long, curved portion of the street and therefore recommends a raised, stamped crosswalk and other measures to slow traffic and protect pedestrians and vehicles in that area. There will also be three pedestrian entrances to the development along Yoakum Parkway.

The site currently has a stormwater management pond at the southwest corner of the lot that is part of an integral system designed for the Park at Landmark site plan (SIT#85-050), including the subject lot and the two already developed lots of the complex to the north and northeast. The system ties into another pond to the north and a storm sewer that continues south across the adjacent Cascades Apartment property. As part of the development, the applicant will relocate the storm sewer utility line from this site into the Yoakum Parkway right-of-way and will install stormwater retention and BMP facilities under the parking lot at the eastern portion of the site.

The development site is fairly steep, rising from an elevation of 184 feet at the southwest corner of the site on Yoakum Parkway to 230 feet at the rear of the site to the east. Earlier concept plans from the applicant had proposed that the site be cut along the eastern portion of the lot to lower the surface grade by 12 feet. The applicant would then construct a 12-foot retaining wall along a large portion of the rear property line. At staff's request, the applicant has revised the site plan to shorten the length and reduce the height of the retaining wall. However, the wall is still proposed to rise to a height of 10 feet at one point. The wall also severely impacts several existing large trees along the property line with the Cascades apartments. To preserve the existing grades and the existing large trees, staff recommends that the retaining walls be further decreased in height and moved away from the trees to be preserved.

IV. ZONING

Tuscany at Landmark		
Property Address:	240 Yoakum Parkway	
Total Site Area:	2.19 acres (95,303 sq ft.)	
Zone:	RC (Residential High Density Apartment)	
Current Use:	Vacant	
Proposed Use:	104 unit residential condominium	
	<u>Permitted/Required</u>	<u>Proposed</u>
Floor Area	119,129 sq. ft.	118,930 sq. ft. net (131,626 gross)
FAR	1.25	1.25
Density	54.45 units/acre	47.53 units/acre
Yards	Front: None required Side: 1:3; 16 ft min Rear - 1:3; 8 ft min	16' 15.75 ft. (modification requested) 30' (modification requested)
Height	150 ft.	55 ft
Open Space	40% (38,121 sq. ft.)	40.7% (38,760 sq. ft.) 27,985 sq. ft. at grade (29.4% of lot) 10,775 sq. ft. rooftop courtyard (11.3%)
Parking	200 = 174 spaces + 26 visitor (15%) (18 one bedroom x 1.3 = 23.4 86 two bedroom x 1.75 = 150.5)	199 spaces (79 full-size, 120 compact) (136 shared garage, 20 private garages, 29 surface spaces behind building, and on private driveway/streets * 20 tandem spaces behind private garages not included

V. STAFF ANALYSIS

The applicant has worked with staff to refine elements of the building, provide underground parking and to provide enhancements such as additional landscaping. However, the primary concern of the proposal is that nearly all of the existing trees and vegetation on the site will be removed as part of the current proposal. Due to the existing topography and grading necessary to construct on this site, it is difficult to retain many of the trees on the site. Staff has included recommendations to retain several of the trees on the site, which staff believes can be retained with some relatively minor revisions to the plan. The other area of concern is the fact that the applicant has not provided the typically required 15% visitor parking, which staff believes is the minimum necessary to minimize impacts on the adjoining streets and fire lanes.

The challenge for this site has been how to accommodate the proposed development that is a permitted use and density within the current zoning and still accommodate elements such as tree retention, open space, pedestrian orientation, building design and parking. In balance the proposal does address many of these issues, although the amount of tree loss and grading for the site is less than ideal and the applicant has not provided an adequate amount of visitor parking. Staff has included recommendations that attempt to balance the density permitted within the zone, open space, parking, tree retention and building design as part of this site plan application as discussed in more detail below. With these recommendations, the proposal does minimally meet the requirements for a site plan.

Parking:

The proposed development requires 174 parking spaces (1.3 spaces per 1 bedroom unit, 1.75 spaces per two bedroom unit), and it has been the practice of the City to also require 15% visitor parking where adequate on-street parking is not available. The proposed development provides the required 174 resident parking spaces and 11 (6.3%) non-tandem visitor parking spaces, which is 15 fewer spaces than would normally be required for a development of this type in the City.

Table # 1

Required Parking	Proposed Parking
174 Residential Spaces	174 Residential Spaces
26 Visitor Spaces (15%)	11 Visitor Spaces (6.3%)
200 Total	185 Total **

** Does not include tandem parking spaces.

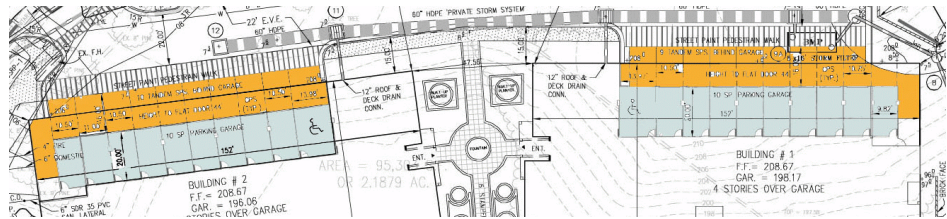
Table #2

Parking Provided	
Structured (underground plus individual garages)	156 spaces
Surface	29 spaces
Tandem	20 spaces

The applicant has proposed 20 additional tandem spaces for visitors, contending that these will provide visitor parking in excess of the 15% requirement. The proposed tandem spaces are located behind the 20 individual garages on the eastern portion of the building. Staff believes that the proposed tandem spaces have limited utility since they are significantly more difficult to access than non-tandem spaces.

Staff’s primary concern remains with the inadequacy of proposed parking and the potential impacts of overflow parking onto adjoining properties as well as within the site. Staff is concerned that visitors will illegally park in the proposed drive aisle on the eastern portion of the site which also serves as an emergency vehicle easement. Topography limits fire truck access to the western (Yoakum Parkway) and the eastern portion of the building. Therefore, illegal visitor parking within the emergency vehicle easement will significantly impair the emergency and fire access to the building. In addition, residents would also likely illegally park on the adjoining Yoakum Parkway, impacting the traffic and vehicle safety of the adjoining streets. Compounding the concern regarding parking is the fact that 60% of the total proposed spaces are compact spaces (except for the tandem and handicap spaces).

Staff believes the arrangement of parking facilities on the site will, in fact, create a parking problem within the complex.



Tandem Spaces in Gray

The applicant contends that visitor parking is not required by the Zoning Ordinance and therefore should not be a condition to approve this site plan. However, Sections 11-410 (C)(D)(E)(K) (L) of the Zoning Ordinance all reference the need to ensure adequate and reasonable provision for parking spaces and adequate fire access, and to ensure that elements within the site plan do not create hazards to vehicles, pedestrians, fire access or traffic. As discussed above, staff believes the inadequacy of visitor parking spaces will negatively impact fire access to the building and traffic on the adjoining street and, therefore, recommends that the applicant provide 15% non-tandem visitor parking spaces.

The applicant has provided a parking analysis (attached) of other developments that have provided less than 15% visitor parking. However, each parking study needs to be evaluated on a case-by-case basis. Unlike the examples within the parking analysis, this site has very limited adjacent on-street parking for potential “spillover” parking for visitors.

As previously discussed, developments with tandem parking have resulted in complaints regarding the usefulness of the tandem parking spaces, which has generally resulted in parking on the adjoining streets. In fact, for recent cases such as Cameron Station where tandem parking was proposed, the Commission required one additional space for each tandem space. In addition, this applicant is proposing that each of the 20 tandem spaces be located behind each of the individual garage spaces. Therefore, the only visitors that could potentially use these spaces would be visitors to the owners of those garages. The applicant has stated that they are willing to reserve less spaces for residents to provide the 15% visitor parking spaces requested by staff. However, staff believes this will result in a future parking problem for the residents and would require a special use permit for a parking reduction, which would not be appropriate for this location.

Staff believes the only reasonable alternative is to provide 15% visitor parking to meet the demand of the proposed facility and visitors. While it is acknowledged that a small percentage of the tandem spaces could be used by visitors, this should be a very limited amount and the applicant should provide the 15 % recommended by staff.

Tree Retention:

While much of the existing vegetation and trees will be removed due to the grading that is necessary for the site, several of the larger trees on the southeastern portion of the site can and should be retained. The mature trees that can be retained are two 24" and a 36" caliper oak trees. To retain the trees, staff recommends that one of the garage spaces be removed, the drive aisle relocated and the retaining wall relocated, as generally depicted in *Attachment #1*. These revisions will minimize the disturbance within the drip line of the trees and will also enable the relocation of a retaining wall and utilities, all of which minimize the impact on these trees. With these revisions, staff believes that the three larger trees can be retained.

The applicant has submitted a letter from their arborist stating that the trees requested by staff may not survive in the long-term after construction and will be a cost issue for the future or adjoining homeowners if the trees need to be removed or will have a cost due to continuing maintenance for the tree. Staff believes that increasing the area not to be disturbed around the tree as recommended by staff will increase the likelihood that the trees will survive. With regards to maintenance, there will be cost incurred by the Condominium Association for these trees and all of the other landscaping and trees on the site similar to other communities and Associations that bear the financial burden of maintaining their landscaping and street trees to make their communities more livable and enjoyable for the residents.

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Staff acknowledges that even with best preservation techniques the tree will incur stress as part of the construction process. With any preservation effort, whether it be preserving an historic building or tree preservation, does present potential difficulties. In this case preserving the tree is not the most expeditious or cost effective solution, but staff believes that preserving the tree does provide public benefit.

Building Design:

The height of the proposed building is approximately 55 feet, which provides an appropriate transition to the taller buildings set back farther from the street. The applicant has proposed to use primarily brick for the majority of the front facades. Staff recommends that additional brick and higher quality materials be used. Staff is also recommending that the applicant use higher quality roof materials and that the applicant continue to work with staff to improve final design details such as the building cornice line.

***Affordable Housing:***

The City's Affordable Housing Policy requests a minimum contribution of \$1 per gross square foot of new development, excluding the parking garage. Because this project is a development site plan, the applicant is offering slightly above the minimum contribution, which would be \$139,000 for the projected 139,000 square foot development. The project will have 29 one-bedroom units and 75 two-bedroom units.

In lieu of a direct monetary contribution, the applicant has agreed to provide a one-bedroom unit and a two-bedroom unit as affordable 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. The discounted sales prices will be \$175,000 for the one-bedroom unit and \$225,000 for the two-bedroom unit, as compared to projected market sales prices of \$243,000 for the one-bedroom units and \$316,000 for the least expensive two-bedroom units. The affordable sales prices include one parking garage space

per unit, same as for the market rate units. The discounts on the sales prices are \$68,000 for the one-bedroom unit and \$91,000 for the two-bedroom unit, for a total equivalent contribution of \$159,000, or \$20,000 more than the minimum contribution of \$139,000. This contribution would be equivalent to \$1.14 per gross square foot. The City's Affordable Housing Advisory Committee approved this plan at its July 13, 2004 meeting.

Modifications:

The applicant is requesting a 2.25' modification from the 18' required side yard setback to 15.75' (based on a building height of 54' at southeast corner). The applicant also requests a 24' rear yard modification (based on the 1:1 ratio requirement with a building height of 54' at the southeast corner). Staff supports the request due to the odd shape of the property on the southern portion of the site.

VI. STAFF RECOMMENDATION

Staff recommends approval of the proposed development site plan with conditions as recommended in the staff report to address the remaining issues such as visitor parking and tree retention.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Chief, Development;
Laura Durham, Urban Planner.

VII. CONDITIONS

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

I. BUILDING DESIGN:

1. The final design for the building shall be consistent in architectural style, character and quality with that depicted on the preliminary architectural elevations dated April 5, 2004 and also provide additional refinements to the satisfaction of the Director of Planning and Zoning that shall include:
 - a. The central portions of the courtyards visible from the street shall be brick. Brick used on the front facade must wrap the corner to the first return to be provided on all north and south elevations including within the courtyards.
 - b. The lighter color for the top level shall be a higher quality cementitious or wood trim materials;
 - c. The material for the roof shall be revised to be high quality architectural grade shingles.
 - d. All siding shall be cementitious or wood siding.
 - e. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the streets by the roof structure with additional screening added if visible from the street. Details on the screening methods shall be provided on the final site plan.
 - f. A rusticated brick base shall be provided for the first level of the building and shall be a lighter color brick as generally depicted in the color elevations.
 - g. Replace the brick walls at the western end of the interior courtyards with brick posts and open iron fence as provided at the central building break.
 - h. The grills at the ground-floor openings shall be decorative metal as shown on the submitted preliminary plans.
 - i. Submit revised color elevations to scale of all building facades, including interior courtyard elevations, with the submission of the first final site plan. All refinements to the design and materials shall be revised prior to the release of the final site plan. (P&Z)
2. The material of the retaining walls shall be brick or stone veneer. Any required railings for the retaining walls shall be decorative metal railing to the satisfaction of the Director of P&Z. (P&Z)
3. Extend stairs through the roof so that door access to the roof is provided for firefighting reasons. A minimum of one stair per tower must provide roof access. (Code Enforcement)

II. PARKING:

4. The applicant shall provide 15% visitor parking excluding tandem spaces. The location and design of the spaces shall be revised prior to the release of the final site plan to the satisfaction of the Director of P&Z. The applicant shall install "Visitor Parking Only" signs for all visitor parking spaces. A minimum of one space for each 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)(T&ES)(Police)
5. Provide 22' drive aisles clear of support columns in the parking garage. Properly dimension all of the drive aisles and parking spaces in the garage and on the surface lot. Garage drive aisle widths are not shown inside of support columns as required. (P&Z)
6. Redesign the underground garage so that parking spaces 57C and 87C can be accessed with a maximum 3-point turn. Show turning movements for dead-end garage spaces. Revise parking spaces and drive aisles as necessary to provide proper function of spaces. (T&ES)
7. Provide designated tenant and maintenance loading and unloading area located outside of the proposed 22' emergency vehicle easement and designed to the satisfaction of the Directors of P&Z, T&ES, RP&CA and Code Enforcement. (P&Z)(T&ES)
8. 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)

III. PEDESTRIAN CIRCULATION:

9. The hardscape plan shall provide the level of improvements as generally represented on the preliminary plans to the satisfaction of the Directors of P&Z and T&ES and shall also provide:

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- a. A colored and stamped asphalt or concrete pedestrian crossing for the garage ramp entrance to the parking garage to provide an uninterrupted sidewalk on the northern portion of the building.
 - b. The material for the three central plaza areas shall be brick pavers.
 - c. The three proposed pedestrian crosswalks shall be colored and stamped asphalt.
 - d. Provide a sidewalk on the south side of the proposed 6 parallel parking spaces on the northeast portion of the parcel.
 - e. Provide a colored stamped asphalt or concrete crosswalk across the rear parking area entrance. (P&Z)(T&ES)
10. Indicate on all applicable plan sheets the proposed speed table/crosswalk and the commitment to restrict travel on the private street on the north side of the parcel to 15 mile per hour and show appropriate street signage to mitigate for the hazardous configuration of the rear parking area entrance. The final design of the proposed crosswalk crossing the street east of the rear driveway entrance shall be revised to address the poor sight distance.(T&ES)
 11. A public ingress/egress easement shall be granted for public pedestrian access for the perimeter sidewalks that are located on the northern and western portion of the site. All easements and reservations shall be approved by the City Attorney prior to the release of the final site plan. (P&Z)
 12. The developer shall provide and install all appropriate pedestrian, traffic, on-street parking signage and any other signage for control of pedestrians and vehicles to the satisfaction of the Director of T&ES. Provide all sign details as part of the submission of the first final site plan.(T&ES)
 13. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
 14. The applicant shall provide eleven (11) residential bicycle parking spaces and three (3) visitor bicycle parking spaces within the garage to the satisfaction of the Director of T&ES. (T&ES)
 15. The applicant shall purchase, install and maintain a bus shelter at the existing bus stop location on the eastern side of the 200 block of Yoakum Parkway that shall provide the following:
 - a. The design and/or bus shelter model shall be approved by the Director of T&ES prior to purchase and installation.
 - b. The applicant shall provide and install a bus stop passenger loading platform between the existing curb and the proposed 6' sidewalk at the existing bus stop location.

- c. The applicant shall maintain the bus shelter until the apartment property owner and/or manager are able to assume the responsibility of the bus shelter maintenance.
- d. The applicant shall provide an easement for the new bus shelter at the existing bus stop location. Landscaping material shall be installed to accommodate the bus shelter and passenger loading platform. (T&ES)

VI. LANDSCAPING:

- 16. The landscape plan shall be revised with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall also provide:
 - a. Additional street tree shall be provided on Yoakum Parkway adjacent to the property as space permits.
 - b. Add ornamental trees (behind the sidewalk) on Yoakum Parkway as space permits.
 - c. The condominium association will require the landscape contractor to provide watering of plants during periods of minimal rain, in accordance with landscape maintenance standards.
 - d. Additional deciduous and evergreen trees on the eastern portion of the site to provide screening of the surface parking lot.
 - e. All landscaping shall be maintained in good condition and replaced as needed.
 - f. All plant materials and specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.
 - g. Trees are not to be planted under or near light poles.
 - h. Trees are to be limbed up a minimum of 6 feet as they mature to allow for natural surveillance.
 - i. The planting depth on top of the planting deck shall be a minimum of 2-3 feet with adequate drainage to support the landscaping as depicted on the preliminary landscape plan.
 - j. Provide crown coverage calculations denoting street trees under a separate tabulation.
 - k. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space. (P&Z)

- 17. The courtyards shall provide landscaping and amenities as generally represented on the preliminary plans to the satisfaction of the Directors of P&Z and RP&CA. At a minimum, the courtyards shall also provide:
 - a. A focal element such as a sculpture that is an appropriate scale for the space in each courtyard.
 - b. Amenities such as landscaping, benches, special paving surfaces, trash receptacles, etc. within each courtyard to encourage its use.

- c. Planters within the courtyard for shade trees as well as other landscaping. (P&Z)
18. Depict and label tree save areas on the site plan, erosion control plan, and grading plan sheets in addition to the development site plan and landscape plan sheets. (P&Z)
 19. Show tree protection and indicate trees to be saved and removed on Erosion and Sediment Control Plan, Final Site Plan, and Landscape Plan. (RP&CA)
 20. The applicant shall implement the following tree protection measures to ensure the retention of the trees along the eastern (rear) and southern portions of the site to the satisfaction of the Directors of P&Z and RC&PA. All proposed tree protection details shall be depicted on the final site plan and be provided throughout the construction process.
 - a. The limits of disturbance shall be revised to exclude the two 24 inch maple trees and the 36 inch oak tree shown on the site plan at the southeastern end of the site. No construction materials or equipment shall be stored or staged beyond the limits of disturbance. One parking space shall be eliminated and the retaining wall shall be relocated as generally depicted in Attachment #1.
 - b. A note identifying these restrictions shall be provided on the Site Plan Cover, Erosion Sediment Control and Landscape Plan sheets.
 - c. Tree protection for any protected tree shall be constructed of 4"x 4" wooden vertical posts installed in the ground 8' on center with 1"x 6" wooden battens mounted between them. Temporary plastic fencing may be used to define other limits of clearing. All tree protection must be shown on the final site plan, and is to be installed prior to any clearing, excavation or construction on the site. Alternative tree protection, providing equivalent or superior protection, may be approved by the Directors of P&Z and RC&PA. The developer shall call the City Arborist for a review of the installed tree protection following its installation and prior to any construction, clearing, grading or site activity.
 - d. All underground utilities shall be located so as to avoid disturbance for grading beyond the limits of disturbance. (P&Z)

V. SITE PLAN:

21. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with the adjoining homeowners and condominium owners association representatives and residents 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 for land disturbance is issued. (P&Z)

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22. 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 below the required 40%, or an increase in the building height or building footprint. (P&Z)
23. Freestanding signs other than traffic/directional signs shall be prohibited except for the relocation of the existing Park at Landmark sign, if so desired by the adjacent land owner. (P&Z)
24. Temporary construction and sales 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. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the North building. (P&Z)
25. 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 garages and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. That a public access easement for sidewalks is provided and that sidewalks are to remain open to the general public.
 - d. All landscaping and open space areas within the development shall be maintained by the condominium owners and their association.
 - e. Trash and recycling cans must be stored within the units/garages.
 - f. Exterior building improvements by future residents shall require the approval of the Planning Commission as determined by the Director of P&Z. (P&Z)
26. Provide City standard pavement for emergency vehicle easements. (T&ES)
27. 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)

VI. ENVIRONMENTAL:

28. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)
29. 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)
30. The developer shall relocate the proposed 30" storm sewer within the City right-of-way along Yoakum Parkway so that adequate clearance is maintained between the existing 12" sanitary sewer. Note that minimum distance allowed between utilities is 6 feet. (T&ES)
31. 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)
32. 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)
33. All driveway entrances and sidewalks in or abutting public right-of-way shall meet city standards. (T&ES)
34. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
35. 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:
 1. Constructed and installed as designed and in accordance with the approved Final Site Plan. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.
 2. Clean and free of debris, soil and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
36. 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)

37. The Applicant shall submit a stormwater quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES)
38. 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)
39. The applicant shall furnish the HOA, 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)
40. 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)
41. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that the existing stormwater management facility adjacent to the project and associated conveyance systems were not adversely affected by the construction and that they are functioning as designed and are in a condition similar to prior to construction began. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance performed.(T&ES)
42. 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)

VII. AFFORDABLE HOUSING:

43. The developer shall provide one affordable two-bedroom set-aside unit at a price not to exceed \$225,000 and one affordable one-bedroom unit at a price not to exceed \$175,000 (prices include 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)
44. 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)
45. Whatever incentives are offered to any potential homebuyers shall also be offered to purchasers of the set-aside units. (Housing)
46. Thirty 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)
47. 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 \$1.14 per gross square foot of each unit so sold. (Housing)
48. If the developer sells the market rate units for less than expected, the applicant shall index the price on the affordable units proportionately. (Housing)
49. 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)

VIII. ARCHAEOLOGY:

50. The applicant must either provide Alexandria Archaeology with evidence that prior significant ground disturbance has occurred on this property or must conduct geomorphological/pedological testing, consisting of soil borings analyzed by a

geoarchaeologist, to determine if any buried soil layers which could contain significant archaeological resources are present. Examples of prior ground disturbance include quarrying, removal of trees using heavy equipment, or removal of all topsoil prior to landfill. Evidence of these activities can consist of plans from previous construction projects or photographs. If there is no evidence of ground disturbance, geomorphological/pedological testing must be done according to a strategy which will be outlined in a Scope of Work supplied by Alexandria Archaeology. Call Alexandria Archaeology (703-838-4399) to discuss these alternatives. (Archaeology)

51. If geoarchaeological testing is required, Alexandria Archaeology will review the results. If deemed necessary after this review, the applicant shall hire an archaeological consultant to prepare a Documentary Study, conduct an Archaeological Evaluation, and/or prepare a Resource Management Plan, as outlined in the City of Alexandria Archeological Standards. The applicant must meet with Alexandria Archaeology to determine the necessary and appropriate actions. (Archaeology)
52. All archeological preservation must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703)838-4399. (Archaeology)
53. The above condition (Condition #52) must appear in the General Notes of the Preliminary and Final Site Plan. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Archaeology)
54. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Archaeology)
55. If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property. (Archaeology)
56. If warranted by the City Archaeologist, the developer will produce a small document for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology. (Archaeology)
57. All archaeological work will be carried out in accordance with the *City of Alexandria Archaeological Standards* and is subject to the approval of the City Archaeologist. (Archaeology)

IX. GENERAL

58. 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. Provide a detail of the sign with the first final site plan submission. (P&Z)
59. 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 owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)(T&ES)
60. 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)
61. 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)
62. Any inconsistencies between the various drawings shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
63. The applicant shall submit the final "as-built" site plan for the entire project prior to applying for a certificate of occupancy permit for the last dwelling unit. (P&Z)
64. Show all existing and proposed easements, both public and private. (T&ES)
65. Provide structural details for proposed retaining wall. (T&ES)
66. Provide screening for utilities on the plan to the extent permitted by the utility companies and provide a detail of the screening proposed. (P&Z)

67. 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)
68. 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)
69. 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 photometric calculations to verify that lighting meets City Standards on the site and the adjacent public right-of-way and private streets to the satisfaction of the Directors of T&ES and P&Z in consultation with the Police. (T&ES)(P&Z)(Police)
70. The applicant is to contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding locking hardware and alarms for the apartments. This is to be completed prior to the commencement of construction. (Police)
71. The walls and ceilings in the garages are to be painted white. (Police)
72. The applicant is to contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for any sales or construction trailers as soon as they are to be placed on site. (Police)
73. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)

Modifications requested by the applicant and recommended by staff:

1. Reduced rear yard setback to 15.75 feet from 18 feet required.

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 CODE 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 shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C- 10 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).
- C- 11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a "Certified Land Disturber" on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Erosion and Sediment Control Law VAC §: 10.1-563.B.
- C- 12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Virginia American Water Company

1. Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
2. There is an existing set of services (4" + 6") for building #2. They are located approximately fifteen feet east of the proposed services for this building. The existing valves are currently shown on sheet 5 of 14. There is no need to make new wet taps.
3. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room.
4. For the proposed fire hydrant east of building #2, add an 8"x6" reducer before the 90 degree bend and then a 6" gate valve after the 90 degree bend. All fire hydrant laterals longer than fifty feet must have another gate valve at the hydrant.

Code Enforcement

The following are repeat comments from a review on 2/13/04 and 4/20/2004. Updated comments from July 16, 2004 review are in **BOLD**.

- F-1 Siamese connections and hydrants are not shown on plans. Condition met. Siamese shown on plans.
- F-2 Fire Service Plan is not provided. **Required but not submitted.**
- F-3 Water taps for Fire & Domestic service to Building 2 are not shown on plans. Condition Met.
- F-4 Per USBC 6 handicap spaces are required. 5 spaces are shown. **Condition not met, Handicap spaces shall not be part of tandem parking. Also, show curb cuts for handicap access 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. **Acknowledged but not shown.**
- 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 on 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. Fire Service Plan shall be incorporated as an additional sheet in plan set. Include fire service plan as part of rolled set of plans. Fire Service Plan may be incorporated as an additional sheet in plan set. **Required but not submitted.**

- C-3 Fire Department ladder truck access is required for the two long sides 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. Provide fire apparatus turnaround area at rear of structures and establish and emergency vehicle easement to service the rear of both structures. No turn around is shown at rear of structure. Turn around pocket shall be no less than 60 feet in depth as measured from centerline of perpendicular roadway. Clearly identify all EVE limits on plans. Label H20 loading on elevated structures. Ladder truck access has not been fully achieved on south side of building 2. Because of courtyards on both buildings, ladder truck access cannot be achieved within these areas. **Fire apparatus turn around does not meet requirements. Turn around pocket shall be no less than 60 feet in depth as measured from centerline of perpendicular roadway. Proposed turn around is too shallow.**
- C-4 Provide two Siamese connections for each building located to the satisfaction of the Director of Code Enforcement. Provide hydrants located within 100 feet of each FDC and on the same side of the street as each FDC. Siamese not shown on plans. Hydrants not shown on plans. Hydrants shall be located on same side of street as development. **Relocate hydrant in EVE to building side of street. Provide an additional FDC of each building on the East Side of each structure next to the EVE. Move north FDC away from building and provide as a free standing FDC for better access.**
- C-5 A separate tap is required for each building fire service connection. Each building shall be tapped separately. Condition met.
- C-6 Interior stairwells shall discharge to the exterior of the building. Means of Egress shall comply with the USBC. Condition met.
- C-7 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system and shall be mechanically ventilated. Acknowledged by applicant.
- C-8 The public parking garage floor must comply with USBC 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. 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. Acknowledged by applicant.

- C-9 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. Acknowledged by applicant. Show note on plans.
- C-10 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 by applicant, not submitted. Fire Flow should be submitted prior to Final #1.
- C-11 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-12 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-13 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Acknowledged by applicant.
- C-14 Final site plan shall show placement of all Emergency Vehicle Easement Signs. Acknowledged by applicant.

Health Department:

No comments

Police Department:

(Staff is not recommending the following as a condition, but instead is recommending that lighting levels meet City standards to the satisfaction of the Directors of T&ES and P&Z in consultation with the Chief of Police. Other Police comments have been incorporated as staff conditions.)

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

Historic Alexandria (Archaeology):

- F-1 A review of historical and contemporary maps indicates that a stream, which cut through this property in the nineteenth century, now runs underground through a storm drain. A comparison of the historical contours with the existing topography also suggests that significant filling has taken place. It is unclear how much ground disturbance occurred at the time of the landfill and the diversion of the stream. Native American sites are often found

adjacent to streams in environments similar to this. If significant ground disturbance has not taken place, the property has the potential to yield archaeological resources which could provide insight into the lifestyle of the area's inhabitants prior to the European contact period.

DSP #2002-0022
Tuscany Condominiums - Yoakum Parkway

**REPORT ATTACHMENTS
AVAILABLE IN THE PLANNING AND ZONING OFFICE**