

Docket Item #12-B
DEVELOPMENT SPECIAL USE PERMIT #2002-0043
POSTMASTERS PROPERTY

Planning Commission Meeting
November 4, 2004

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

APPLICANT: The Holladay Corporation
by J. Howard Middleton, Jr, attorney

LOCATION: 1000-1027 North Royal Street and 329 & 327 First Street

ZONE: CD-X/Commercial Downtown

I. EXECUTIVE SUMMARY

A. Overview:

The applicant is requesting approval of a development special use permit to allow an increase in floor area from 1.25 to 1.88 to construct residential condominiums. The proposed three- to four-story building will be located on the southwestern portion of a block adjacent to North Royal and First streets in Old Town North. The proposal consists of 53 condominium units ranging from 1 to 3 bedrooms, and two levels of below-grade parking accessed from North Royal Street. The site currently contains a one-story office building (National League of Postmasters) and a 24 space surface parking lot. The site is in a transitional location between the lower-scale residential townhouses and multi-family uses to the west and the primarily larger scale office buildings to the east. As a result, this block functions as a transitional area between these two uses and scales. Staff supports the use at this location given the proposed mass, scale, open space, and public benefit. Additionally, less mass and height, and more open space is proposed than that permitted for office use on the site.

Redevelopment of the site presents challenges and opportunities that include:

Challenges

- Providing a mass and scale that are compatible with the adjoining residential townhouses, condominiums and Montgomery Park;
- Ensuring that the building is well designed;
- Maintaining a level of open space and “openness” for the development that will complement the community and adjoining park;
- Providing sufficient parking on the site; and
- Minimizing traffic impacts.

Opportunities

- Provision of 25% open space at grade;
- Affordable housing;
- Extension of pedestrian amenities and streetscape improvements connecting to the waterfront;
- Provision of buildings that will provide a transition between the building scales within the block, as well as the adjacent blocks;
- Reinforce the traditional character and appearance of Old Town North; and
- Provision of below grade parking.



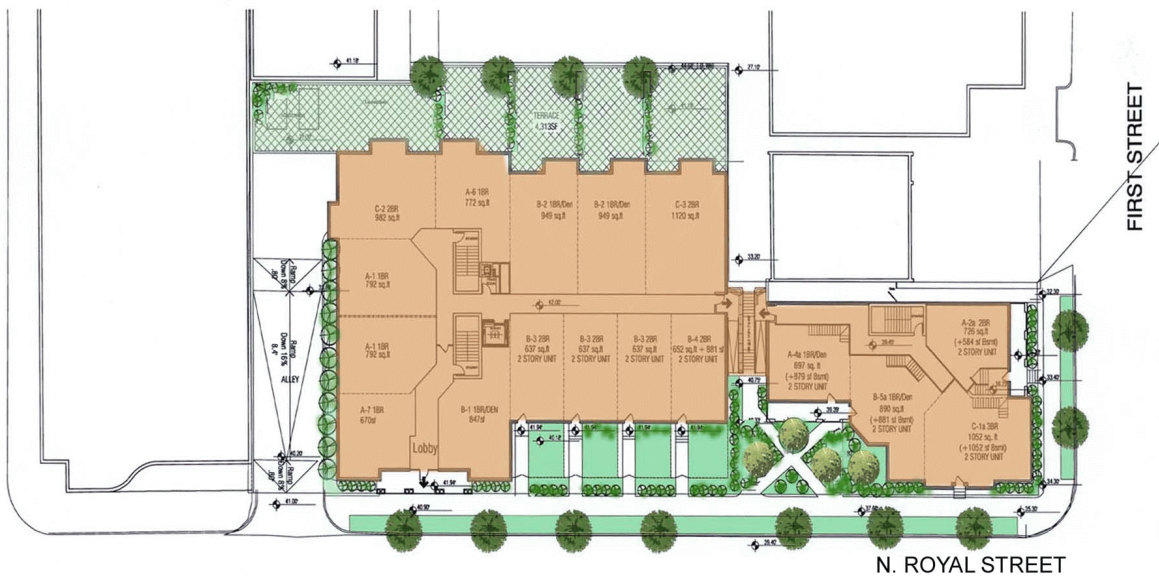
Site Location Plan

DSUP #2002-0043
 POSTMASTERS PROPERTY



Proposed Building Elevations

The applicant has worked with staff and the community throughout the process to address many of the areas of concern that have been raised by the community and the City. The applicant has extensively revised the site plan, massing and building design to respond to the issues raised by the City and the community. The scale, design and use are compatible with the existing development pattern, and therefore staff recommends approval with the conditions outlined within the staff report. Because the site is located within the Old Town North Small Area Plan, the site is subject to the Old Town North Urban Design Guidelines and review by the Old Town North Urban Design Advisory Committee (UDAC). The UDAC has recommended approval of the project. Staff recommends approval of the proposal with conditions to address issues such as enhanced building design, open space, visitor parking and affordable housing. Staff believes the proposal is also consistent with the City’s vision to promote a vibrant mix of uses in an appropriate urban form.



Proposed site plan

B. Issues Addressed By Staff Conditions:

Compatibility with the Neighborhood:

Staff has encouraged the applicant to design the proposed building to be consistent with many of the other residential buildings in the Old Town North and Old Town neighborhoods and to appear to be a collection of buildings that have been constructed over time, reducing the perceived scale of the building. The resulting structure is complimentary to the existing adjacent residential character. The applicant has responded to the concerns of staff and the community, creating what staff believes is a generally well designed development.

As part of the special use permit, one of the standards is providing high quality building design and materials. To ensure the proposed design and materials are the same high standards as buildings within Old Town, staff is recommending further refinements to the materials that staff would typically impose on buildings within the historic district. These conditions are essential to ensure that the proposed development will be of the highest quality design and materials.



Traditional residential building and streetscape character the west side of N. Royal Street.

Open Space - Pedestrian and Streetscape Enhancements:

Staff has recommended open space and public right-of-way improvements in the form of open space, streetscape, and pedestrian amenities to support the objectives of the Small Area Plan and the City's adopted vision. Pedestrian scale open space and streetscape elements provide a visual and physical balance to the built form in the urban setting and are key aspects of the residential character found in Old Town and Old Town North.

The ground-level open space is accessible and visible from the public right-of-way and consists of private front yards on North Royal Street, as well as a public pocket park with access to the public alleyway through the block. Conditions have been included to provide the following:

- A public access easement for an open space- public pocket park on Royal Street;
- Public art or sculpture within the public pocket park;
- Existing utilities on North Royal Street to be located below grade;
- New 6 ft wide brick sidewalks, landscape strip and street trees for the frontage of the site;
- Off-site infrastructure improvements that include a new brick sidewalk, landscape strip and street trees from North Royal Street to Fairfax Street, which is a major pedestrian connection to the waterfront and bike path for the community;
- Stamped and colored pedestrian crosswalks at the intersection of Fairfax and First Street and Royal and First Street to better accommodate pedestrians accessing the waterfront; and
- A \$10,000 contribution for pedestrian, landscape and signage improvements to the adjacent Montgomery Park.

Both the City and the community have expressed the importance of First Street as a connection to the waterfront. Staff has recommended improvements to the public right-of-way that consist of the above noted pedestrian amenities on the north side of First Street, from the proposed development to Fairfax Street. Staff believes this will significantly enhance the block and provide a pedestrian friendly link to the waterfront.

Affordable Housing

As with each development case, staff works with the applicant to provide affordable housing consistent with the goals of the Planning Commission and City Council. A key challenge is that new buildings are generally the highest-cost buildings (per sq.ft.) because they are new (i.e., cost of construction, materials, land, etc.) In an effort to provide as many affordable units for families that are proportionally distributed throughout the City, staff is working with the Alexandria Housing Development Corp. and reviewing options such as requiring developers to provide off-site units rather than a financial contribution or on-site units.

In this case staff has worked with the applicant to provide four off-site units, with a minimum of two-bedroom units to be re-sold at prices not to exceed \$225,000 and three-bedroom units are to be resold at prices not to exceed \$250,000. The location of the off-site units will be subject to the approval of the City. While not appropriate for every location, staff believes for this case the proposed approach is consistent with the City's housing goals and is an appropriate way to provide four affordable units within the City. In comparison, if the developer has agreed to provide \$250,000 for the purchase of each two-bedroom unit, sellable at 85% of that value, if applied on-site the total would only buy approximately 2 units due to the market value of the proposed units. The proposed approach has been approved by the Affordable Housing Advisory Committee at their Oct. 7, 2004 meeting.

C. Community:

The applicant and staff conducted approximately twelve community meetings throughout the course of this project with the Old Town North Urban Design Advisory Committee, adjoining residents, business and property owners. While the community generally supported the proposal, the issues identified by the community include:

- Ground-level open space, visible to the street;
- Setting an appropriate precedent for future redevelopment;
- Business disruption during construction; and
- Time frame for construction.

To address these concerns, staff has included conditions for construction phasing, building scale, form, materials, streetscape improvements, additional open space, and landscaping. The applicant has worked with staff to adjust and revise the proposed development to comments from the community, as well as the City.

The adjacent businesses owners on First and Second Streets have expressed their concern over possible disruption of their businesses during the construction period, as well as concerns for safety due to the immediate proximity of the proposed construction. These issues are discussed in the Staff Analysis section of this report.

II. BACKGROUND

A. Site Description:

The property is located within the Old Town North neighborhood between North Royal and North Fairfax streets, immediately north of First Street. The site is situated at the corner of North Royal and First streets. The site consists of three lots and contains a single story office building (the National League of Postmasters) and an associated 24 space surface parking lot. The block is comprised of office uses, neighborhood service uses and surface parking and the proposed site is within 2 blocks of the waterfront and immediately adjacent to Montgomery Park, a block-sized public park. The surrounding uses include residential townhomes and multi-family developments, as well as office and commercial. The block provides a considerable grade change between the west and eastern portions of the site. The existing conditions on the site consist of narrow sidewalks, a lack of street trees, above grade utilities and a surface parking lot, which results in a development pattern inconsistent with the character of the neighborhood.



Proposed site and current uses.

B. Proposal:

The 53-unit residential condominium building is proposed to consist of 35 one-bedroom units and 17 two-bedroom units and 1 three-bedroom unit. The building will be three- to four- stories in height. Vehicular access will be via N. Royal Street, and parking will be provided in a two level 84-space underground parking garage. Controlled access will be provided for the underground garage. The primary pedestrian and visitor access into the building will be from N. Royal Street and from the parking area in the underground garage of the building.

The proposed building is L-shaped with the majority of frontage onto N. Royal Street. Three proposed buildings provide frontage onto both N. Royal and First streets and are individually articulated to appear as separate buildings. The development incorporates both private and publically accessible open space, and proposes right-of-way and pedestrian improvement along N. Royal and First streets, as well as a mid-block pedestrian connection.

The applicant has worked with staff to address many of the concerns raised by staff and the community and has made considerable changes to the site plan and building design. The applicant's initial proposal was for a four-story building with a contemporary industrial warehouse design, with only moderate building articulation and little ground level open space. Staff and citizens were concerned that the mass of the proposed building was not in scale with the desired character of the area and suggested articulation and refinement of the building. Additionally, the proposed open space was redesigned into a series of useable private and public open space which related to the public streets and complement the streetscape and buildings. In subsequent plan iterations, the applicant reduced portions of the building to three-stories, designed the project to have the appearance of multiple buildings of varying styles, increased the setbacks on Royal Street and provided a pocket park area on Royal Street. The applicant has also worked with staff and the community to provide the following:

- The appearance of individual buildings;
- Varied setbacks and building heights to reduce the perceived mass;
- Townhouse facades with separate entrances for a portion of the building facade;
- Individual front yards;
- A consolidated, useable public open space-pocket park on North Royal Street;
- Public art in the public space; and
- Pedestrian, sidewalk and streetscape improvements on First and N. Royal streets.

C. Old Town North Urban Design Advisory Board:

The area of Old Town North is subject to the Old Town North Urban Design Guidelines, which promote a pedestrian friendly, vibrant neighborhood with traditional streetscape and building design. The guidelines promote urban character in the built environment, pedestrian improvements, waterfront links, traditional and cohesive frontages, and a streetscape character of traditional neighborhoods.

The applicant has worked with staff to uphold the guidelines and the spirit of the Master Plan in the proposed development. The applicant has provided scale and massing and style of the buildings that respect the setting. Architectural materials are suitably traditional, and the pedestrian environment is inviting and appropriately scaled and detailed. The development maintains the existing access through the block and provides as much public access to the waterfront as possible by encouraging connections from points west to the waterfront parks.

The current proposal further improves the neighborhood open space by providing visual, publicly accessible, and landscaped open space within proximity to the public right-of-way.

III. ZONING:

The property is zoned CD-X which provides for an urban mix of retail, office, service, hotel and residential uses. The applicant is requesting special use permit approval to increase the floor area ratio from 1.25 to 1.88 and increase the number of dwelling units per acre from 35 to 78.

Postmasters Property:		
Property Address:	1000-1027 North Royal Street	
Total Site Area:	29,453 SF.	
Zone:	CD-X	
Current Use:	Office and Surface Parking	
Proposed Use:	Residential and Underground Parking	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	1.25 Residential	1.88 with SUP
Yards		
front yard -	none	front yard-varies 1.5'-20'
side yard -	1:2 ratio, 16' min.	side yard -varies 0'-29'
Height	50 ft.	50 ft
Open Space	25%	25%
Parking	77 spaces	78 resident spaces, 6 visitor

IV. STAFF ANALYSIS:

The site is identified in the Old Town North Small Area Plan as a potential redevelopment site, and represents one of the largest redevelopment sites in the Old Town North area. Both staff and the community support redevelopment of the site. The site is located on the visually prominent intersection of First and N. Royal streets adjacent to Montgomery Park.

The proposed project offers an opportunity to resolve many of the urban issues that currently exist on, and adjacent to, the site. The proposed residential proposal will be a positive addition to the neighborhood by providing ground level open space and streetscape improvements that will help to integrate this site with the neighborhood. The applicant has worked with the City and the community on the design of the proposed development to provide an appropriate mass, scale, and height which will respect the character and scale of the surrounding residential and commercial uses. Additionally, the project helps to “tie” together the existing disjointed block through public improvements to the right-of-way, visually connecting the block with the surrounding neighborhood and maintaining Old Town’s traditional street character.

Staff is recommending approval of the proposal. The proposed development supports the Small Area Plan and the Old Town North Urban Design Guidelines by providing compatible development, underground parking, and an improved, attractive, pedestrian environment. The applicant has worked with staff and adjoining civic groups to further revise the site plan and adapt the scale, design, and appearance of the buildings to respond to the surrounding residential context and desired character for the location.

A. Building Design:

The applicant has worked with staff to modify the proposed building designs to fit into the local established architectural character. Staff has encouraged the applicant to articulate the frontages and vary their appearance, emulating both traditional style townhomes and multi family buildings in the Old Town North neighborhoods. The applicant has proposed a solution to the massing and architectural articulation that are appropriate in the context of the adjacent residential character of Watergate, Canal Place, and Hearthstone Mews developments and provide a reasonable transition to the adjacent commercial uses.

The first of these elements on the north end of the site is the largest due to its proximity to the 50-foot office building and recalls in its architectural style a neoclassical apartment building of the early 20th century. It provides both the main pedestrian entry into the building, as well as the vehicular entrance to the underground garage from a ramp adjacent to the office building. The main entrance consists of a two story portico with double columns; the majority of the building is clad in red brick with groupings of double-hung windows in a Georgian style.



Elevations are styled after traditional facades.

The central portion of the development consists of a series of brick facades that resemble mid-19th century townhouse buildings. Setback from the street with individual yards, each facade includes an entrance and is composed of three window bays. The elevations are derived from a pair of existing buildings in the 300 block of Cameron Street in Old Town. In addition, there are penthouse structures set back from the front face of the building to provide access to rooftop open space; these structures will not be visible from the street. The final building element on the southern portion of the site emulates a grand neo-Georgian style house. The elevation is brick with second-story windows. On N. Royal Street, there is an octagonal corner element as a transition to the porch and the porch is set back 20 feet from the property line, creating a small pocket park. Overall, the applicant has incorporated a series of materials and buildings typical of Alexandria that are well designed and will be compatible with the neighborhood.

B. Green Building

In order to minimize the environmental impact of the proposed building, staff recommends that the developer incorporate green building technology into the design. A green building will incorporate elements such as non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, feature natural lighting, and use energy-efficient window systems. A recommendation of approval is that the applicant incorporate these or comparable elements as part of the building design.

C. Open Space:

One of the issues that has been discussed by the Planning Commission and City Council is the appropriate amount of ground level open space vs. roof-top open space. Staff is in the process of preparing a study to respond to the issues that have been raised. As part of this analysis, staff has analyzed the typical amount of ground level open space within Old Town and has found that the

amount of ground open space varies dramatically from block to block. For example, the amount of open space for the adjoining residential developments ranges from 48% (Watergate) to 4.5%(Hearthstone Mews). The proposed development provides 25% ground level open space a significant portion of which is adjacent to North Royal Street providing a significant amount of visual open space and “openness” for the development.

In addition to the quantity of open space, staff believes that the location and quality of the open space are equally as important. Therefore, staff has recommended that a significant amount of landscaping, irrigation, benches, pedestrian scale lighting and public art or sculpture be provided to enhance the quality and usability of the space.

Staff has recommended the inclusion of public open space in the design on North Royal Street, through a “pocket park” for the use of the residents and the community. The space abuts Royal Street and is designed to function as both a passive and open space area that residents or the public can use to relax or move through. Benches and a public art sculpture are proposed to be incorporated into this neighborhood space. This is consistent with the Old Town North Urban Design Guidelines, which support small open spaces such as “garden views” and “pocket parks.”



Public “pocket park” on N. Royal Street

The applicant has also provided front yards that are fairly typical of many of the Victorian townhouses in Old Town and provide visual openness, with traditional wrought iron fences within the front yards that also define the semi-private space from the public right-of-way. The applicant has retained public access and will provide public easement through the private alley, helping to provide additional pedestrian connectivity consistent with the Design Guidelines that encourage mid-block pedestrian connections. Staff has included recommendations for lighting and other improvements to ensure that the alley is well lit and safe.

The site’s proximity to Montgomery Park provides a unique opportunity to make strong visual and physical links between the proposed development, the existing neighborhood, and public open space. Such links will be connected visually through the public pocket parks provided mid-block, the visible open space of private gardens, and street trees and curbside planters adjacent to the public sidewalk. Physical connections will be made through a well designed and planted public right-of-way. Staff has encouraged development of these “green” connection opportunities as part of this proposal not only to provide an appealing link to the waterfront and park for the future residents of this development, but also to promote neighborhood pedestrian use of the area as well as enhance the quality of life and well being in the City as a whole.

The applicant is providing roof top open space in the form of 8 courtyards that will be designed with the same attention as the ground level decks, providing planters and high quality finishes. The decks are set back from the edge of the building and will not be visible from the street.

D. Pedestrian Improvements:

Staff is recommending improvements adjacent to the site and off-site pedestrian improvements. Staff is recommending a 6 ft. unobstructed brick sidewalk and landscape strip with street trees adjacent to the curb and requiring that all of the existing above ground utilities on North Royal and First streets be located below grade.

Staff is also recommending off-site pedestrian improvements along First Street to North Fairfax Street. First Street serves as an important pedestrian connection for the community to the waterfront. A continuous brick sidewalk is proposed to provide a clear and adequate pedestrian route toward the river along this block. Additionally, a planting strip and a continuation of street tree planting is also recommended on First Street to Fairfax Street.



The proposal will enhance the streetscape of N. Royal Street.

Off-site pedestrian improvements will include:

- A continuous brick sidewalk from North Royal to North Fairfax streets;
- A 5 ft. landscape strip to provide a continuous row of street trees on First Street;
- Landscape screening of the two existing surface parking lots;
- Stamped and colored pedestrian crosswalks; and
- Relocation of an existing transformer that is currently located within the right-of-way.

The streetscape improvements provide a cohesive neighborhood and pedestrian environment. Such improvements are particularly important at prominent corners and views. The northeast corner of Royal and First streets is an example. This corner, along with the north side of First Street between Royal and Fairfax streets, is highly visible from northbound Royal Street and the expanse of Montgomery Park. A consistent streetscape meeting at the corner will visually “tie” the two sides of the block together, improving the views of the block and building frontages from Montgomery Park and surrounding streets.

E. Parking:

The applicant has provided the on-site, underground parking required by the zoning ordinance for each condominium unit, plus 6, (7.5%) parking spaces for visitors. Typically, a minimum of 15% visitor parking is required in conjunction with new residential developments, except when the applicant can demonstrate through a parking study that adequate on-street parking is available at the location to meet visitor demand. This approach is one that requires an evaluation based on the size and location of each project, and staff closely evaluates each application. In other cases, where on-street parking is unavailable or in short supply, visitor parking percentages higher than 15% have been applied. For example, recent developments have been required to provide as much as 20% visitor parking (Old Town Crescent), or as little as no on-site visitor parking (Braddock Lofts).

At the request of staff, the applicant submitted a parking study prepared by Wells and Associates, LLC. The parking study shows parking availability in the area in the evenings and on weekends, the peak periods for visitors. The analysis showed that during all times over 27 sample periods there is significant available parking for the proposed development within a one-block radius.

The streets adjacent to the site are Royal and First streets, which restrict parking to 2- and 3-hour periods on North Royal Street, 2-hour periods on the south side of First Street and 20 minute restrictions on the north side of First Street.

The parking study indicates that within a 1-block radius, during peak visiting times, an average of 84 (46%) and a minimum of 56 (31%) on-street parking spaces are available. Therefore, the 6 visitor spaces which will not be provided on-site can be accommodated on the surrounding streets. Although the public streets can accommodate the expected number of periodic visitors, staff is concerned that the residents adjoining the public streets will find it more convenient to park on the streets rather than within the underground garage. Therefore, staff is recommending that a condition of the parking reduction approval be that none of the residents of the development be eligible to apply for or receive any residential parking permits.

F. Public Transit:

The location of the development is approximately 10 blocks from the Braddock Metro station. This is not within walking distance for the majority of transit users. However, the City's DASH bus system provides two different bus lines that serve the immediate location of the proposed development, and the Braddock Metro station. Each bus line runs every 20 minutes during the weekdays and peak hours, and varies between 30 minute intervals and one hour intervals on weekend days. The approximate time between the station and the local stops is 15 minutes.

Bus lines and locations of bus stops are as follows:

BUS LINES AND BUS STOP LOCATIONS		
	AT5	AT2
To Braddock Metro	400 Madison @ Royal (Alexandria House)	1021 Fairfax @ Second (Nat'l Soc. of Public Acct's)
To Old Town & King Street Metro	317 Montgomery @ Royal (Montgomery Park Courts)	900 Fairfax @ First (Ramada Hotel)

G. Traffic and Site Access:

Based on the traffic analysis, this development will generate approximately 67 trips per day (29 entering and 38 exiting). During the AM peak hour, 31 trips will be generated (5 entering and 26 exiting), while during the PM peak hour, 36 trips will be generated (24 entering and 12 exiting). The total 2006 traffic volume on North Royal Street at the project site is projected to be approximately 314 vehicles during the AM peak hour and 256 vehicles during the PM peak hour. During both peak hours, these volumes are well below the operating capacity of North Royal Street.

At build-out, site-generated traffic will increase traffic demand at the adjacent intersections of North Royal Street and First Street by 1.2% to .5% during the peak hours, and North Royal with Second Street by 1.7% to 3.1% during the peak hours. Both intersections currently operate at Level-of-Service A or B during the AM and PM peak hours, respectively. At build-out, these operating conditions are not projected to change. At build-out plus 10 years, the traffic analysis concluded that both intersections will continue to operate at acceptable Levels-of-Service. Overall, the traffic analysis concluded that the proposed development will not significantly increase traffic demand.

H. Affordable Housing:

In lieu of a contribution to the City's Housing Trust Fund, the applicant proposes to purchase four market rate units within the City, renovate the units, if necessary, and then resell the units to purchasers eligible for its housing assistance programs. The City's Affordable Housing Policy allows for off-site units to be substituted for on-site units. The Policy says, in part, "The Affordable Housing Plan may suggest the development of affordable housing units at the site of the proposed development or at another site."

The applicant anticipates that sales prices for the on-site units will be \$290,000 for the smallest one-bedroom unit up to \$750,000 for a three-bedroom unit. The City's maximum allowable sales prices for moderately-priced units are \$175,000 for a one-bedroom unit and \$225,000 for a two-bedroom unit. Therefore, the minimum discount on a one-bedroom unit would be \$115,000, and

two-bedroom units would be significantly higher. Because the sales prices for the on-site units will be so high, the applicant proposes to provide off-site units instead.

The applicant has agreed that the four off-site units will be the maximum size possible, but with no fewer than two bedrooms each. The off-site units will be resold at sales prices that are 15% less than that for which they were purchased by the applicant, but in no event more than \$225,000 each for two-bedroom unit and \$250,000 each for three-bedroom unit, if available. For example, a unit purchased by the developer for \$250,000 could not be resold for more than \$212,500 (\$250,000 times 85%). To the extent possible, sales prices will be lower than the maximums stated above.

The City reserves the right to approve the four units that the applicant proposes to purchase.

I. Zoning Modifications:

Reduction in the minimum side yard requirement:

The applicant is requesting a reduction of the minimum 16 foot and 2:1 ratio requirements for side yards. Staff recommends approval of the minimum side and rear yard reduction. The proposed yards are consistent with the urban residential character as seen on numerous multi family buildings. Open space and landscaping will be provided on the eastern portion of the site where the modification is being requested.

Vision Clearance:

The applicant is requesting a modification of the 75 ft. vision clearance zone within the CD-X zone. Staff recommends approval of the vision clearance zone to provide front setbacks that are required by the Zoning Ordinance and are consistent with the existing setbacks within the neighborhood.

Allowance for more than 50% of the side yard to be paved:

The applicant is requesting an allowance for more than 50% of sideyards to be paved. Staff recommends the approval of the allowance in order to provide a pedestrian walkway to the side fire access of the proposed building on First Street.

V. COMMUNITY

The applicant and staff have met with community groups and individual neighbors to review and solicit comments. The development process has been one of community input, and the community has had an opportunity to get involved and shape their neighborhood. In general, the proposal was well received. The key concerns mentioned include:

The adjacent property owner is concerned over the loss of, and interference with, reception for several satellite dishes, a critical component of his business, on the roof of his two story property at 325 First Street due to the height of the proposed adjacent structures. The owner is additionally concerned about the possible interference, during construction, with a buried fiber optic cable that also supplies information to the business.

City code requires the applicant to coordinate with the utility companies that have supplied the area with above and below ground services. While there are no legal air rights for transmission of satellite dishes, a possible solution would be locating the satellite dishes on top of the proposed southern building.

A concern has been expressed by St. Anthony's School and parents of the attendees that the construction of the proposed project will be a significant disruption to the classes and students. Additionally, there is concern over safety of the children entering and exiting the building, which backs with fire exits to the alley adjacent to the area of proposed construction.

Staff has added considerable conditions to address issues such as construction phasing, construction traffic, and provision of appropriate safety precautions during construction. Additionally, staff has required the applicant to provide a liaison to the community throughout the duration of the construction.

VI. Compliance With City Vision:

The proposed development provides a mix of uses, pedestrian and streetscape improvements to the existing block and the neighborhood that are consistent with the Goals of the Master Plan and the recent City Vision adopted by City Council as discussed below.

Creating a Vibrant City

The proposal provides residential use that will help to balance the considerable amount of office uses that are located on the eastern portion of the site. Several of the adjoining retailers have mentioned that additional residential uses would help support their business when the office uses are not occupied. This is consistent with the findings of the King Street Study, which shows that a successful integration of uses and retail are necessary to ensure the urban vibrancy envisioned and desired by the Master Plan, City and community.

Diversity

The proposed development is a multi-family condominium that traditionally attracts a variety of homeowners to fill the variety of unit sizes from 1 to 3 bedrooms, as well as different affordability levels. The "single-level" living of a multi-family building attracts a diverse group of home buyers ranging from first time home buyers to seniors. The proposal also includes a public open space on the site where different neighbors can meet from around the neighborhood. Such space promotes a welcoming and inclusive community. As part of this project, physical and monetary improvements will be made to Montgomery Park, which can benefit a diverse group of citizens as well as the local community.

Urban Villages

The introduction of the proposed multi-family residential development into the block provides an active mix of uses, promoting 24 hour use and an urban character. Additional residents will help to stimulate patronage of local services and retail businesses. The public access to the alley and proposed pocket park incorporate green space into the urban fabric as well as promote choice of connection and “green” links to the waterfront. Additionally, the proposal brings a factor of safety and security to Old Town North. The development will be a 24 hour use in a block that is currently day time use only. “Round the clock” use will contribute to surveillance and activity immediately adjacent to Montgomery Park, adding to the safety factor as well as promoting pedestrian use.

VII. STAFF RECOMMENDATION:

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

BUILDING

1. The final design for the building shall be consistent in massing, articulation, general design and the architectural styles and character as generally depicted in the architectural elevations dated 08/25/04, additional refinements shall also be provided to the satisfaction of the Director of P&Z that at a minimum shall include:
 - a. The materials of the entire building shall be entirely masonry (brick, precast, stone), with the exception of the screening for the mechanical equipment, and the penthouse to the roof-top.
 - b. The proportions of the windows, doors and design elements shall be consistent with the preliminary architectural elevations, except as necessary to comply with building Code Enforcement
 - c. 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.
 - d. The screening for the mechanical equipment at the garage entrance shall be brick and shall include decorative metal gates with louvered metal screening.
 - e. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line.
 - f. The architectural connector above the ground level pedestrian walkway and private alley shall be painted wood or fiber cement siding with a metal roof.
 - g. A building material sample shall be provided prior to the final selection of the brick and building materials.
 - h. All refinements to the design and materials shall be revised prior to the release of the final site plan .

Northern Building:

- i. The cornice for the northern and southern buildings shall be precast or, molded millwork. The balusters for the southern building shall be precast or, molded millwork.
- j. The columns and balusters for the northern building shall be fiber cement or, molded millwork.
- k. Rustication treatment shall be applied to the first level and base of the building and shall wrap to the exterior wall adjacent to the garage ramp.
- l. The bay windows on the northern and eastern facades shall be painted wood or fiber cement siding with a standing seam metal roof. The bays and the recessed balcony areas on the eastern façade, the penthouse structures, and the central portion of the fourth floor façade overlooking the third floor roof area shall be fiber cement materials.

- m. The depth of the front porch shall be a minimum of 6 feet to be a useable front porch for the residents. The railing for the porch shall be open metal or wood railings.

Central Townhouses:

- n. The three central townhouses shall be painted brick.
- o. The central panel between the second and third floor windows shall be painted wood or cementitious panels.
- p. The cornice shall be brick corbeling.

Southern Building:

- q. The porches on the first floor shall be revised to be wooden columns and railings. The balconies shall be painted and the railing spacing shall be designed to provide screening for the balconies.
 - r. The shutters on the eastern facade shall be to the satisfaction of the Director of P&Z.
2. The building shall incorporate the use of green building and sustainable techniques for building systems design such as low emission paints and selective high efficiency materials and mechanical equipment including selective Energy Star rated appliances, to the satisfaction of the Director of P&Z. The developer shall identify in writing specific examples of the incorporation of such technologies withing the proposed development. (P&Z) (T&ES)
 3. The alley access shall be revised to eliminate the access door and ramp on the south side of the alley and widen the entire alley stair to a minimum of approximately 8 ft., provided that an alternate fire access can be provided. (P&Z)
 4. The applicant shall contribute an amount of \$10,000 for landscaping and park improvements to the nearby Montgomery Park. The amount shall be paid prior to the release of the final site plan. (P&Z) (RP&CA)
 5. The final landscape plan shall be provided 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. Street trees along North Royal Street and First Street abutting the site shall be planted in 5 foot wide planting strips. The planting strips shall be planted with ground cover or grass.
 - b. Groundcover and evergreen planting with shall be provided within the area between the sidewalk and the buildings as foundation plantings.
 - c. The caliper of the street trees shall be a minimum of 3.5" to 4" caliper at the time of installation.
 - d. The minimum planting depth for the on top of the underground parking deck (adjacent to North Royal Street) shall be a minimum of 2-3 ft for the ground cover, shrubs and ornamental trees. All landscaping and trees shall be provided without the use of raised planters.

- e. Provide foundation planting for the three central townhouses.
 - f. All lawn areas shall be planted with sod.
 - g. 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.
 - h. 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.
 - i. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - j. The location of all light poles shall be coordinated with the street trees.
 - k. All landscaping shall be maintained in good condition and replaced as needed.
 - l. The landscape plan shall be prepared and sealed by a landscape architect.
 - m. Location of street trees and light poles shall be coordinated.
 - n. As trees mature, they shall be limbed up to a minimum of 6 feet to allow natural surveillance.
 - o. The open space and landscaping in front of the three central building units shall be revised to have the appearance of individual front yards through the use of landscaping. (P&Z) (Police)
6. The open space on North Royal Street, from First Street to the northern portion of the passageway, shall be designed as a public open space for the use of the residents and the public that at a minimum shall consist of the amount of landscaping and amenities as depicted on the preliminary plan and shall also at a minimum provide the following to the satisfaction of the Director of P&Z as generally depicted in *Attachment # 1*
- a. A perpetual public access easement from dawn to dusk shall be granted for this area. The easement shall be depicted on the subdivision plat and shall be approved by the City prior to the release of the final site plan.
 - b. The sidewalk on the northern and southern portion of the space shall be eliminated to increase the amount of planting.
 - c. The sidewalks and paving shall be brick and shall comply with City standards.
 - d. Two decorative benches shall be provided within the space to encourage use of the space.
 - e. A public art statue or sculpture or water feature that is an appropriate scale for the space shall be provided and permanently mounted within the public pocket park to the satisfaction of the Director of P&Z, and located centrally in the space.
 - f. Shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the public space as well as be complimentary to the design of the public space and its proposed use.
 - g. Low scale pathway or bollard lighting.
 - h. All open space areas shall be maintained by the condominium Homeowners' Association.(P&Z)

7. The open space on the eastern portion of the site shall provide the amount of landscaping and amenities as depicted on the preliminary plan and shall also at a minimum provide to the satisfaction of the Director of P&Z:
 - a. An additional three ornamental trees in raised planters on the eastern portion of the terrace.
 - b. Additional amenities such as special paving surfaces such as brick or slate.
 - c. An additional raised planter on the northern portion of the open space which shall contain shrubs and ground cover.
 - d. The raised planters shall be planted with an evergreen privacy planting to provide screening for each courtyard.
 - e. An additional raised planter with shrubs and ground cover on the southern portion of the space.
 - f. Manual irrigation system for all landscaping.
 - g. Low scale pedestrian lighting
 - h. Evergreen plants for screening of the brick wall on the eastern portion of the site provided in planting strips at the foundation of the eastern end of the site along the above grade wall of the garage. (P&Z)

8. The plans for the rooftop open space shall include the following to the satisfaction of the Directors of P&Z and RP&CA:
 - a. This roof-top open space shall be redesigned with planters, pedestrian-scale lighting; potted plants, and include provision for irrigation of planter boxes and drainage.
 - b. The railing for the roof-top deck shall be set back a minimum of 8 feet or incorporated as part of the parapet so that the railing is not visible from the adjoining streets.
 - c. The lighting for the roof-top open space shall be pedestrian scale lighting and shall not be visible from the adjoining streets. Noise generated in conjunction with the roof top open space shall be limited to the type and hours normally associated with a residential use. (P&Z)

9. Coordinate landscape plan with fire service plan. (Code)

PEDESTRIAN - STREETSCAPE IMPROVEMENTS

10. The applicant shall be required to design, and construct the following pedestrian and streetscape improvements on First Street to the satisfaction of the Director of P&Z that at a minimum shall include the following:
 - a. A continuous 6 ft. wide brick and 5 ft. landscape strip adjacent to the curb sidewalk from North Royal Street to Fairfax Street.
 - b. Three additional street trees within the landscape strip to match the existing trees on the east end of the block. (existing street trees shall be protected in place)
 - c. Planting strips, approximately (1-1.5 feet in width), with evergreen shrub plantings shall be provided between the 6 ft brick sidewalk and the property line,

- in the public right-of-way, for screening the existing surface parking lots at parcels 325, 317, and 315. Similar planting strips shall be provided in all other locations on the north side of the sidewalk and planted with low materials to match the curbside planters.
- d. Three stamped and colored pedestrian crosswalks at the intersection of First Street and North Royal Street.
 - e. Four stamped and colored pedestrian crosswalks at the intersection of Fairfax and First Streets.
 - f. The applicant agrees to contribute up to \$25,000 towards the relocation of the existing transformer at 325 First Street to a location to be determined by the City of Alexandria P&Z. If relocated, the applicant shall conduct and manage the relocation of the transformer.
 - g. The improvements shall be constructed prior to the issuance of the last certificate of occupancy permit. (P&Z)
11. The applicant shall provide pedestrian street scape improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following to the satisfaction of the Director of P&Z:
- a. All sidewalks for the development shall be brick and shall comply with City standards.
 - b. The brick sidewalk shall continue over the proposed curb cut for the parking garage on North Royal Street to provide a continuous uninterrupted brick sidewalk.
 - c. The sidewalk width on North Royal and First Street shall be 6 ft. unobstructed sidewalks.
 - d. All sidewalks shall align and connect with the existing sidewalks.
 - e. Provide two (2) city standard street cans, to the satisfaction of the Director of T&ES.
 - f. All streetscape improvements shall be completed prior to the issuance of the 30th certificate of occupancy permit.
 - g. ADA ramps/slopes shall be provided at all existing and proposed drives that cross the pedestrian sidewalk in the public right of way. All materials for such ADA access shall be brick and in keeping with the proposed sidewalk. (P&Z)(T&ES)
12. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles adjoining the site shall be provided and installed by the developer to the satisfaction of the Director of T&ES. (P&Z)(T&ES)
13. All existing and proposed utility poles and overhead electrical/telephone lines on North Royal First Streets adjoining the site, between First and Second Street, shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z)(T&ES)

14. Decorative metal fencing shall be provided for the four central townhouses. The posts and railings of the fence shall be revised to be consistent with the units. The fence shall be a maximum of 3 ft. and a minimum of 2.5 ft in height. (P&Z)

PARKING

15. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. (P&Z)(T&ES)
16. Clear signage for visitor parking spaces shall be provided at each designated visitor space. In order to promote teleworking, each of the units will be wired for high-speed internet access. A minimum of 84 parking spaces, as represented on the preliminary plan, shall be located in the underground garage. 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)
17. 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)
18. The applicant shall provide a minimum of 6 bicycle parking spaces for use by residents within the garage and 2 at-grade visitor bicycle parking spaces, to the satisfaction of the Director of T&ES. (T&ES)(P&Z)
19. 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)(T&ES)
20. The applicant shall provide white painted ceilings and walls in the garage. (Police)

SITE PLAN

21. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare from adjacent properties. The applicant shall provide street light detail. (P&Z)(T&ES)
22. 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 for the project. 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)
23. Show 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. All utility structures, including transformers shall be limited to the northeastern portion of the site and shall be screened with a louvered metal gate. (P&Z)
24. The three existing lots shall be consolidated. The plat of consolidation shall be submitted with the submission of the first final site plan. The plat of consolidation shall be approved and recorded prior to the release of the final site plan. (P&Z)
25. A freestanding subdivision or development sign shall be prohibited. (P&Z)
26. The existing curb cuts on North Royal Street shall be removed. (P&Z)
27. Hydraulic calculations shall be completed to verify main sizes upon final submittal of the site plan. (T&ES)
28. Show water mains correctly, the existing water mains are shown incorrectly. There are two water mains in the southern portion of North Royal Street going north from First Street. Contact VAWC for as built information. (T&ES)

29. 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 separate accessible room. (T&ES)

ENVIRONMENTAL

30. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
31. Provide measures to improve the sight distance of pedestrians in the sidewalk from motorists exiting the garage as generally discussed in your letter dated September 20, 2004. Provide details of those measures on the plans. (T&ES)
32. Provide measures to prevent potential hazards created by the steep slope of the garage entrance as generally described in your letter dated September 20, 2004. Provide details of those measures on the plans. (T&ES)
33. Provide brick paver pedestrian crossings across all garage and driveway entrances, designed to the satisfaction of the Director of T&ES. (T&ES) (P&Z)
34. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
35. Show all existing and proposed easements, both public and private. (T&ES)
36. 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)
37. 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)
38. Developer to comply with the peak flow requirements of Article XIII of AZO. (T&ES)
39. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
40. Final storm water computations must use the City of Alexandria intensity values when evaluating adequacy of outfall. (T&ES)
41. Provide a manhole on proposed 15" storm sewer to separate maintenance responsibilities. (T&ES)

DSUP #2002-0043
POSTMASTERS PROPERTY

42. 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)
43. The applicant is advised that all storm water 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)
44. Provide proposed elevations (contours and spot elevations) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
45. 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)
46. 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)
47. The project lies within the Combined Sewer District thus stormwater management and compliance with the City's Chesapeake Bay program must be coordinated with City's policy for management of the Combined Sewer District.(T&ES)
48. The storm water collection system is part of the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES.(T&ES)
49. The City's storm water management regulations in terms of water quality are two-fold: phosphorus removal requirements and water quality volume default. Compliance with the phosphorus requirements does not relieve the applicant from the water quality default requirement. The water quality volume from the site's proposed impervious area must be treated in a Best Management Practice storm water facility. Any deviation from this requirement must be addressed through a formal exception letter to the City as discussed in Memorandum to Industry #2002-0001. (T&ES)
50. Provide complete pre and post development drainage maps including areas that contribute surface runoff from beyond project boundaries: topographic information, storm drains, BMP's and either Worksheet A or B and Worksheet C if applicable. (T&ES)

51. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.
52. The applicant shall submit a storm water 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)
53. The applicant shall be responsible for maintaining storm water 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. (DEQ)(T&ES)
54. If the units will be sold as individual units and a home owner's association established the following two conditions shall apply:
 - A. The applicant shall furnish the Homeowner Association with an Owner s Operation and Maintenance Manual for all the Best Management Practices (BMP s) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - B. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner s 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.Otherwise the following condition applies:

The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the

BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.(T&ES)

55. 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)
56. 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 storm water 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)
57. The plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers are encountered at the site the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
58. Due to the historic uses at the site and the potential for contamination, the applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement.(T&ES)
59. The final site plan shall not be released and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 1. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
 2. Submit a Risk remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
 3. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

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

60. Due to the proximity of historic landfill and the potential for contamination, the following condition should be included:
The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)
61. 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)
62. A "Certified Land Disturber" must be named on the Erosion & Sedimentation Control sheets at the pre-construction meeting prior to commencement of activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
63. 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)

AFFORDABLE HOUSING

64. In lieu of on-site units, the developer shall purchase four off-site housing units, each with a minimum of two bedrooms. The location of the off-site units shall be selected by the developer but shall be subject to the reasonable approval of the City. The off-site units shall be resold at sales prices that are 15% less than that for which they were purchased by the developer, but in no event more than \$225,000 each for two-bedroom units and \$250,000 each for three-bedroom units. For example, a unit purchased by the developer for \$250,000 could not be resold for more than \$212,500 (\$250,000 times 85%). To the extent possible, sales prices will be lower than the maximums stated above. (Housing)
65. The off-site units will be sold to households with at least one member who lives or works in the City of Alexandria, and whose incomes do not exceed 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. If sales prices are less than the maximum allowed, the City will consider setting lower maximum income limits in accordance with actual sales prices. (Housing)

66. The developer agrees to refurbish the units to the extent necessary at a cost not to exceed \$40,000 collectively for all four units. In addition to City approval of the location of the off-site units as noted in condition 1 above, the condition of the off-site units shall be subject to the reasonable approval of the City. To the extent that the entire \$40,000 is not necessary for refurbishment, the remaining balance may be utilized to provide further sales price discounts to the affordable units. (Housing)
67. The City shall have exclusive right to market the off-site units for 90 days, after which the developer shall also have the right to market the units, at the affordable price, to qualified buyers. The developer is encouraged to refer potentially qualified buyers to the Office of Housing's Implementation Division for participation in the City's home ownership programs. If, in the unlikely event buyers with eligible incomes cannot be found to purchase the units, then the developer shall offer the units for sale to the City or its designee and the City or its designee shall have 90 days to acquire such units at the stipulated affordable price levels. In the event that the City or its designee does not elect to purchase such units, then the developer will request that the City release the requirement for off-site units and a cash contribution will be made to the City's Housing Trust Fund on a pro-rata basis based on the 15% discount amounts, taking into account the developer's cost to carry, renovate and resell the properties. (Housing)
68. Since the off-site units will be purchased from funds generated by the project, the acquisition of such units will not occur until the majority of the newly constructed units have sold and settled. Developer agrees that the off-site units will be purchased not later than the settlement of the first of the last four newly constructed units. Developer further agrees that, at the start of construction, the developer will specify a date by which the off-site units will be available. (Housing)
69. If the project is approved with a density that is less than applied for, then one affordable unit will be dropped for each 5,000 gross square feet in reduced density. For fractional units, the unit would be dropped and a contribution would be made to the Housing Trust Fund in an amount that is \$9.48 per gross square foot times a figure which is the number of gross square feet by which the density reduction exceeds 5,000 gross square feet or a multiple thereof. For example if the approved density is 3,000 gross square feet less than that which has been applied for, then one unit will be dropped and a contribution of \$18,960 (2,000 gross square feet times \$9.48 per gross square foot) would be made to the Housing Trust Fund. If the density is reduced by 7,000 gross square feet then two units would be dropped and a contribution of \$28,440 (3,000 gross square feet times \$9.48 per gross square foot) would be made to the Housing Trust Fund. At the City's election, rather than making a contribution to the Housing Trust Fund, the excess funds may be utilized to provide further sales price discounts to the remaining affordable units. (Housing)

70. 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 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)
71. The developer shall pay any applicable real estate commissions for the sale of the off-site units. (Housing)

GENERAL

72. The applicant shall submit a final location survey for the buildings and interior of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z)
73. 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 underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - e. All landscaping and open space areas within the development, shall be maintained by the homeowners and condominium owners.
 - f. Exterior building improvements or changes by future residents shall require the approval of City Council, as determined by the Director of P&Z. (P&Z)
74. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in public streetscape, sidewalk, off-street parking or open space below that required by the Zoning Ordinance and do not result in an increase in building height or floor area ratio. (P&Z)
75. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)
76. 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 to the Directors of P&Z and T&ES. (P&Z)

77. 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)
78. Temporary construction and sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z)
79. 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 to the Directors of P&Z and T&ES. (P&Z)
80. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)
81. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding locking hardware and alarms for the buildings and condominium units. This is to be completed prior to the announcement of construction. The applicant shall complete security surveys for the construction and sales trailers as soon as they are placed on site. To have this completed call 703 838 4520.(Police)

ARCHAEOLOGY

82. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) Or concentrations of artifacts, such as pottery or glass are discovered during development. Work must cease in the area of discovery until a City Archaeologist comes to the site and records the finds.
83. The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

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

1. Modification for the reduction of the required 75 foot vision clearance to 70 feet.
2. Modification for the reduction of minimum required side yard from minimum of 16 feet to vary from 0-29feet.
3. Modification for the allowance of more than 50% of the side yard to be paved.

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 CODE ENFORCEMENT DEPARTMENT COMMENTS

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

Transportation & Environmental Services

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be placed 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

- C-1 Four story element shall be held to less than 50 feet in height. Proposed plan exceeds height restriction of 50 feet. Proposed structure is 52 feet above average grade plane. Structures over 50 feet in height require ladder truck access to the two longest sides of the structure. Ladder truck access is not provided. Building height has been resolved. Structures are now under 50 feet. Ladder truck access to two sides is no longer required.
- C-2 The structure shall be fully sprinklered. Provide information on design standard for sprinkler system (ie. NFPA 13, 13R, etc) Information provided. Condition met.
- C-3 All dwelling units shall have an STC rating of atleast 60 for interior walls. Applicant is proposing 55-57. An STC rating of 60 is recommended based on number of noise complaints that the City investigates.
- C-4 Provide two Siamese connections located to the satisfaction of the Fire Marshal. Plan shows 3 fire line taps for all structures. Indicate if there are 3 separate systems. Condition not met. Issue needs to be resolved at the site plan stage.
- C-5 A separate tap is required for the building fire service connection. 3 taps shown on plan for fire systems. Condition not met. See C-4 above.
- C-6 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC) Shown as note 3 on Sheet C-1.
- C-7 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. Condition met.
- C-8 The final site plans shall show placement of fire easement signs. Acknowledged by applicant.
- C-9 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- 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 but not submitted. Fire flow must be submitted for review prior to submission of Final Site Plan.
- C-11 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-12 All exterior walls within 3 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided. Condition not met. See F-5 above.
- C-13 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Clarify ADA accessibility for the first floor of 1027 North Royal Street. It does not appear, based upon the submitted material that this structure conforms to ADA accessibility requirements.
- C-14 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC). Condition met.
- C-15 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 (USBC). 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). Condition not met.
- C-16 Enclosed parking garages must be ventilated in accordance with USBC. Show vent locations on plans. Condition met.
- C-17 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.
- C-18 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-19 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. Applicant indicates no sheeting & shoring will extend outside the property line.
- C-20 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-21 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.

DSUP #2002-0043
POSTMASTERS PROPERTY

- C-22 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for storm water pollutant load reductions, treatment of the water quality volume default, and storm water quantity management.
- C-23 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-24 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.
- F-1 Two handicap spaces are required, one of which must be van accessible. Spaces provided. Relocate van space over to elevator side of garage next to elevator.
- F-2 Both structures show exit discharges into the alley on the architectural plans, but these exits are not shown on the site plan. Coordinate exit discharge location on both plans. Plans coordinated. Condition met.
- F-3 Identify the current status of the alley running between the two structures. Designate if the alley is recorded as a public alley or a private alley. The portion of the alley which is occupied by this project has been identified as private and owned by the applicant. Provide ownership information for the remainder of the alley as this affects building design relating to fire rated walls and wall openings.
- F-4 Walls located within 5 feet of private alleys shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided. Walls located adjacent to a public alley may have openings so long as the wall location, as measured from the wall to the center line of the alley is not less than 5 feet and is subject to the approval of the Director of Code Enforcement. See F4 above. Changes to conform with this requirement may affect the site plan and should be addressed early in the site plan process in order to minimize delays and changes that may be required later.
- R-1 For firefighting reasons it is recommended that all stairs extend through the roof so that door access to the roof is provided. Roof Access Provided.

DSUP #2002-0043
POSTMASTERS PROPERTY