

Docket Item #7
DEVELOPMENT SPECIAL USE PERMIT #2003-0032
SOCIETY OF AMERICAN FLORISTS

Planning Commission Meeting
February 1, 2005

- ISSUE:** Consideration of a request for a development special use permit, with site plan, for the redevelopment of an office building to include ground floor retail, below grade parking and a request to include the operation of restaurant on the ground floor.
- APPLICANT:** The Society of American Florists and Ornamental Horticulturists
by Duncan Blair, attorney
- LOCATION:** 1601, 1603 and 1607 Duke Street
- ZONE:** OCH/Office Commercial High
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I. EXECUTIVE SUMMARY:

A. Overview:

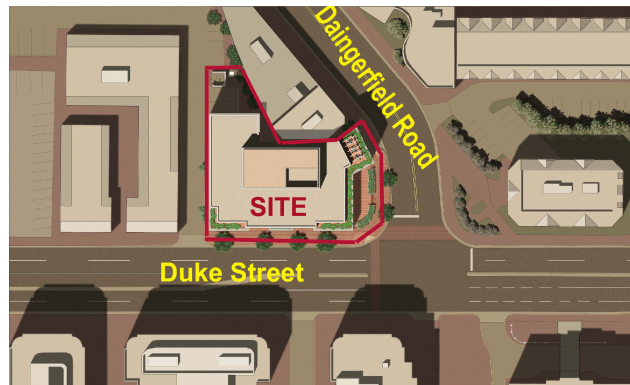
The applicant is requesting approval of a development special use permit to allow an increase in floor area from 2.0 to 3.0 to construct 42,663 sq.ft. of office space and 7,314 sq.ft. of ground floor retail with two levels of underground parking at the corner of Duke Street and Daingerfield Road. The proposed five-level 64 ft. tall building will replace the existing two-story building and parking lot now occupied by the Society of American Florists headquarters building. The applicant intends to occupy a portion of the proposed building.

The proposal provides an opportunity to provide a transit-oriented development and retail near the King Street metro station and Carlyle. The site is within a five-minute walk (1,000 ft.) from the King Street metro station and is one of the few remaining parcels located near the metro station, which has not yet been redeveloped since the metro station was opened in 1983. The 1992 King Street/Eisenhower Avenue Small Area Plan encourages a mix of uses around the King Street metro station, through appropriate height and lower parking requirements with the intent of increasing metro ridership and decreasing automobile trips, which in turn results in less traffic and less air pollution. The adjoining area is characterized by a mix of commercial-office, retail, restaurant and hotel uses located to the western, northern and southern portions of the site and smaller scale office and residential townhouses located farther east of the site.

Currently, the site provides a sense of “openness” for this corner because of the modest height and setback of the existing building. The proposed building will be



Aerial



Site Plan



Duke Street Elevation

setback to provide a wider sidewalk than the existing 9 ft. sidewalk, but the proposed building will be 40 ft. taller than the existing building. The proposed building will change the character and reduce the sense of “openness” provided by the current building. The site is in a transitional location between the larger scale King Street metro station and Carlyle areas and the lower scale Old and Historic District to the east. Because of the relatively modest scale (28 ft. to 36 ft.) of the buildings on the east side of Daingerfield Road and the “openness” of the existing site, an initial concern of staff was the scale of the proposed building. It is essential that an appropriate transition in height be provided to ensure that the mass and scale of the proposal appear as a natural extension of the fabric of these three-story neighborhoods. The redevelopment of this site presents challenges and opportunities that include:

Challenges

- Providing a mass and scale consistent with the character and scale of other adjoining developments and neighborhoods;
- Ensuring that the building is well designed relative to its prominent location on Duke Street;
- Maintaining ground level open space and “openness” similar to the open space on the adjoining corner; and
- Minimizing traffic and parking impacts.

Opportunities

- Pedestrian and streetscape improvements;
- Enhanced building design and treatment;
- Ground floor retail and/or restaurant space;
- Mixed-use (office and retail) development in close proximity (1,000 ft.) of a transit stop;
- Providing ground-level, open-space plaza area;
- Neighborhood serving retail uses;
- Incentives to encourage mass transit; and
- Underground parking.

B. Issues Addressed with the Staff Recommendations:

Open Space, Pedestrians and Streetscape

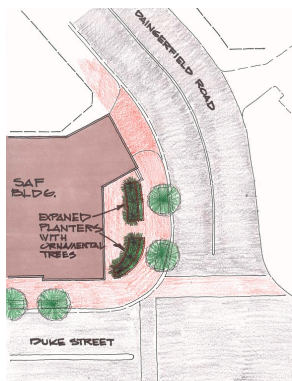
The City has recommended that the applicant provide increased setbacks on Duke Street and Daingerfield Road to provide wider brick sidewalks, stamped crosswalks, street trees, benches pedestrian count-down signals and pedestrian scale lighting to enhance the pedestrian circulation to the adjoining uses, open space, and the Hooff’s Run trail, which connects to the African American Heritage Park.



Pedestrian Connections

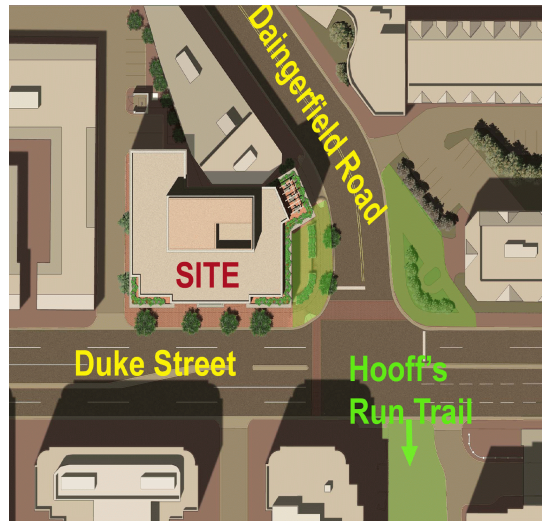
With the recommended wider sidewalks, plaza space and pedestrian features, the proposed development provides improved pedestrian access, by providing enhanced pedestrian crossing facilities to public open space features, residential areas and proposed retail uses.

As a commercial office development, the proposed project has no open-space requirement. However, an initial issue raised by the City was the need to provide some ground-level open space and “openness” on the corner to be comparable to the public open space located on the adjacent corner of Daingerfield Road. The proposed open space is visually connected to the adjoining open space and the adjacent Hooff’s Run Trail adjacent to the Marriott Residence Inn hotel.



Expanded Plaza Planters with Ornamental Trees

The Hooff’s Run trail provides a pedestrian link to the African American Heritage park at Carlyle. Staff also is recommending that less hardscape and additional landscaping and green space be provided at the corner of Duke and Daingerfield. However, as previously discussed, the proposal will be less “open” at the corner than the current building. The City has added recommendations to compensate for the loss of “openness” on the corner by providing less hardscape and additional landscaping and pedestrian improvements.



Open Space at Duke and Daingerfield

Building Design/Mass and Scale

The height (64 ft.) of the proposed building is considerably more than the existing building (24 ft.) and the building is 90 ft. closer to Daingerfield Road than the current building. The proposed building will change the character of this prominent corner and will reduce the sense of “openness” of the existing site. The City has also raised some concern about the relationship of the proposed 64 ft. tall building in relation to the 28-32 ft. tall buildings located east of the site across Daingerfield Road.



Height Context View Looking West from Duke Street

The issue of mass, scale and an appropriate transition is one that staff has struggled with as part of the review of this proposal. In response, the applicant has provided a 13.5 ft. to 35.8 ft. setback of the building along Daingerfield Road to provide ground level open space and 6.5 to 19 ft. setback for the fifth floor. While these are substantive changes, the proposed scale and height of the building will be considerably larger, taller and less “open” at the corner than the current building. However, in balance, with the ground floor retail, underground parking, building design, open space and setbacks at the upper level, the City is recommending approval. The approval is contingent on recommendations regarding the building design, traffic circulation, parking and open space outlined within the staff report. The City also has included a condition to incorporate green and sustainable building systems as part of the proposal.

Traffic - Transit

In an attempt to reduce the amount of traffic and single-occupancy vehicles, the applicant is proposing the lower parking ratio permitted within the King Street parking district as discussed in more detail below. Staff has included recommendations to encourage mass transit, carpooling, teleworking, and ridesharing and to discourage the use of single occupancy vehicles. To address this goal, staff has also included recommendations to provide staggered work hours, discounting the cost of transit fare media for employees, ridesharing programs, and participation in car-share programs such as Zipcar and Flexcar.

C. Community:

The applicant and staff conducted four community meetings for this project with such groups as the Upper King Street Neighborhood Association, Rosemont Civic Association and adjoining residents along South Peyton and Commerce streets. Concerns raised by the proposal have included the proposed height of the building, a need for more open space and “openness” on the corner. Concern has been raised by some community members that the height of the building is too tall for this location, the loss of the greenery on the corner and the loss of “openness” on the corner. Despite these concerns, there was general support for the proposal by the community at the various community meetings. Comments from the community include:

- ensure publicly visible and accessible open space;
- minimize traffic and parking impacts, making the streets more pedestrian friendly;
- provide neighborhood-serving retail and restaurant uses;
- make the development compatible with the neighborhood; and
- need to maintain the sense of “openness” on the corner.

II. BACKGROUND

The applicant, the Society of American Florists and Ornamental Horticulturists, proposes to redevelop its approximately .38 acre site at the northwest corner of Duke Street and Daingerfield Road with a 49,977 sq. ft. office building with 7,314 sq.ft. ground floor retail and two-levels of underground parking. The applicant, who has used the existing office building for its headquarters for more than 20 years, proposes to occupy the top floor of the building and lease the remainder of the proposed building. The site is zoned OCH (Office Commercial High), is comprised of three lots of record and currently contains a two-story office building and surface parking. In 1983, the applicant was granted a parking reduction from a required 19 spaces to the 16 spaces that currently exist, and a special use permit (SUP#1632) to allow more than 75% of the parking to be surface, rather than structured parking. The existing site is almost entirely impervious with the existing building originally constructed in 1959, which had previously been used as primarily for used auto sales and repair. The building is a remnant of the primarily lower scale industrial and automobile oriented uses, which were typical of this area from the 1950's to the 1970's. The exterior of the existing building has been extensively altered as various commercial and retail uses have occupied the building.



Aerial with Adjoining Uses

The site is surrounded by a combination of retail, residential and primarily office uses. The uses to the west of the site includes the Metro Square office building, the historic Hooff house and the Table Talk restaurant. The office buildings to the north are the National Association of Retail Druggist and the Crate and Barrel retail store. To the south is the Duke Street Square office building complex and the Marriott Residence Suite hotel. The proposed development is within close proximity of the King Street metro. The zoning surrounding the site is a mix of high density commercial zones--OCH, OCM 100 and CDD-1 (Carlyle).

III. PROJECT DESCRIPTION

The proposed office building is located on a irregular shaped parcel that is located at the visually prominent intersection of Duke Street and Daingerfield Road. The proposed building will face both Duke Street and Daingerfield Road constructed over a two-level underground parking garage to be accessed from Daingerfield Road on the eastern portion of the site. The general dimension of the building footprint is approximately 78 ft. x 130 ft. The building faces are

articulated into a series of vertical bays, with portions of the buildings set back providing visual interest. The proposed 64 foot, five-story building will contain two levels of underground parking accessible from Daingerfield Road. The garage will contain a total of 66 spaces, with 2 surface loading spaces on the northern portion of the building. The proposal will provide a 15.5 ft. wide sidewalk on Duke Street and a 13.5 ft. wide sidewalk on Daingerfield Road.

Access to the site was originally proposed from both Daingerfield Road and Duke Street. The Duke Street access was to provide a service entrance and access to a surface parking lot while the Daingerfield Road entrance would access the parking garage. At staff's request, the applicant eliminated the Duke Street entrance by providing service access via the adjacent private driveway. Closing the curb-cut allows the building's front entrance to be on Duke Street, rather than the existing condition where the front entrance is accessed through a surface parking lot.

IV. ZONING - MASTER PLAN:

The applicant is requesting special use permit approval to increase the floor area ratio from 2.0 to 3.0. The project is also consistent with the King St./Eisenhower Avenue Small Area Plan in its objective to encourage quality, high density mixed use development near the King Street metro. The zoning characteristics of the development are summarized in the table below.

| SOCIETY OF AMERICAN FLORISTS | | |
|---|---|--|
| Property Address: | 1601-1609 Duke St. | |
| Total Site Area: | 16,755 sq. ft./38 acre | |
| Zone: | OCH (Office Commercial High) | |
| Current Use: | Office | |
| Proposed Use: | Office with ancillary retail/restaurant | |
| | <u>Permitted/Required</u> | <u>Proposed</u> |
| Floor Area | 33,510 sq. ft. 50,265 sq. ft. with SUP | 49,977 net sq. ft. (43,663 sq.ft. office) (7,314 sq.ft. retail) |
| FAR | 2.0 (3.0 with SUP) | 3.0 |
| Yards | none | Front: 13.5 ft. and 5.19 ft. Side: 0 ft. |
| Height | 77 ft. | 64 ft. plus 14 ft. penthouse |
| Open Space | none | 1,903 sq.ft. |
| Parking | 66 spaces ¹ | 66 spaces |
| Loading | 1 space | 2 spaces |
| ¹ Based on Section 8-400(B)(1) King Street Transit Parking District of zoning ordinance, requiring 1 space per 665 sq. ft. when a parking study supports reduction from the standard 1 space per 530 sq. ft. | | |

V. STAFF ANALYSIS:

The proposed redevelopment of the existing two-story brick building with surface parking lot presents an opportunity to redevelop the site in a manner more consistent with urban development of a building that addresses the street with ground floor retail, publicly accessible plaza open space, wider sidewalks and elimination of surface parking. The challenge for the proposal has been how to integrate the building into the existing scale and character of the adjoining taller buildings to the south and west with the more modest scale buildings on the eastern portion of the site. The site is near the boundary between the higher density and height permitted near King Street and Carlyle and the smaller scale buildings of Old Town. The proposed building will be considerably larger (52% larger footprint) and 40 ft. taller than the existing building.

With each case there is a balancing of issues such as underground parking, pedestrian improvements and the goal to locate density near the metro stations. In balance, the applicant has revised the plan by providing open space on the corner and providing setbacks at the upper level. With these changes and recommendations, staff recommends approval of the proposed development contingent on additional pedestrian improvements, landscaping, refinements to the design of the building and incentives to encourage the use of mass transit.

A. Mass- Scale:

A goal of the Master Plan is to provide development that ensures height, mass and density that is appropriate within the context of the surrounding area and neighborhoods. Where required, transition between established lower scale development and/or residential areas should be provided to areas of more intense commercial redevelopment. This site is on the edge of such an area where high density, large scale development transitions to lower density, smaller scale commercial and residential development exist just east of the site.

The proposed project is requesting a special use permit to increase permitted floor area ratio from 2.0 to 3.0. Some community members raised concerns for the increased floor area. The additional density results in 16,659 sq. ft. of additional building area or approximately 1½ additional stories. The applicant expressed that the density is needed to justify the expense of providing two levels of underground parking and public improvements.

In the King Street metro area, maximum building heights of up to 77 feet is permitted and up to 82 feet with ground floor retail space. The proposed height of this building is 64 feet, 13 feet or one-story less than what is permitted. No special use permit is required for the 77 foot height limit. The community did express some concern for the project's height.

The proposal is significantly larger in footprint and taller than the existing building. Therefore, staff initially made a number of comments on enhancing the building design and features, including providing a considerable setback of the fifth floor, to provide a better transition to the 28-32 ft. tall buildings located to the eastern and northern areas of the site. The applicant responded by providing building setbacks of 6.5 ft. to 19 ft. on the fifth level to help reduce the perceived mass of the building. Ideally, providing a setback of the fifth level provides a better transition to the lower scale, 32 foot tall office buildings to the east of the site. While it would be preferable to have a larger setback, the setback proposed by the applicant does minimally address the concern raised by staff.

While the applicant has only provided minimal setbacks, the applicant has agreed to incorporate higher quality materials to assure that the details result in a high quality building with a rich facade, especially at the pedestrian level.

B. Open Space and Streetscape:

The site is located on axis with several destination points; the Hooff’s Run trail and African American Heritage parks, Whole Foods grocery store and the King Street metro station.

Staff recommended that the applicant set back the building adjacent to the public sidewalks on both Duke and Daingerfield streets to enhance pedestrian circulation for the site and the adjoining intersection and connections to the adjoining park system. Staff has recommended significantly wider sidewalks on Duke Street (15.5 ft.) and Daingerfield Road (13.5 ft.), additional streetscape improvements such as brick sidewalks, brick pedestrian crosswalks, pedestrian count-down signals, street trees and benches. The existing sidewalk widths are 9 feet on Duke Street and 11 feet on Daingerfield Road. In an emerging area of retail and neighborhood serving uses, it is important that pedestrian access and facilities be improved. Staff is recommending landscape and hardscape improvements along the frontages of Duke Street and Daingerfield Road as well as pedestrian safety enhancements across Duke Street and Daingerfield Road.



Pedestrian Connections

On a larger scale, the site is within a two block walk of the King Street metro station, King Street corridor and Whole Foods. Within three to four blocks walking distance are Carlyle and Old Town Alexandria. The site is situated as a crossroad to all of these destination areas, as such, it is desirable to establish strong pedestrian connections to these places as future redevelopment occurs. This project provides an opportunity to enhance pedestrian access to this site and other future redevelopment sites. With the recommended public improvements, the proposed project is consistent with the Master Plan, Open Space Plan and the City Vision. The proposed ground floor retail-restaurant use will stimulate pedestrian activity, bringing residential and retail locations together within close proximity to the adjoining retail uses including the Whole Foods grocery store.

Located on the northeast corner of Daingerfield and Duke across the street from this site is an urban open space-pocket park area. An initial staff recommendation was to provide a setback for the building on the eastern portion of the site to provide a better transition to the buildings on the eastern portion of the site. The applicant responded by providing a 35.8 ft. setback along Daingerfield Road, compared to the 60 ft. setback on the opposite corner across Daingerfield Road (50 ft. of which is public right-of-way). The proposed space will be visually accessible and may function as outdoor dining space if the applicant is successful in securing a restaurant.

The proposed corner open space will retain some of the “openness” of the current site, although due to the height and scale of the proposed building, the character and current amount of “openness” will be reduced. In evaluating the proposal, staff has considered the need for open space and openness with landscaping and pedestrian improvements. While the amount of “openness” will be decreased, the amount of landscaping and pedestrian improvements on the corner will be significantly increased. With the proposed 35.8 ft. setback on Daingerfield Road, additional landscaping and pedestrian improvements, the proposed corner open space provide a reasonable amount of “openness” and open space on the corner.

C. Incentives to Encourage the Use of Mass Transit:

Staff has included recommendations which will require a coordinator, marketing activities, and creation of Transportation Management Plan (TMP) fund to be used to subsidize employee transit passes, which staff believes is needed to increase mass transit ridership in close proximity to the metro. The subject property is within close proximity to the King Street Metro station that provides access to the metro rail Yellow and Blue Lines. Extensive DASH and Metrobus service is also available at King Street Station.

Based upon the staff recommendations, the applicant would be required to designate a coordinator for the TMP who would be responsible for implementing a parking management program, transit subsidies and promoting mass transit usage for the employees. Parking management strategies will include preferential parking spaces near elevators and subsidized parking rates for vanpools, carpools and commuters who arrive outside the peak period.

For example, preferential parking rates could be provided for carpooling and vanpooling to further encourage ride sharing. Vanpools could park for free and two-person carpools could receive a parking subsidy. The applicant would also be required to implement strategies to encourage ride sharing and displaying ridesharing promotional material in the building and providing computerized ridematching services to the employees. The material would include transit information, routes, schedules, fare media and ridesharing brochures. The applicant would also be required to provide shower and locker facilities and bicycle storage for those employees who choose to commute by bicycle or as pedestrians. The staff recommendations will require an annual subsidy of approximately \$6,332 for use by employees who choose to participate in the program to encourage public transit alternatives for commuting to the site.

The applicant is also proposing to provide a lower amount of parking spaces as permitted within the King Street Parking District. When ancillary retail and restaurant uses are part of the project, the parking district does not require parking for ancillary retail and restaurants. Required parking is one space for 665 sq. ft. when supported by a parking study; this proposal provides one space per 665 sq. ft. of office space. The approach to reduce parking around the City's metro stations has been a long standing City policy and is consistent with the parking strategy for the recently adopted Eisenhower East Small Area Plan, which establishes *maximum* parking requirements rather than minimum parking requirements.

The lower parking ratios are intended to minimize available parking to reduce single-occupancy vehicles and encourage mass transit ridership, carpools, walking and cycling. Based upon the projected levels of traffic for the East Eisenhower area, proximity of the adjoining metro stations at King Street and Eisenhower Avenue, and as designated by the results of the East Eisenhower Avenue Study, staff supports the proposed level of parking to reduce single occupancy vehicle trips, thereby serving as an incentive to using alternative modes of transportation. In addition, the applicant indicates that there will be no free parking with projected minimum monthly parking fees of \$150. Staff believes all of these transportation management measures that range from a coordinator, facility improvements such as bicycle racks and significant mass transit subsidies for the employees, lower parking ratios and lack of free parking will significantly increase mass transit ridership for the proposed development.

D. Traffic:

The transportation consultant, Gorove/Slade Associates Inc., performed a traffic impact analysis for the Society of American Florists development. The study analyzed the intersection of Duke Street and Daingerfield Road, as well as the site driveway and Daingerfield Road. The study used a background traffic growth rate of 5.5 percent per year and a trip reduction for transit of 20 percent. Staff believes both the growth rate and trip reduction to be reasonable for this site. The main impacts of this site will be on the intersection of Duke Street and Daingerfield Road. The total intersection delay created by the proposed development at this intersection was found to

increase by five seconds in the morning peak period and with similar times in the afternoon peak. During the morning peak period, most of the increased delay is created by the westbound Duke Street approach to Daingerfield Road as vehicles try to turn right from Duke Street to access the site. During the afternoon peak period, most of the increased delay is created by the southbound Daingerfield Road approach to Duke Street as vehicles exiting the site are attempting to access Duke Street. Staff believes these results are reasonable and accurate.

Staff is concerned that the queue of vehicles on southbound Daingerfield Road waiting for the traffic signal at Duke Street will block the ingress and egress to the site. Access to the site is relatively close to Duke Street, about 100 feet away. The applicant's study confirmed that queuing vehicles will block the site driveway in both the morning and afternoon and suggested erecting a "DO NOT BLOCK DRIVEWAY" sign. Staff concurs with this suggestion, and realizes that even with this signing, the driveway may be blocked on a regular basis. The site access is located as far from the intersection as possible, so there really is no alternative to eliminate this condition.

The transportation consultant also performed a parking impact assessment for this site and concluded that the parking provided by the development would be adequate. Parking is a very sensitive subject among the residents of this area. Overall, staff does not expect the Society of American Florists development to appreciably impact traffic in the surrounding area. However, there are other properties in the area that are in various stages of development, the cumulative effect of which will be a much larger impact on traffic. An access management benefit of the Society of American Florists development plan is elimination of the site access on Duke Street, thereby improving traffic flow.

E. Green Building:

Staff is recommending that applicant incorporate elements of environmentally sensitive methods in the construction and operation of the proposed building. There is not any one single technique for designing and building a green building to these specifications, but certified buildings often preserve natural vegetation, contain non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, conserve natural resources, feature natural lighting, and recycled construction materials. The City will work with the applicant as part of the building permit process and through a checklist to implement green and sustainable systems within the building. To address conditions for green building design, the applicant provided specific elements and features which are to be incorporated into the building's design and operations. The City has begun to track various methods and materials for achieving this objective, for development projects where this requirement has imposed by the Planning Commission or City Council.

VI. Compliance With City Vision:

The proposed development provides office use with ground floor retail and/or restaurant space, enhanced building design and pedestrian and streetscape improvements along the frontages of Duke Street and Daingerfield Road, which is consistent with the Goals of the Master Plan and the recent City Vision adopted by City Council.

Creating a Vibrant City - Unique Neighborhoods

The proposal provides an opportunity to provide a mix of office and retail and/or restaurant uses adjacent to the King Street metro station. The proposed project will add activity and vibrancy for the adjoining neighborhoods so that the area is not just a workday environment with little or no activity after the office uses close. Nearby residents will be able to experience additional retail on their path to the Whole Foods grocery store and Carlyle. At staff's request, the applicant provided streetscape improvements and amenities to encourage pedestrian activity. This proposal incorporates many of the fundamental elements needed to create a unique neighborhood, including:

- New development integrated into the existing neighborhood;
- Public ground-level open space (plaza at the corner of Duke Street and Daingerfield Road);
- Underground parking garage and elimination of curb cut on Duke Street;
- Transit-oriented development;
- Convenient pedestrian access and connection facilities to public spaces; and
- Pedestrian use of mass transit that is encouraged and reinforced through the design and mix of uses.

VII. Conclusion:

Staff recommends **approval** with conditions to address building design, massing and scale, pedestrian enhancements, open space and the additional conditions as outlined within the report.

STAFF:

Eileen Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Chief, Development;
Gregory Tate, Urban Planner
Lorrie Pearson, Urban Planner.

VIII. STAFF RECOMMENDATION:

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

A. BUILDING DESIGN:

1. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated October 22, 2004. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
 - a. The facade materials for the front, side and rear of the building other than the screening for the mechanical equipment shall be entirely masonry (brick, precast, stone).
 - b. The screening for the mechanical equipment shall be reduced in size to the extent feasible and shall incorporate design elements of the building such as panelization.
 - c. The applicant shall provide wall mounted light fixtures as depicted on the site plan. The style and locations shall be designed as an integrated part of the facade to enhance nighttime visual interest of the building.
 - d. The applicant shall provide larger scale drawings to evaluate the retail base, cornice brackets, entrance canopies and sign bands and that the final detailing, finish and color of these elements. These detail elements shall be submitted prior to review and approved prior to the release of the final site plan.
 - e. The balcony railings and trellis shall be constructed of high quality materials comparable to the materials for the primary building facade.
 - f. The entrance canopies shall be a high quality metal and/or comparable material.
 - g. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
 - h. Provision shall be made for constructing exhaust vent shafts and grease traps within the building to accommodate future ground floor restaurant uses.
 - i. The screening for the proposed dumpster enclosure shall be brick with an opaque metal gate.
 - j. Further refinement to the entry element along Duke Street such as masonry joints and spandrel treatment.
 - k. Additional refinement details to the top of the building.
 - l. All refinements to the design and materials shall be submitted for review prior to the release of the final site plan. (P&Z)

2. The applicant shall demonstrate the use of green building and sustainable techniques for building systems design for the project. The applicant shall provide for the examples as identified in the following list to the satisfaction of the Directors of P&Z and T&ES.

Sustainable Sites

- a. Utilize an Energy Star rated membrane roofing that exhibits a high reflectivity and emissivity. This roof can reduce cooling load, and thus HVAC size, by as much as 10%.
- b. Minimize exterior lighting fixtures. Provide shielding to exterior lights to ensure that there is no direct beam light trespass onto adjacent property lines.
- c. Provide bicycle storage facilities and showers as well as other methods to encourage alternative transportation to the site.

Water Efficiency

- d. Utilize native or adaptive plant species for the exterior planting beds and boxes.
- e. Provide water efficient fixtures.

Energy and Atmosphere

- f. Perform fundamental building commissioning prior to occupancy to ensure optimal performance of the building's systems.
- g. Minimize the need for artificial lighting for the interior spaces by maximizing day-lighting opportunities.

Materials and Resources

- h. Provide centralized recycling collection point(s) within the building.
- i. Provide a waste management plan to target a reduction of waste being transported to local landfills.
- j. Where practical utilize materials that have high recycled content, such as steel and concrete with flyash. Purchase locally harvested and manufactured materials where practical.
- k. Provide tenant fit-out guidelines to encourage that materials chosen are environmentally sensitive.

Indoor Environmental Quality

- l. Encourage open office spaces with low partitions along the perimeter of the building to maximize day-lighting into the space. Encourage the placement of enclosed spaces toward the core of the building and glass partitions or vision panels to take advantage of day-lighting.
- m. Provide interior finishes such as paint and carpet with low VOC off-gassing.(P&Z)

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3. The applicant shall provide two (2) showers per gender to the satisfaction of the Director of T&ES and P&Z. A minimum of eight (8) clothes storage lockers per gender shall be installed. The lockers shall be accessible to all tenants of the building to the satisfaction of the Director of T&ES. (T&ES)(P&Z)
4. All stairs shall extend thru the roof so that door access to the roof is provided for firefighting access. In lieu of strict compliance with ladder truck access requirements, the proposed massing, articulation of the facade and placement on the lot will include the following fire protection and fire fighting features built into the buildings:
 - a. A corridor smoke ventilation system.
 - b. Enclose all elevator lobbies in smoke tight construction
 - c. Stair capacity to be designed without taking the sprinklered building exception.
 - d. Fire phones installed on every level in the elevator lobby and the stairs.
 - e. Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.
 - f. Floor drains to allow for quick removal of sprinkler and fire hose water.
 - g. Full automatic sprinkler system designed to NFPA 13. (Code Enforcement)

B. RETAIL USES AND SIGNAGE:

5. The retail spaces shall be solely utilized by retail uses to include: a store engaged in the sale of goods for personal use that shall include bakeries, barber shop/beauty salon, banks, bookstores, clothing, clothing accessories, copier/reproductions, department stores, drugstores, dry cleaners(not dry cleaning plant), florists, cigar shops, travel agencies, health and sport clubs, groceries, jewelry, restaurants and any similar uses deemed by the Director of Planning and Zoning to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. (P&Z)
6. Restaurants shall be permitted without a separate special use permit provided that any restaurant approved under this provision complies with the conditions below. Restaurants desiring different conditions may apply for a separate special use permit.
 - a. Outdoor seating is encouraged and shall be permitted on the Daingerfield Road frontage within the property of the project. A minimum sidewalk width of 15.5 ft. shall be maintained on Duke Street, 13.5 ft. on Daingerfield Road and no encroachment into the City right-of-way can occur without approval of a separate encroachment ordinance.

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- b. Any outdoor seating areas, including umbrellas, shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
- c. The applicant shall provide, at its expense, one city trash container Model SD-42- exclusively for each outdoor dining area.
- d. The outside dining area shall be cleaned at the close of each day of operation.
- e. No live entertainment is permitted inside the restaurant or in the outdoor café area.
- f. The hours during which the indoor restaurant/café is open to the public shall be restricted between 7:00 a.m. and 10:00 p.m. Sunday through Thursday, and between 7:00 a.m. and 11:00 p.m. on Friday and Saturday. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour, and all patrons must leave by one hour after the closing hour. The outside dining hours shall be between 11:00 A.M. and 10:00 P.M. daily.
- g. On site alcohol service is permitted; no off-premise alcohol sales are permitted.
- h. No delivery services permitted.
- i. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
- j. No food, beverages, or other material shall be stored outside.
- k. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.
- l. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
- m. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of T&ES.
- n. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.

- o. The Director of Planning and Zoning shall review each restaurant established under this special use permit for review one year after the use becomes operational and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed.(P&Z)(T&ES)
7. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building and to the retail bay on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following:
- a. Sign messages shall be limited to logos, names and street address information.
 - b. illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
 - g. Freestanding signs are prohibited. (P&Z)

C. PEDESTRIAN AND STREETScape:

8. The applicant shall provide pedestrian streetscape 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. A minimum unobstructed sidewalk on Duke Street of 15.5 feet. and 13.5 feet on Daingerfield Road. A perpetual public access easement shall be granted for the portion of the sidewalks located outside the public right-of-way. All easements and reservations shall be depicted on the plat and

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shall be approved by the City Attorney prior to the release of the final site plan.

- c. The brick sidewalk shall continue over the curb cut on Duke Street to provide a continuous uninterrupted brick sidewalk.
 - d. The applicant shall provide benches or incorporate seating into the plaza planter along the Daingerfield Road frontage to the satisfaction of the Director of P&Z. If benches are provided, the type and design shall be consistent with the Carlyle design guidelines.
 - e. The applicant shall provide a color and textured stamped asphalt pedestrian crosswalk on Daingerfield Road as generally depicted on the preliminary plans.
 - f. The applicant shall provide pedestrian count-down signals and PRISMA DAPS signals for the crosswalk at the Duke Street and Daingerfield Road pedestrian crosswalks adjacent to the site.
 - g. The applicant shall provide and install “Gadsby” street lights for Duke Street and one additional “Gadsby” street light on Daingerfield Road.
 - h. The applicant shall provide and work with staff on the location of bicycle rack(s) for use by retail patrons.
 - i. The brick sidewalk for the adjoining office building on the western portion of the site shall be widened to 12 ft. by replacing existing bushes with less intrusive understory plantings/shrubs.
 - j. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES.
 - k. All streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z) (T&ES)
9. The open space courtyard-plaza at the corner shall be revised as generally depicted in *Attachment #1* to decrease the amount of hardscape and increase the amount of landscaping to the satisfaction of the Director of P&Z. The courtyard-plaza shall also provide the level of detail and amenities depicted on the preliminary plan, and shall also provide the following:
- a. Amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. to encourage its use.
 - b. The internal courtyard and landscaping shall be privately maintained.
 - c. Where walls or planters are necessary they shall be brick or stone.
 - d. No shrubs higher than three feet tall.
 - e. A public art feature that is an appropriate scale for the space shall be provided and permanently mounted within the public pocket park, located in consultation with the Director of P&Z and the Arts Commission.
 - f. All landscaping shall be maintained in good condition and replaced as needed.

- g. 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.
 - h. Irrigation for all landscaping and plantings. (P&Z)
10. Applicant shall provide \$850/ea to the Director of T&ES for the purchase and installation of two (2) City standard street cans along the public streets. (T&ES)

D. LANDSCAPING-OPEN SPACE:

11. A final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall at a minimum also provide:
- a. The street trees on Duke Street and Daingerfield Road shall be Red Maple. All street trees shall be a minimum 3" caliper at the time of planting. The applicant shall provide raised landscape planters on Duke Street for each street well.
 - b. Groundcover shall be provided within each tree well.
 - c. Ornamental trees and groundcover shall be provided between the sidewalk and the proposed open space courtyard-plaza as generally represented in *Attachment #1*.
 - d. Low growing shade tolerant shrubs/plants shall be planted beneath the proposed trees on northern portion of the site between the proposed and existing building.
 - e. The applicant shall be responsible for the installation and maintenance of trees adjacent to the public streets. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary for a period of three (3) years after submission of final as-built site plan.
 - f. The location of all light poles shall be coordinated with the street trees.
 - g. Any new underground utilities and utility structures shall be located away from the proposed landscaping and street trees to the extent feasible, to minimize any impact on the root systems of the proposed landscaping.
 - h. The final landscape plan shall be prepared and sealed by a licensed landscape architect.
 - i. All materials specifications shall be in accordance with the industry standard for grading plant material-The American Standard for Nursery Stock (ANSI Z60.1).
 - j. All landscaping shall be maintained in good condition and replaced as needed. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock

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(ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.

- k. Depict all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened. (P&Z) (PR&CA) (Police)

E. PARKING:

- 12. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking structure to the satisfaction of the Directors of P&Z and T&ES. At a minimum the plan shall include:
 - a. Parking rates for the short-term parking within the underground parking garage shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - b. Parking spaces for carpool vehicles shall be conveniently located adjacent to garage entrances and exits, and/or elevator locations.
 - c. Retail employees shall be prohibited from parking on neighborhood streets.
 - d. The applicant shall provide controlled access into the underground garage. The controlled access to the underground visitor parking shall be designed to allow convenient access to the underground parking for employees and retail patrons. The controlled access shall be located in a manner so that vehicles do not block the adjoining public sidewalk.
 - e. The applicant shall provide eight (8) employee bicycle parking space and three (3) visitor spaces located within the garage to the satisfaction of the Director of T&ES.
 - f. The walls and ceilings in the garages are to be painted white unless the photometric lighting plan demonstrates that sufficient lighting is being provided, to the satisfaction of the Police Chief and the Director of T&ES.
 - g. The applicant shall promote the use of transit, carpooling/vanpooling and participation in the staggered work hour program and other components of the transportation activities with the employees of the building.
 - h. The applicant shall monitor and enforce the use of reserved parking spaces for carpools and vanpools for the office. (P&Z) (T&ES) (Police)

13. The applicant agrees to provide parking for all construction workers without charge to the workers or shall provide subsidy for the construction workers in order that they may use Metro, DASH, provide a van for van pooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of Planning & Zoning and Transportation and Environmental Services 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 Metro, carpooling, vanpooling, and other similar efforts. 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, and carpooling and vanpooling information. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the applicant. 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)

F. MASS TRANSIT INCENTIVES:

14. The applicant shall create a program and implement a reporting system to encourage the use of mass transit and carpooling teleworking, and ridesharing and discouraging the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES by providing the following.
- a. An off-site property manager or designated building manager (to hereby be referred to as "Coordinator") shall be responsible for establishing and administering the transportation management activities.
 - b. The project shall have a goal of a minimum of 30% out of the total number of employees using transportation other than single-occupancy vehicles during the peak time periods.
 - c. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of transportation activities.
 - d. At full occupancy of the building, a survey of employees shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.
 - e. The applicant and/or building tenants shall encourage use of a staggered work hour program for office workers including the promotion of the program among existing and prospective employees, the registration of staggered work hour participants, issuing stickers and/or electronic cards

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to verify vehicles participating in the program and monitoring the program.

- f. The applicant shall fund at an annual rate of \$0.1267 per net occupied square foot of commercial space to a transportation account to be used exclusively for the following transportation activities:
 - i. discounting the cost of transit fare media for on-site employees;
 - ii. marketing and promotional materials to promote the TMP or any other TMP activities as are described in the TMP or as may be proposed by the applicant and approved by the Director of T&ES. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
- g. The Coordinator shall prepare, as part of its building procedures, appropriate language to inform employees of the transportation management activities program including all transit, ridesharing,--including transit schedules, rideshare applications and information, incentive information, parking information, etc.
- h. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- i. Office tenants shall participate in a Guaranteed Ride Home Program, if available, as part of the ridesharing and transit marketing efforts.
- j. Participate in car share program as part of the ridesharing and transit marketing efforts, at no expense to the applicant. [Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.]
- k. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant. (P&Z)

G. SITE PLAN:

- 15. The applicant shall provide a perpetual shared access easement or binding agreement on the adjoining drive aisle for access to the two proposed loading spaces. The easement and reservations shall be depicted on the plat and shall be approved by the City Attorney prior to the release of the final site plan. (P&Z)
- 16. The applicant shall contribute \$1.10 per square foot of gross floor (\$61,844) area toward the King Street Metro Area Improvement Fund. (P&Z) (T&ES)

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17. The applicant 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 applicant 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)
18. No major construction staging will be allowed from Duke Street. Applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
19. Any structural elements that extend into right of way, including footings, foundations, etc., shall be approved by the Director of T&ES. Sheeting and shoring shall not extend beyond the property line; except when the applicant has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (Code Enforcement) (T&ES)
20. 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. 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)
21. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in the loss of off-street parking, loss of plaza open space, does not result in an increase in building height or increase in floor area. (P&Z)
22. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the building. (P&Z)
23. Show all existing and proposed easements, both public and private. (T&ES)
24. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
25. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
26. Provide City standard pavement for emergency vehicle easement. (T&ES)
27. Provide complete pre and post development drainage maps including areas that contribute surface runoff from beyond project boundaries. (T&ES)

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28. Correct stormwater calculations, narrative and notes on Sheet 2 and remove information not applicable to this site. (T&ES)
29. Plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. (T&ES)
30. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
31. 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)
32. 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)
33. 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 to adjacent properties. (T&ES) (P&Z) (Police)
34. 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)
35. The applicant shall submit a final as-built site plan (with landscape plan) and interior layout of the parking garage prior to issuance of a certificate of occupancy permit. (P&Z)
36. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)

37. The developer shall close the existing median opening located on Duke Street, just west of the Duke Street /Daingerfield Road intersection. (T&ES)
38. T&ES has serious concerns about the close proximity of the proposed garage to the existing 36" sanitary sewer line along Daingerfield Road. Construction methods must be such that there is absolutely no movement in the pipe during construction activities, including the installation of any sheeting or other excavation protection measures. In addition, the building foundation must be designed to minimize required excavation in the vicinity of the pipe and allow sufficient space adjacent to the pipe for possible future excavation of the pipe. Finally, the layout of the structure must not infringe in any way on the ability to access the pipe for repair or maintenance activities. applicant shall provide a plan with the first final site plan submission outlining methods to be used during construction in the vicinity of the pipe and provide details of the foundation design. The plan must be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. Plan shall be reviewed and approved by T&ES and Alexandria Sanitation Authority. If an adequate solution can not be found to protect the pipe during and after construction, redesign of the site may be required. (T&ES) (Alexandria Sanitation Authority)
39. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department at 703-838-4520 regarding locking hardware and alarms for the building. This is to be completed prior to the commencement of construction. As soon as construction trailers are placed on the site they are to be surveyed by the Crime Prevention Unit of the Alexandria Police Department. (Police)

H. STORMWATER:

40. Applicant to comply with the peak flow requirements of Article XIII of AZO. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site. If adequate outfall is not available, applicant is to design and build any on or off-site improvements to discharge to an adequate outfall. (T&ES)
41. 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)
42. 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.

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Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
43. 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)
 44. The applicant shall be responsible for maintaining storm water Best Management Practices (BMPs). 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)
 45. The Applicant 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)
 46. 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. 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)
 47. 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)

48. A “Certified Land Disturber” must be named on the Erosion & Sedimentation Control sheets prior to commencement of activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
49. During the construction phase of this development, the site applicant, 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)

I. HOUSING:

50. In accordance with the City's Affordable Housing Policy, the applicant shall make a contribution to the City's Housing Trust Fund of \$1.00 per gross square foot of new building area (see definition of gross square footage provided in the Applicant Checklist). The applicant shall pay the contribution to the City prior to the issuance of the certificate of occupancy. (Housing)

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

1. Special Use Permit to increase in FAR from 2.0 to 3.0.

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 and Environmental Service:

- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for stormwater pollutant load reductions, treatment of the water quality volume default, and stormwater quantity management.
- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Code Enforcement

- C-1 Provide two Siamese connections located to the satisfaction of the Fire Marshal. **The proposed locations exceed 100 feet to the nearest fire hydrant(s) as measured from the vehicle travel ways. Relocate siamese or provide additional hydrant (s) to meet requirement.**
- C-2 A separate tap is required for the building fire service connection. **Provide size of fire line on plan.**

This requirement has been added as a condition

- C-3 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. **This condition is not met. Two opposing long sides of the building are not accessible to fire department apparatus. The alley does not meet width and set back from building face requirements. The proposed ladder truck alternatives do not reflect the items agreed upon by the Director of Code Enforcement in accordance with meeting notes provided on August 31, 2004. In addition, not signed copy of the proposed alternatives submitted by the applicant on October 21, 2004 has been provided. In order to meet the ladder truck alternative, the following conditions must be met and included as conditions of the site plan:**
- 1) **A corridor smoke ventilation system.**
 - 2) **Enclose all elevator lobbies in smoke tight construction**
 - 3) **Stair capacity to be designed without taking the sprinklered building exception.**
 - 4) **Fire phones installed on every level in the elevator lobby and the stairs.**
 - 5) **Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.**
 - 6) **Floor drains to allow for quick removal of sprinkler and fire hose water.**
 - 7) **Full automatic sprinkler system designed to NFPA 13.**
- C-4 An automatic sprinkler system is required. Note added. Condition met.
- C-5 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. Note added. Condition met.
- C-6 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Condition met.

This requirement has been added as a condition.

- C-7 Sheeting and shoring shall not extend beyond the property line; except when the applicant has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. Note added. Condition met.
- C-8 All exterior walls within 5 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. Note added. Condition met.
- C-9 A soils report must be submitted with the building permit application. Note added. Condition met.
- C-10 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Note added. Condition met.
- C-11 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met.
- C-12 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems. Condition met.
- C-13 Permission from adjacent property owners is required if access to the adjacent properties is required to complete the proposed construction. Otherwise, a plan shall be submitted to demonstrate the construction techniques utilized to keep construction solely on the referenced property. Condition met.
- C-14 A wall location plat prepared by a land surveyor is required to be submitted to this office prior to requesting any framing inspection. Note added. Condition met.
- C-15 The applicant 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-16 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.

- C-17 Prior to submission of the Final Site Plan, the applicant shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. **Applicant acknowledges that fire flow calculations are being reviewed and will be submitted prior to final site plan. Condition not met.**
- C-18 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0. Note added. Condition met.
- C-19 Required exits, parking, and facilities shall be accessible for persons with disabilities. To be determined at building permit review.
- C-20 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 609.2). Condition met.
- C-21 The public parking garage floor must comply with USBC 609.2.3 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2800.1: P-1002.0). This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers (USBC 609.2.3). Note added. Condition met.
- C-22 Enclosed parking garages must be ventilated in accordance with USBC 609.4: M-1602.2, Table M-1602.2, M-1604.4.1. Note added. Condition met.
- C-23 The garage stair that discharges to the alley shall be provided with pedestrian facilities that are segregated from the traffic lane. **Side walk provided. Condition met.**

This requirement has been added as a condition.

- R- 1 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. **Applicant acknowledges stairwell access but has not provided drawings to show the roof access arrangement. Provide supplemental documentation on roof access in order to determine compliance with this condition.**

Alexandria Archaeology:

- F-1 Historical maps indicate that there were structures in the vicinity of this property during the 19th century. The lot therefore has the potential to yield archaeological resources which could provide insight into the history of the City.

- C-1 Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (walls foundations, wells privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologists comes to the site and records the finds.
- C-2 The above statement must appear in the General Notes of the site plan so that on-site contractors are aware of the requirement.

Health Department:

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Five sets of plans are to be submitted to and approved by this department prior to construction. Plans must comply with Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-3 Permits must be obtained prior to operation.
- C-4 This facility must comply with Alexandria City Code, Title 11, Chapter 10, Smoking Prohibitions.
- C-5 Certified Food Managers must be on duty during all hours of operation.

Police:

This condition has been modified.

- 1. There is to be controlled access into the garage.

This condition has been modified.

- 2. The lighting is to be a minimum of 2.0 foot candles minimum maintained for the garage, sidewalks, parking lot and all common areas.

- F-1 No lighting plan was submitted.

Va. 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. The existing 10" water main has abandoned and is no longer in use. Show the proposed fire hydrant connecting to the 20" water main. Show and call out the 20"x6" tapping sleeve and valve for the hydrant.
3. Call out the size of the proposed fire line to the building. Show and call out the 20"x?" tapping sleeve and valve for the proposed fire line.
4. The existing water line for the proposed domestic is 4".
5. The existing water main in the alley is not quite shown correctly. Please contact Al Walukonis at 703-706-3863 for as-built information.

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