

Docket Item #11  
DEVELOPMENT SPECIAL USE PERMIT #2004-0010  
LINCOLNIA ROAD RESIDENCES

Planning Commission Meeting  
September 8, 2005

**ISSUE:** Consideration of a request for a development special use permit, with site plan, for construction of a residential condominium building with underground parking.

**APPLICANT:** Diamond Properties L.L.C., by  
Harry Hart, attorney

**LOCATION:** 6100 & 6110 Lincolnia Road

**ZONE:** CRMU-M/Commercial Residential Mixed Use

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**SITE GRAPHIC**  
(AVAILABLE IN THE PLANNING AND ZONING OFFICE)

**I. IMPACTS / BENEFITS:**

IMPACT/BENEFIT	COMMENTS
<b>Consistency with Strategic Plan</b>	<ul style="list-style-type: none"> <li>The proposal is a residential condominium infill redevelopment with underground parking and which will provide publicly accessible, ground-level open space.</li> </ul>
<b>Use</b>	<ul style="list-style-type: none"> <li>136 residential condominium units.</li> <li>2-level underground parking garage.</li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>40.1% ground-level open space.</li> <li>Pedestrian amenities/courtyard, such as a looped sidewalk, decorative benches, a multi-purpose play area, and landscaping,. Public access easement for open space on eastern portion of the site.</li> </ul>
<b>Pedestrian / Streetscape</b>	<ul style="list-style-type: none"> <li>Construction of new sidewalk and planting of new street trees on Lincolnia Road.</li> <li>Building oriented to the street.</li> <li>New bus shelter.</li> <li>Eastern courtyard/open space.</li> </ul>
<b>Building Compatibility</b>	<ul style="list-style-type: none"> <li>Building steps down in height toward adjoining townhouses (range in height from 50 ft. to 80 ft.).</li> <li>The exterior materials will be primarily masonry, glass, and metal.</li> </ul>
<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>The applicant will make a voluntary offer of \$2.00 per sq. ft. of floor area permitted with a site plan (68,044 sq. ft.) and \$4.00 per sq. ft. of additional floor area (68,044 sq. ft.) that is requested via the special use permit, for a total voluntary contribution of \$408,264.</li> </ul>
<b>Traffic/Transit</b>	<ul style="list-style-type: none"> <li>Levels-of-service (LOS) for all study intersections will remain at LOS A, B, or C.</li> <li>Providing transit subsidies for residents.</li> <li>Participating in rideshare program.</li> <li>Participating in Guaranteed Ride Home program.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>1 parking space per bedroom, plus 15% visitor parking, will be provided within the underground parking garage.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>Green building elements such as non-toxic building materials, energy efficient appliances, low emission paints, high efficiency mechanical equipment and recycled materials.</li> </ul>

## II. EXECUTIVE SUMMARY:

### A. Overview:

The applicant is requesting approval to construct a residential condominium building, with 136 units, on a 1.56-acre property on Lincolnia Road. The proposal requires approval of a special use permit to increase the allowable floor area ratio (FAR) from 1.0 to 2.0 and to increase building height from 77 ft. to 80 ft. The adjoining area is characterized by a mix of low scale commercial buildings, townhomes, and by several taller buildings of up to approximately 150 ft. in height, as depicted in the graphic. The Alexandria West Small Area Plan designates the area for a mix of residential and commercial uses, allowing higher densities for residential or mixed-use developments.

The applicant initially proposed a 100 ft. tall building, allowable in the CRMU/M zone with an SUP. However, the proposal was significantly taller than many of the adjoining buildings, especially the adjacent townhomes which are approximately 35 ft. tall (45 ft. to peak of roof). Additionally, the proposal included above-ground parking, which did not allow for appropriate transitions in scale or adequate setbacks and buffers from the adjoining townhomes, and offered little consolidated ground level open space.

Based on concerns raised by the City and community the proposal has been significantly revised in the last few months with changes to the mass and site plan that include:

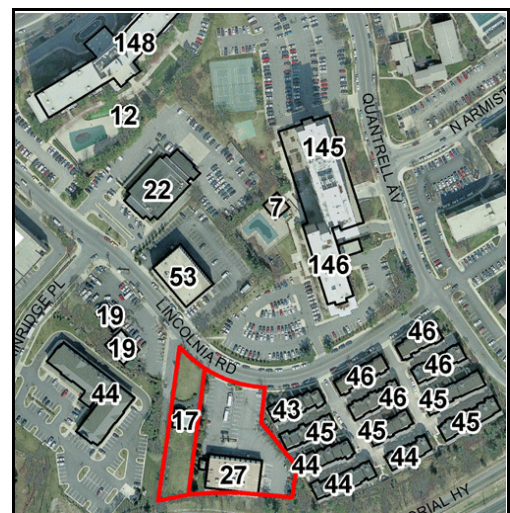
- Decreased building height from 100 ft., to a range of 50 to 80 ft.;
- Increased setback/buffer adjacent to the townhomes from 64 to 92 ft.;
- Increased at-grade open space to 40%;
- Provided all parking below grade; and
- Voluntary offer to provide \$408,264 for affordable housing.



Site Aerial



Perspective from Lincolnia Road



Adjoining Building Heights

Portions of the building will be taller than the adjoining townhomes to the east of the site, although the building will be setback and will “step down” in height to 50 ft. on the eastern portion of the site to provide a more appropriate transition to the existing townhomes. In addition to providing a buffer, the underground parking enables at-grade, consolidated open space for residents of the building and the neighborhood. With these revisions and recommendations regarding landscaping, open space, transit incentives, and parking as discussed in more detail below, staff is recommending approval.

**B. Issues Addressed by the Staff Recommendations:**

- Landscaping - Screening - Open Space - Walkability;
- Building Compatibility - Scale; and
- Traffic - Transit Incentives - Parking.

**Landscaping- Screening -Open Space - Walkability:**

The proposal provides 40.1% open space at ground level, the majority of which is consolidated on the eastern portion of the site. This amount of open space is an opportunity to have open space and improve walkability for the development and for the surrounding neighborhood. However, the applicant's proposed landscaping and pedestrian improvements for this area are minimal. At the request of the City, the applicant has agreed to provide a public access



**Applicant's Landscape Plan      Staff's Recommended Changes**

easement for the open space pedestrian connections and the internal courtyard park to enable this space to function as a neighborhood pocket park for neighboring residents. As depicted in the graphic, staff has also added recommendations that will improve the aesthetics, amenities, and functionality of the open space. More specifically, conditions have been included to:

- Provide a public access easement for the internal open space;
- Place sculpture or focal element within the open space;
- Relocate the existing above-grade utilities below grade;
- Create internal sidewalks and pedestrian circulation;
- Use decorative pavers;
- Add pedestrian-scale lighting;

- Provide benches and trash receptacles for the street frontages and internal courtyard;
- Provide bicycle racks; and
- Provide additional landscaping and amenities within the open space.

With these conditions, the proposed development will provide pedestrian improvements and a useable consolidated area of open space pocket park for the residents of the proposed building and of the surrounding community, while also providing screening for the adjoining townhomes.

### **Building Compatibility - Scale:**

The CRMU-M zone permits relatively high density development and heights (77-100 ft.). While the proposed building will be taller than its immediate neighbors, it will be about half the height of the nearby Tower 2000 apartments and Fountains condominiums. This site is approximately 15 ft. above the grade of the adjoining I-395 Shirley Highway on-ramp, and therefore the “back” of the building and the building’s skyline are important elements for this building, which will be seen from I-395 and from portions of Duke Street.

The “L” shape of the building and variation in height of the southern facade of the building will create a contemporary profile from I-395 and from Duke Street. Staff has added conditions that will require additional refinement to the top of the building to create a more interesting skyline entirely of high quality materials such as precast, brick and metal. In addition, staff has added recommendations requiring additional landscaping on the southern portion of the building, including within the right-of-way if approved by VDOT. The overall design composition is contemporary, which staff believes is appropriate for this area of the City.



**View from I-395**

### **Traffic - Transit Incentives - Parking:**

The proposal will have minimal impact on traffic in the area and recommendations have been added to encourage public transit. Specifically, the 136 new condominium units will generate 71 total AM peak hour trips (both directions; an average of 1.2 cars per minute) and 93 PM peak hour trips (an average of 1.55 cars per minute). The additional traffic will have a slight impact (by as much as 1.4 seconds) on wait times at surrounding street intersections.

The traffic projections do not reflect any reductions in private vehicle use due to use of public transit, and therefore represent a “worst-case scenario.” This site is well served by DASH and Metrobus, which in turn, provide multiple alternatives for accessing Metrorail. The bus service provides a substantial number of weekday and weekend routes to provide mass transit alternatives for the future residents.

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

- Transit subsidies (\$120/year/unit) for Metrorail, Metrobus, and DASH for residents;
- Promotion of the use of transit, carpooling and vanpooling;
- Funding for a bus shelter;
- Pedestrian / streetscape improvements; and
- Bicycle storage facilities.

Given the use, location and incentives, staff believes that the goal of a minimum 20% mass transit use by the residents should be attainable. Staff has also added conditions regarding parking as discussed in more detail below.

**C. Community:**

During the community meetings, there was general support for redevelopment of the site, although concerns were expressed about the following:

- Impact on on-street parking;
- Impact on traffic;
- Quality of building materials and design;
- Impacts of construction;
- Contributions to affordable housing; and
- Conversion from condominiums to apartments in the future.

To address the concerns raised by the community, staff has added conditions regarding transit, parking, open space, landscaping, fencing, and building design.

**D. Conclusion:**

Staff recommends **approval** with the conditions of approval as outlined in the staff report.

### III. BACKGROUND

#### A. Site Description:

The 1.56-acre site is an irregularly shaped property located on the south side of Lincolnia Road in the western portion of the City. It is currently occupied by a vacant single-family residence, a two-story office building which houses the Lion and Fox recording studios, and a surface parking lot which serves the office building. The uses adjacent to the site vary in both use and size. There is a three-story Extended Stay America hotel and a one-story 7-11 convenience store to the west. To the north the buildings consist of a four-story office building and a 16-story apartment building. To the east of the site are two-story townhouses and the I-395 off-ramp is to the south.

The property is part of the Alexandria West Small Area Plan Chapter of the Master Plan. Existing building heights in the area range from approximately 18 feet to 150 feet, but the immediately surrounding buildings are two-story townhouses, a one-story convenience store, and a three-story hotel. The site is essentially flat with a steep drop-off at the southern edge of the site, and the site is almost entirely covered with impervious surfaces.

#### B. Proposal:

The applicant is proposing a 136-unit condominium building, with 51 one-bedroom units and 85 two-bedroom units. Two proposed driveways will serve the site – a driveway on the east side of the building will serve as a drop-off and access for emergency vehicles, and a driveway on the west side of the building will provide access to the underground parking garage, as well as access to a loading area and emergency vehicle access. The parking garage will have two levels and a total of 250 parking spaces plus 15% visitor parking. A swimming pool is proposed at the southeast corner of the site, and much of the eastern portion of the site will be provided as open space for the residents of the building and the surrounding neighborhood.

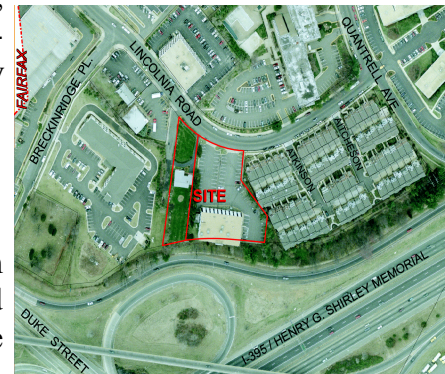
One of the challenges in designing the site is its irregular shape; the parcel has almost a 100 ft. greater width at the rear than at the front of the site. Emergency access requirements necessitate driveways on both long sides of the building. Further, the desire to minimize the impact to the adjoining townhouses required locating the building as far to the west as possible.



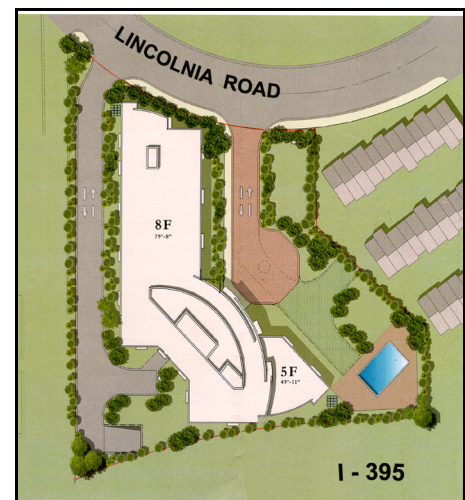
**Existing On-Site Office**



**Existing On-Site House**



**Aerial**



**Site Plan**



In order to address these issues, the building has a shape which is similar to that of the site. The building is shifted as far to the west as possible, while still providing the required emergency access along the west side of the building. Previous iterations of the plan had a vehicular entrance to the garage on the east side of the building, but that was shifted to the west to reduce the impact on the townhouses and to maximize the open space on the eastern portion of the site.

**IV. ZONING:**

The applicant is requesting approval of a development special use permit for increased FAR and height for residential condominiums in the CRMU-M/Commercial Residential Mixed Use (Medium) zone. The zoning and Master Plan indicate an intent for the property to redevelop.

<b>DIAMOND LINCOLNIA</b>		
<b>Property Address:</b>	6100 Lincolnia	
<b>Total Site Area:</b>	68,044 sq. ft. (1.56 acres)	
<b>Zone:</b>	CRMU-M Commercial Residential Mixed Use (Medium)	
<b>Current Use:</b>	Office and Single-Family Home	
<b>Proposed Use:</b>	Residential Condominiums	
	<u>Permitted/Required</u>	<u>Proposed</u>
<b>FAR</b>	1.00	2.00*
<b>Floor Area</b>	68,044 sq. ft.	136,088 sq. ft.*
<b>Number of Units</b>	N/A	51 one-bedroom units 85 two-bedroom units 136 total units
<b>Density</b>	N/A	87.2 d.u./acre
<b>Open Space</b>	40%, 27,218 sq. ft.	40.1%, 27,257 sq. ft.
<b>Height</b>	77 feet	79.7 feet*
<b>Parking</b>	1.3 spaces/1-bed unit (66) 1.75 spaces/2-bed unit (149) 15% visitor parking (33) 248 total	250 total
*Special Use Permit requested.		

## V. STAFF ANALYSIS:

Staff is recommending approval of the proposed condominium building. The applicant has worked with staff and the community to revise the site plan and building height to address the issues raised by the proposal. The applicant has agreed to provide open space, streetscape, landscape and pedestrian improvements, which will benefit the pedestrian environment surrounding the site. While staff recommends approval, the recommendation is contingent upon the additional site and building enhancements as outlined in the recommended conditions.

### A. *Traffic*

A traffic impact study was prepared by Gorove/Slade Associates, Inc. The study evaluated current conditions, projected conditions at project build-out (2006), and projected conditions at five years after project build-out (2011). The intersections studied included Lincolnia and Beauregard, Lincolnia and Quantrell, and Quantrell and Beauregard.

The study determined that all approaches to each of the three intersections currently operate at a level of service (LOS) A, B, or C (all acceptable LOS), with the exception of the northbound approach to the Beauregard/Lincolnia intersection, which at the time of the study was operating at LOS F. However, a traffic signal has been installed at this intersection, which brings the intersection up to an acceptable LOS.

The traffic impact study concluded that the impact of the proposed development on traffic will be modest. The development will generate an estimated 71 total AM peak hour trips (both directions; an average of 1.2 cars per minute) and 93 PM peak hour trips (an average of 1.55 cars per minute). The largest increase in average traffic delay at any of the study intersections will be approximately 1.4 seconds, on the northbound approach to the intersection of Lincolnia and Beauregard. The pre-construction and post-construction levels of service (LOS) are provided in the following table. (Note that the Lincolnia/Beauregard figures reflect the recently installed traffic signal.)

*Table # 1*  
**Projected 2006 Levels of Service (LOS) - with and without Development**

Roadway Intersection		LOS (Delay in seconds)			
		AM Peak Hour		PM Peak Hour	
		w/ Devt	w/o Devt	w/ Devt	w/o Devt
Lincolnia/Beauregard <i>(Signalized)</i>	<b>Overall Intersection</b>	<b>B (13.5)</b>	<b>B (13.1)</b>	<b>B (11.8)</b>	<b>B (11.6)</b>
	Eastbound Approach	B (12.7)	B (12.7)	A (9.8)	A (9.6)
	Westbound Approach	B (10.0)	B (10.0)	B (10.5)	B (10.5)
	Northbound Approach	C (24.0)	C (22.6)	C (23.8)	C (23.3)
	Southbound Approach	B (19.6)	B (19.6)	C (21.1)	C (21.1)
Lincolnia/Quantrell <i>(Unsignalized)</i>	<b>Overall Intersection</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
	Eastbound Approach	B (10.7)	B (10.5)	B (12.9)	B (12.3)
	Westbound Approach	B (10.3)	B (10.2)	B (10.7)	B (10.4)
	Northbound Approach	A (7.4)	A (7.4)	A (7.5)	A (7.5)
	Southbound Approach	A (7.3)	A (7.3)	A (7.4)	A (7.4)
Quantrell/Beauregard <i>(Signalized)</i>	<b>Overall Intersection</b>	<b>A (8.5)</b>	<b>A (7.4)</b>	<b>A (8.2)</b>	<b>A (8.1)</b>
	Eastbound Approach	A (4.7)	A (4.6)	A (6.3)	A (6.3)
	Westbound Approach	A (3.7)	A (3.7)	A (7.3)	A (7.3)
	Northbound Approach	D (41.2)	D (41.3)	C (31.4)	C (31.4)

The intersection of Beauregard and Little River Turnpike (Route 236; Duke Street) is presently failing. Fairfax County D.O.T. has made the improvement of this intersection one of their highest priorities, and a redesign of the intersection is presently underway. It is anticipated that the design will be completed this year, with land acquisition to follow and construction to begin in 2006. Improvements to the intersection will include additional turning lanes and a traffic signal at the intersection of Oasis Drive and Little River Turnpike to improve access for both vehicles and pedestrians.

The traffic study assumed that one-hundred percent of the trips generated by this project would be auto-oriented. Therefore, there was no reduction in vehicle trips to account for use of public transportation, and the trips projected by the study represent the “worst case scenario.” Staff is recommending incentives to encourage the use of transit.

**B. Mass Transit**

Given the availability of public transit to the site, staff recommends that the promotion of alternative modes of transportation be a condition of approval. Staff is recommending incentives to improve that number and to achieve the goal of a minimum 20% mass transit use for the residents of the building. Staff is also requiring incentives to encourage alternative modes of travel, such as carpooling, cycling, telecommuting, and coordination with adjoining transit programs.

The site is well served by buses, with the following specific options:

- Metrobus 7, which has stops on Quantrell and Lincolnia, provides service between Landmark Mall and the Pentagon and Pentagon Metro, with buses running northbound between 5:05 a.m. and 11:48 p.m., and southbound between 6:32 a.m. and 3:54 a.m. Twelve buses depart for the Pentagon Metro between 7:00 and 9:00 a.m., and twelve buses depart from Pentagon Metro to the Lincolnia / Quantrell bus stop between 5:00 and 7:00 p.m., with travel times of 30 to 40 minutes.
- DASH 2, with stops on Quantrell, provides service to Landmark Mall, King Street Metro, Van Dorn Metro, and Old Town. Buses run between 5:35 a.m. and 10:47 p.m. Buses in each direction come about every 30 minutes, with travel times of about 30 minutes to King Street Metro and 30-40 minutes to Van Dorn Metro.

Staff's recommended conditions include the following methods of promoting transit use:

- Fund a minimum of \$120/unit each year (\$16,320/year total), with annual increases.
- Provide discounts for use by residents of public transportation systems, including Metrorail, Metrobus and DASH.
- Pay for a bus shelter at the intersection of Lincolnia and Quantrell.
- Participate in a car share program (Zipcar, Flexcar).
- Provide bicycle storage facilities on-site.
- Promote the use of transit, carpooling, and vanpooling.
- Submit biannual reports on the effectiveness of the TMP accounts.
- Provide pedestrian sidewalk, crosswalks and streetscape enhancements to improve the pedestrian walkability and mass transit accessibility.
- Participate with other area TMP's and residential associations to implement programs and activities which promote alternative means of transportation.
- Wireless high-speed internet access for each unit.

## **VI. Issues Addressed By Staff Recommendations:**

### ***A. Parking***

The applicant is proposing 51 one-bedroom units and 85 two-bedroom units. The Zoning Ordinance requires 1.3 parking spaces per one-bedroom dwelling unit and 1.75 spaces per two-bedroom unit, for a total of 215 parking spaces. Additionally, the City requires that an additional 15% be provided as visitor parking spaces (33 spaces). A total of 248 parking spaces are required, and the applicant is proposing 250 spaces, all of which will be located in the two-level underground parking garage.

There have been concerns raised by the community about the amount of parking provided, especially for the two-bedroom units. The concern raised by the community is consistent with concerns expressed for condominium developments elsewhere in the City. In addition, the applicant will likely charge for the underground parking spaces, which creates a considerable additional cost when coupled with the purchase price for the unit. Therefore, many of the future residents will decide not to purchase a parking space and elect to park on the adjoining public streets.

To avoid residents being forced to pay an additional fee for parking spaces, staff is recommending that the price of parking spaces (one space per one-bedroom unit and two spaces per two-bedroom unit) be included as part of the purchase price of the units. Staff is also requiring that visitor spaces be located on the first floor of the garage – the more visible and readily accessible area for visitors to the condominium building.

Another issue related to parking in the neighborhood relates to the construction phasing and staging for this site, including the parking for construction employees. Staff is also recommending that the applicant provide a parking plan for construction workers that is designed to ensure that construction parking does not spill over onto the adjoining residential streets.

### ***B. Compatibility - Scale***

The building's contemporary design follows the shape of the site. The building includes three major components – the main, primarily rectangular eight-story wing, oriented north to south; a smaller five-story wing, oriented to face the neighboring townhouses; and an eight-story curved segment which joins the two wings.

Staff has worked with the applicant to create a distinct top for the building with articulated pavilions to provide a varied



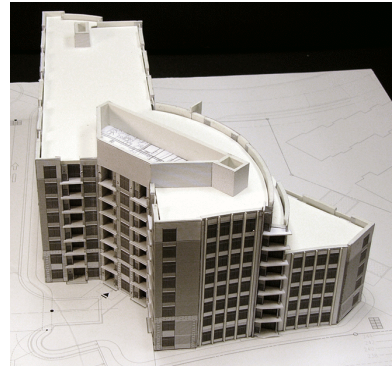
**Lincolnia Road Perspective**

mass. Staff recommends a stronger treatment of the base and more architecturally integrated balconies in order to strengthen the composition and reduce the perceived height of the building. Staff has also added recommendations that will require further articulation of the top of the building to provide a more interesting skyline for the building from I-395 and Duke Street. Staff has also added recommendations that will require additional landscaping on the southern portion of the site, including within the right-of-way if permitted by VDOT.



**Surrounding Buildings**

While the building will step down in height, the 77 ft. height of the building is considerable. In balance, with the setbacks, additional building refinements from I-395, and additional landscaping, staff is recommending approval.



**Model: I-395 View**

**C. Open Space, Pedestrian, Streetscape, and Walkability Enhancements**

Beyond the required amount of open space, staff has added recommendations that will enable the open space that is provided to be a higher quality and more useable space. Some of the open space is provided around the edges of the building, but most of the open space is concentrated in the eastern portion of the site, where it acts as a buffer separating the proposed condominium building from the adjacent townhouses.

The ground-level open space will be visually and physically accessible from Lincoln Road and the applicant has agreed to the City's request that a public open space easement be granted for the open space. With a public access easement on the eastern open space area, and with appropriate amenities, the space will function as a public pocket park, and provide an important benefit for area residents.

Although the size of the ground-level open space is considerable, its overall effectiveness will depend on the quality and function of the design of the space, its materials and maintenance, and the amenities provided within the space. Therefore, staff is recommending a series of conditions related

to the provision of a courtyard area, open lawn areas and landscaping and screening. These site design elements are crucial for this development to successfully integrate into the neighborhood and include the following:

- A public access easement for the eastern open space and pedestrian connections;
- Focal element or sculpture with the open space;
- Pedestrian crosswalks;
- Benches and trash receptacle for the street frontages and internal courtyard;
- Bicycle racks;
- Additional landscaping and amenities;
- Pedestrian scale lighting;
- Bicycle parking;
- Irrigation for the open space; and
- Decorative paving for the driveways.



**Staff Recommended Changes**

Once the recommended refinements are incorporated into the courtyard design, the courtyard will be a positive step in promoting additional open space in the City as identified by the Open Space Master Plan. Not only is the open space a key element to buffering the scale of the building from the lower scale townhouses on the eastern portion of the site, but this landscape area is a good example of how development can incorporate public open space and green areas into a more dense urban area.

#### ***D. Affordable Housing***

The applicant has made a voluntary offer to the City's Affordable Housing Trust Fund consistent with the draft revisions to the Affordable Housing Policy contribution formula as proposed in January. The applicant has offered a voluntary contribution of \$2 per square foot of gross floor area for that portion of new residential sales construction that is allowable without an SUP, plus \$4 per square foot for the additional gross floor area that is approved with the SUP. For this project, the total gross square footage will be 68,044 sq. ft. on the base building (for a contribution of \$136,088), with an additional 68,044 sq. ft. allowable with a SUP (for an additional contribution of \$272,176). The total voluntary contribution offered by the applicant will be \$408,264.

#### ***E. Green Building Technology***

The applicant will use energy efficient window systems and high-performance glass, and will designate an area for the collection and storage of recyclable materials. Staff is recommending that the applicant demonstrate its use of green building and sustainable techniques as part of the building design. There is not one single technique for designing and building a green building with these features, but green buildings incorporate natural vegetation, contain non-toxic or recycled-content building materials, maintain good indoor air quality, use water and energy efficiently, feature natural

lighting, include recycling facilities throughout, include access to public transportation, feature flexible interiors, and recycle construction and demolition waste.

## **VII. COMMUNITY:**

Concerns expressed by the community include the following:

- Impact on on-street parking;
- Impact on traffic;
- Contributions to transit;
- Adequate open space;
- Quality of building materials and design;
- Preservation of trees between development and adjoining townhouses;
- Impacts of construction;
- Contributions to affordable housing;
- Conversion from condominiums to apartments; and
- Impact on power grid and water pressure.

## **VIII. Conclusion:**

The requested SUP represents a significant increase in floor area, doubling from 68,044 sq. ft. to 136,088 sq. ft. the floor area that is permitted in the CRMU/M District without a special use permit. The building will be taller than the adjoining townhouses, though only slightly taller (79.7 ft., as compared to 77 ft.) than the height that is permitted without a special use permit. As part of the special use permit for the increased floor area and height, the applicant has agreed to provide the following:

- The open space at the eastern portion of the site will be open to surrounding residents.
- Enhanced landscaping will be provided, and all open space will be provided at-grade.
- All parking will be below-grade.
- Quality building materials will be used.
- Transit subsidies (\$120/year/unit) and a program of transit incentives will be provided to residents of the building.
- Installation of a bus shelter will be funded.
- \$408,264 will be voluntarily offered for affordable housing.
- Streetscape / pedestrian improvements.

Staff recommends **approval** of the proposed development with conditions as outlined in the report.

STAFF: Eileen Fogarty, Director, Department of Planning and Zoning;  
Jeffrey Farner, Development Division Chief  
David Sundland, Urban Planner



## **IX. STAFF RECOMMENDATION:**

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

### **OPEN SPACE - LANDSCAPING:**

1. The open space on the eastern portion of the site shall provide the level of detail and amenities depicted on the preliminary plan dated April 1, 2005, and shall also provide amenities as generally depicted in *Attachment # 1*, as well as the following, to the satisfaction of the Directors of P&Z and RP&CA:
  - a. A 6 ft. wide concrete sidewalk and 6 ft. wide landscape strip adjacent to the main drive aisle entrance. A continuous row of street trees shall be planted 25 ft. on-center with the landscape strip adjacent to the drive aisle and turn-around.
  - b. A pool pavilion and gazebo.
  - c. Decorative brick paving materials for the eastern and western drive aisles.
  - d. Shrub plantings and perennial foundation plantings to provide seasonal color shall be arranged to provide visual interest.
  - e. Decorative benches and trash receptacles.
  - f. Low scale pathway or pedestrian-scale lighting.
  - g. Increased landscaping along the western drive aisle.
  - h. Elimination of the proposed sidewalk on the southern portion of the site, with the area instead planted with evergreen shrubs and trees.
  - i. The open space areas shall be irrigated.
  - j. A decorative sign shall be added to identify the ground level open space courtyard as a public park.
  - k. All lawn areas shall be sodded.
  - l. No shrubs higher than three feet shall be planted within six feet of walkways.
  - m. The parking garage vents shall be located at grade and be of a size and type to minimize the impact on open space.
  - n. Coordinate the landscaping plan with all building entrances.
  - o. Coordinate the new landscaping with existing trees to be retained.
  - p. The planting depth on top of the parking garage shall be a minimum of 4 ft., unless a certified landscape architect can demonstrate that a lesser depth is appropriate, and planting details (cross-sections) shall be provided with the final site plan.
  - q. The size (caliper and spread) of all trees and the sizes and spacing of all groundcover and shrubs are to be provided in the plant list.
  - r. 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.;
  - s. Landscaping notes and graphic symbols for trees are to be provided in accordance with City of Alexandria Guidelines. Items 34 and 35 in the Planting Notes section (Sheet 12 of the preliminary plans) are to be removed.

- t. All work shall be performed in accordance with the current and most up-to-date edition of the Landscape Specifications Guidelines, as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
  - u. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space to the extent feasible.
  - v. The location of all light poles shall be coordinated with the street trees.
  - w. All landscaping shall be maintained in good condition and replaced as needed.
  - x. The landscape plan shall be prepared and sealed by a landscape architect. (P&Z) (RP&CA)
2. A perpetual public access easement shall be granted for the open space on the eastern portion of the site and all sidewalks leading up to the open space, as well as for any portion of the Lincolnia sidewalk which is located on private property. All easements and reservations shall be approved by the Directors of P&Z and RP&CA and the City Attorney and recorded prior to the release of the final site plan. The open space area shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses. (P&Z)
3. The applicant shall work with VDOT to discuss augmenting the existing trees along I-395 by providing within the I-395 ROW a dense planting of deciduous trees with a minimum 3" caliper deciduous trees and minimum 10-12 ft. tall evergreen trees. (P&Z)
4. All existing trees along the east property line, between the subject property and the adjoining townhouses, shall be retained, with the exception of those trees which are damaged and must be removed for safety concerns or those trees which must be removed for the E.V.E. turn-around. The applicant shall implement the following tree protection measures to ensure the retention of these trees, to the satisfaction of the Directors of P&Z and RC&PA. All proposed tree protection details shall be depicted on the final site plan and be provided throughout the construction process.
- a. No construction materials or equipment shall be stored or staged beyond the limits of disturbance or within the tree protection areas;
  - b. A note identifying these restrictions shall be provided on the Existing Conditions and Tree Save Plan, Preliminary Site Plan, and Landscape Plan.
  - c. Tree protection for any protected tree shall be constructed of 4"x 4" wooden vertical posts installed in the ground 8' on center with 1"x 6" wooden battens mounted between them. Temporary plastic fencing may be used to define other limits of clearing. All tree protection must be shown on the final site plan, and is to be installed prior to any clearing, excavation or construction on the site. The developer shall call the City Arborist for a review of the installed tree protection following its installation and prior to any construction, clearing, grading or site activity.
  - d. If the trees are damaged or destroyed by construction activities the applicant shall replace the tree(s) with the largest caliper trees(s) of comparable species that are

available at a local nursery; the remaining tree caliper shall be planted on-site or adjacent to the site. (P&Z)

5. Prior to commencement of grading or removal of vegetation from the site, the developer shall contact the Department of Recreation, Parks, and Cultural Activities to collect any plant materials (including iris, rose, perennials, boxwood, ornamental trees and shrubs) from the site for transplant to City property or projects. The City will provide a “hold harmless” letter to the owners that would cover worker liability during these operations. (RP&CA)

#### **PEDESTRIAN AND STREETScape:**

6. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary site plan and shall provide the following to the satisfaction of the Director of P&Z:
  - a. The sidewalk on Lincolnia Road shall be a 6 ft. wide concrete sidewalk with a minimum 6 ft. wide landscape strip adjacent to the curb.
  - b. The internal sidewalks shall be 6 ft wide with 6 ft. landscape strip adjacent to the curb.
  - c. An uninterrupted concrete sidewalk, the proposed concrete sidewalk on Lincolnia Road shall continue over the two proposed curb cuts. (P&Z) (T&ES)

#### **PARKING**

7. The applicant shall provide a minimum of one parking space for each one-bedroom unit and a minimum of two spaces for each two-bedroom unit within the underground garage as part of the purchase price for each unit. The applicant shall also provide a minimum of 15% visitor parking spaces. The visitor parking spaces shall be reserved for visitor use and shall be conveniently located adjacent to the elevator on the first level to the satisfaction of the Director of P&Z. The applicant shall install “Visitor Parking Only” markings and/or signs for the garage visitor spaces. (P&Z)
8. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is determined 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)

9. 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)
10. The applicant shall provide the following bicycle parking spaces within the garage; for residential use, provide 18 bicycle parking spaces, a minimum of 3 of which shall be available to visitors. Applicant shall reserve additional bicycle parking spaces for expansion to the satisfaction of the Director of T&ES. (T&ES)

**MASS TRANSIT INCENTIVES:**

11. Developer shall provide \$10,000 for purchase and installation of a bus shelter and pad to be erected in the vicinity of the proposed project. (T&ES)
12. A Transit Incentive Coordinator shall be designated for condominiums on application for the certificate of occupancy permit. This person will be responsible for implementing and managing all aspects of the Transit Incentive program and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's transit incentives on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any transit incentives accounts, and a work program for the subsequent six months. (P&Z)
13. A transit incentive program account shall be funded annually at a rate of \$120 per occupied residential unit. The first payment to the fund shall be made with the issuance of initial residential Certificate of Occupancy. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the condominiums. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation for the previous year, unless a waiver is obtained by the Director of Transportation and Environmental Services. The transit incentive program fund shall be used exclusively for these approved activities:
  - a. Discounting the cost of bus and transit fare media for on-site employees and residents. The discounted bus and rail fare media shall be sold on-site to employees/residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 50%.
  - b. Marketing activities, including advertising, promotional events, etc.

c. Membership and application fees for carshare vehicles.

Any other transit incentive activities as may be proposed by the applicant and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures. Transit, ridesharing, staggered work hours/compressed work week and the other program elements shall be promoted to prospective residents and residents in the residential buildings. (P&Z)

14. Information about all transit incentive elements shall be distributed and displayed to residents, including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained. (P&Z)
15. A ridesharing program shall be encouraged that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts. (P&Z)
16. A Guaranteed Ride Home Program shall be encouraged and promoted as part of the ridesharing and transit marketing efforts. Provide one time free SmarTrip cards to first time condominium purchasers and retail employees. (P&Z)
17. The applicant shall prepare, as part of its leasing/purchasing agreements, appropriate language to inform residents of the transit incentives plan, prior to any lease/purchase agreements; such language to be reviewed and approved by the City Attorney's office. (P&Z)
18. Modifications to approved transit incentives activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)
19. The Transit Incentive Coordinator 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 homeowners association. (P&Z)
20. The applicant shall participate in any larger Transportation Management Plan and parking efforts for the area and shall participate with surrounding transportation management plans or residential associations to the satisfaction of the Directors of T&ES and P&Z. (P&Z)
21. In order to promote teleworking, each of the units will be wired for high-speed and wireless internet access. (P&Z)

22. Developer shall notify VDOT and Fairfax County of proposed project as proposed project may impact planned improvements to intersections in adjacent jurisdictions. Provide documentation of notification. (T&ES)
23. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the Transit Incentive program with prospective residents of the condominium during marketing/leasing activities. (P&Z)
24. This development shall have a goal of promoting transit and ridesharing and discouraging the use of single occupancy vehicles. The goal of this development shall be transit, ridesharing, and teleworking use of a minimum of 20% out of the total number of residents of the development during the peak time period. Modifications to approved Transit Incentives program activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the Transit Incentives program. (P&Z)

**BUILDING:**

25. The final design for the building shall be consistent with the elevations submitted on May 13, 2005, and also provide additional refinements to the satisfaction of the Director of P&Z that shall include:
  - a. With the exception of the architectural detailing and the screening for the mechanical equipment, the materials of the entire building shall be entirely masonry (brick, precast, stone).
  - b. The applicant shall further refine the appearance of the top and skyline of the building and view from I-395.
  - c. The projecting balconies shall be detailed with decorative metal.
  - d. The HVAC units shall be recessed within the balconies and screened by the railing as generally depicted in the building elevations.
  - e. Color elevations shall be submitted with the final site plan.
  - f. All refinements to the design and materials shall be revised prior to the release of the final site plan.
  - g. Architectural elevations (front, side and rear) shall be submitted with the final site plan. Each elevation shall indicate the average finished grade line.
  - h. The base of the buildings shall provide low-level pedestrian-scale lighting as an integral part of the facade design to add nighttime visual interest to the buildings.
  - i. The applicant shall provide larger scale drawings to evaluate the bays, projections, balconies and the final detailing, finish and color of these elements is critical and must be studied in context with the overall buildings. These detail elements shall be submitted prior to review and approved prior to the release of the final site plan. (P&Z)

26. For firefighting reasons all stairs shall extend thru the roof so that door access to the roof is provided. Roof details showing stairwell locations shall be provided. (Code)
27. The applicant shall incorporate green building and sustainable techniques for building systems design into the development, including at a minimum the 16 points listed in the completed LEED-NC Version 2.1 Registered Project Checklist that was submitted by the applicant, and shall work to reuse salvageable materials from the existing buildings on site and for leftover building materials upon completion of construction. (P&Z)(T&ES)
28. All existing on-site fencing shall be eliminated or replaced with decorative metal fencing to the satisfaction of the Director of P&Z. For existing fencing which is on or along the property line but is owned by the adjoining property owner, offers shall be made to those property owners to replace the fencing with decorative fencing / screening to the satisfaction of the Director of P&Z. The applicant shall also offer to remove the front 37 ft. of fencing on the townhouse property (to the northwest corner of the northwest townhouse) and to extend new fencing between the property line and the corner of the townhouse, thereby creating a continuous front yard between the two properties. (P&Z)
29. Based on a history of sound transmission complaints, all dwelling units must have a STC rating of at least 60. (Code)
30. In lieu of strict compliance with ladder truck access requirements, an alternative compliance proposal is required. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features are 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 square feet for every 50 lineal feet of building perimeter.
  - f. Full automatic sprinkler system designed to NFPA 13. (Code)

**SITE PLAN:**

31. A plat of consolidation shall be submitted with the final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
32. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z)

33. 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)
34. 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. A detail of the sign shall be provided on the final site plan. (P&Z)
35. 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)
36. 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)
37. The portion of the drive aisles that are located within the central private alley shall be designed to AASHTO HS-20 loading requirements of delivery trucks and fire apparatus to the satisfaction of the Directors of P&Z, T&ES and Code Enforcement. (Code)
38. A freestanding residential, development sign shall be prohibited. Temporary freestanding signs for the purpose of marketing the development shall be allowed to the satisfaction of the Director of P&Z. (P&Z)
39. 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)
40. The applicant shall submit a final location survey for the buildings and underground parking garage prior to issuance of a certificate of occupancy permit. (P&Z)
41. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney prior to 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 prohibited.



- b. The designated visitor parking spaces shall be reserved for the use of the condominium guests and include applicable signage.
  - c. One parking space shall be sold with each one-bedroom unit and two spaces with each two-bedroom unit; any remaining unassigned spaces in the garage shall be made generally available to residents.
  - d. A public access easement is provided on the eastern portion of the site for the use of the general public. The responsibility for the maintenance of the open space is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of Parks, Recreation and Cultural Activities hours for public parks during hours normally associated with residential use.
  - e. All landscaping and open space areas within the development, shall be maintained by the homeowners and condominium owners. (P&Z)
42. Provide slopes for all ramps within the garage. Note that ramps shall not exceed 10%. In the event that a 10% slope is unattainable, a heated ramp or other means shall be provided, to the satisfaction of the Director of T&ES, to alleviate the effect of having such a steep slope. The means of achieving this shall be listed on the final site plan. (T&ES)
43. Provide a vehicle turning diagram for the parking garage to demonstrate that the end parking spaces are usable. In the event that spaces do not function as intended, the applicant shall modify the parking tabulations to reflect the number of usable parking spaces. (T&ES)
44. Handicap parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. (Code)
45. The lighting for the parking garage is to be a minimum of 5.0 foot-candles minimum maintained. (Police)
46. The walls and ceilings in the garage are to be painted white. (Police)
47. Provide a gradual transition, following ADA requirements, from the existing sidewalk to the proposed sidewalk at the northeast entrance. Show the existing sidewalk at tie in points. (T&ES)

48. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered and located so as not to be visible from a public right-of-way, to the satisfaction of the Director of P&Z. (P&Z)
49. All existing and proposed utility poles and overhead electrical/telephone lines adjoining the site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. All transformers shall be located to the satisfaction of the Director of P&Z. (P&Z) (T&ES)
50. Revise the callout for Prop. CSDA-1 to the appropriate City Standard Structure. (T&ES)
51. 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)
52. The site is located within an area on historical map delineated as containing marine clays area. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes and embankments. Construction methodology and erosion and sediment measures must account for the presence of marine clay or highly erodible soils. (T&ES)
53. Show the size and class of all pipes to be installed, Minimum Class IV. (T&ES)
54. Label all curb and gutter City Standard along with disability ramps and driveway entrances. (T&ES)
55. Sheeting and shoring, or any other construction activity, 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. (Code)
56. Provide profile sheets for the storm and sanitary sewers with inverts in and out. (T&ES)
57. The existing 16 inch lock joint water main is shown within the limits of the underground parking garage. This main shall be relocated within 12 inch DICL pipe in Lincolnia Road/ Armistead Street and tied back in to the existing mains at each end at the developer's expense. All of the existing 16 inch watermain on site shall be retired in place. (VAWC)

**Stormwater / Environmental**

58. A “Certified Land Disturber” shall be identified in a letter to the Division of Environmental Quality (DEQ) with a copy sent to Construction and Inspection Division (C&I) prior to the pre-construction meeting or commencement of demolition or construction activity in accordance with the Virginia Department of Conservation and Recreation guidelines. (T&ES)
59. The stormwater collection system is part of the Holmes Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
60. Verify the drainage divides indicated along the eastern side of the property. The proposed grading shown is lower than the existing 248 contour running along the eastern side of the property. Delineate offsite drainage from the Quantrell Mews property on the BMP drainage map. Provide additional offsite topography to demonstrate drainage divide information provided. (T&ES)
61. Provide information on the location and height of all proposed retaining walls on the site. This information is necessary to verify drainage divide information provided on the BMP map. It appears that there are proposed walls along the eastern side of the property, north of the pool area, and in the southwest corner of the property. (T&ES)
62. The Project Description indicates that the WQV will be treated for this development. Provide calculation of the WQV and indicate how this volume will be treated in the SWM/BMP Narrative. (T&ES)
63. Verify the watershed and receiving body of water stated in the Project Description. Watershed maps indicate that this project is located within the Holmes Run Watershed, and the receiving body of water is Cameron Run. Also revise the Project Description to indicate the project is a Re-development and update the Total Site Area in the Project Description. (T&ES)
64. Revise Worksheet C to indicate that 2.73 lb/yr is greater than the 1.01 lb/yr pollutant removal requirement. (T&ES)
65. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)The Applicant shall submit a

stormwater quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. Agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. The applicant shall be responsible for maintaining stormwater Best Management Practices (BMP's) until sale to another owner. (T&ES)

66. The applicant shall furnish the owner(s) with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
67. Prior to release of the performance bond, the applicant is required to submit the following to the City:
  - a. A certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facility adjacent to the project and associated conveyance systems were not adversely affected by the construction and that they are functioning as designed and were unaffected by construction activities. If maintenance of any facility or system was required in order to make this certification, provide a description of the maintenance performed.
  - b. A copy of the Operation and Maintenance Manual on digital media. (T&ES)
68. Provide justification for the "C" factor utilized on Sheet 10. (T&ES)
69. Due to the close proximity of the site to the interstate highway the following conditions apply:
  - a. The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed to at the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
  - b. Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to interstate highway, such as special construction methods to reduce noise transmission, including: triple-pane glazing for windows; additional wall and roofing insulation; installation of resilient channels between the interior gypsum board leaf and the wall studs; other methods as identified by the applicant; installation of a berm or sound wall. If needed, the applicant shall install some combination of the above-mentioned noise mitigation measures to the satisfaction of the Directors of P&Z and T&ES. The applicant shall provide written certification with the building permit application that these requirements have been addressed in the building permit plans. (T&ES)
70. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

**HOUSING:**

71. The applicant will make a voluntary contribution to the City's Affordable Housing Trust Fund of \$2.00 per square foot of gross floor area for that portion of new residential sales construction that is allowable without a Special Use Permit in the applicable zone plus \$4.00 per square foot of gross floor area that is allowable with a Special Use Permit. For this project, the total gross square footage will be 68,044 on the base building (for a contribution of \$136,088), with an additional 68,044 gross square feet allowable with a Special Use Permit (for an additional contribution of \$272,176). The total contribution will be \$408,264. (Housing)

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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.

ADDITIONAL CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F - Finding

Code Enforcement

- F-1 Sharing of the EVE with a loading space is prohibited.
- F-2 Turn-around pockets shall have a minimum depth of 60 feet as measured from the centerline of the roadway. When designing a hammerhead turnaround, the two 60 foot pockets shall converge at the center lines of each roadway segment.
- F-3 The proposed location of the transformer is too close to the emergency vehicle easement. Relocate transformer away from EVE.
- C-1 Show all entrances and exits on site plan.
- C-2 Plans propose grasscrete on a portion of the front EVE. Show curb detail and location of mountable curbing. Also provide details for identifying limits of EVE within grasscrete area. A portion of the grasscrete EVE must be hard pavement in order to provide ambulance access road to the ground level pool. Provide concrete pad connector between ambulance access drive and sidewalk. Provide details for identifying EVE limits on grasscrete. Label Emergency Vehicle Easements in lieu of Ingress / Egress Easements on plans.
- 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. The proposed structure provides partial access. Applicant indicates they will design ladder truck alternatives into building design. Denote on plans H-20 loading for EVE over effected portions of underground parking garage.
- C-4 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement.
- C-5 A separate tap is required for the building fire service connection.
- C-6 The proposed structure shall be equipped with a automatic fire suppression and fire detection/ alarm system.
- C-7 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Show handicap accessible curbing on plans.
- C-8 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC).

- C-9 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).
- C-10 Enclosed parking garages must be ventilated in accordance with USBC.
- C-11 This structure contains mixed use groups [R, Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of USBC.
- C-12 All elevator cabs must be sized to accommodate ambulance stretchers.
- C-13 The final site plans shall show placement of fire easement signs.
- C-14 A soils report must be submitted with the building permit application.
- C-15 Prior to submission of the Final Site Plan #1, 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. Provide fire flow on 8 ½ x 11 sheets of paper. Do not include as a sheet in the plan set.
- C-16 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0.
- C-17 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-18 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.
- C-19 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Provide Fire Service Plan within plan set at time of Completeness Review.
- C-20 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 be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

- C-21 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.

Transportation & Environmental Services

- F-1 The proposed traffic circle is intended for loading /unloading of passenger vehicles. The current design will not accommodate delivery vehicles. Although the applicant is not intending to use the proposed traffic circle for delivery vehicles, it is more than likely that delivery vehicles will use this area for deliveries.
- F-2 The radius on the garage ramp turn may need to be larger so that vehicles can negotiate this turn without encroaching into the opposing travel lane. The current design is unacceptable because there is a blind corner that cars cannot negotiate without encroaching into the opposing travel lane.
- C-1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-2 The applicant shall comply with the following:
- A. City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
  - B. Article XIII of the City Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
  - C. City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-3 All required permits from Virginia Department of Environmental Quality, Virginia DCR, Environmental Protection Agency, Army Corps of Engineers, and the Virginia Marine Resources Commission must be in place prior final site plan approval. This includes the requirement of a VSMP permit for disturbances greater than 2500 square feet within the Chesapeake Bay Preservation Area. Indicate all applicable permits required on the cover sheet.
- C-4 A performance Bond to guarantee installation of the required public improvements must be posted prior to release of a development plan.
- C-5 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-6 The sanitary sewer tap fee must be paid prior to release of the plan.
- C-7 All easements and/or dedications must be recorded prior to release of the plan.
- C-8 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-9 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-10 All utilities serving this site to be placed underground.
- C-11 Provide site lighting plan to meet minimum city standards.
- C-12 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's Zoning Ordinance for storm water quality control.
- C-13 Provide a phased erosion and sediment control plan consistent with grading and construction per City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-14 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-15 Provide the posted speed limit on Lincolnia Road.
- C-16 Photometric plan does not include the entrance into the garage, and there are areas with unacceptable footcandle levels. Provide existing and proposed street lighting fixtures on the plans. Revise plans as needed to conform with the City's lighting standards.

#### RP&CA

- F-1 Illumination calculations on lighting plan (Sheet 13A) do not appear to incorporate proposed tree plantings along Lincolnia Road.

#### Health

- C-1 An Alexandria Health Department Permit is required for all regulated facilities. Permits are non-transferable and must be obtained prior to operation.
- C-2 A qualified pool operator and lifeguard with CPR certification must be on duty during all hours of pool operation.
- C-3 Five sets of pool plans must be submitted to and approved by this department prior to construction. Plans must comply with the Alexandria City Code, Title 11, Chapter 11, Swimming Pools, Administrative Regulation 20-6, Swimming Pools.

Virginia American Water Company

- F-1 All of the existing 16 inch watermain must be shown on both the geometry and grading plan sheets. Some of it has been dropped off of the plans.
- C-1 Show the tees and valves for the proposed fire hydrant(s), fire service and domestic service coming off of the relocated main in Lincolnia Road.

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