

Docket Item #17  
DEVELOPMENT SITE PLAN #2005-0024  
7-ELEVEN/BRANDT PROPERTY

Planning Commission Meeting  
September 7, 2006

**REQUEST:** Consideration of a request for a development site plan for a residential condominium proposal.

**APPLICANT:** Lawrence N. Brandt, Inc.  
by J. Howard Middleton, attorney

**LOCATION:** 900 and 915 North Washington Street

**ZONE:** OCM (50)/Office Commercial Medium(50)

---

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

**I. EXECUTIVE SUMMARY:**

**A. Overview:**

This large and visually prominent site is an important part of Alexandria’s northern gateway on Washington Street. The triangular shaped site is adjacent to a larger scale office building to the east and smaller scale residential townhomes. The configuration of the site is unusual in that all building facades face a street – there are no back, or secondary facades within the project. The applicant is requesting site plan approval to construct 57 condominium units in three multi-family buildings and one building containing 3 townhouses, with one level of underground parking accessed from Powhatan Street. The proposal will also consist of a considerable amount of both public and private ground level open space and streetscape improvements.

Because of the prominent location on Washington Street, it is critically important that this proposal provide high quality building and urban design, as well as appropriate transitions in scale. Accordingly, staff and the community have devoted considerable time and resources discussing and resolving issues such as the amount of open space, the pedestrian environment, building design and scale. In addition, the concept proposal has been reviewed by the Board of Architectural Review (BAR) at their March 1, May 3, and June 19, 2006 hearings.

The Master Plan designated this site as appropriate for redevelopment, and for quite some time, the City and community have looked to redevelopment to address problems with previous commercial uses, the state of disrepair



*Site Plan*



*Washington Street Elevation*



*Site from Montgomery Street*

of many of the buildings, and the site's visual prominence from Washington Street. While redevelopment of this site is supported by the City and the community, the site layout and design of the proposal must comply with the following:

- Washington Street Standards;
- Old and Historic district design requirements; and
- Applicable zoning ordinance provisions such as open space, parking, and height.

The proposal complies with the historic district and zoning requirements, but the principal issue in this case, and the source of some controversy, was compliance with the Washington Street Standards, specifically with regard to mass and scale. The issue is technical, and the design of the proposal changed considerably through a number of iterations through the review process in an ongoing effort to comply with the Standards.

In response to concerns by the staff, the community and the BAR, the applicant modified the site design and the architecture, mass and detail of each of the proposed buildings several times to ensure that it met the overarching and detailed requirements of the Standards that "...new construction on Washington Street be compatible with, does not interfere with, and strengthens the importance of Washington Street as part of Alexandria's architectural and cultural history."

One of the primary concerns (related to the Standards) of staff and the community throughout the process was that the mass and scale of the building on Columbus Street be compatible with the small scale surrounding residential neighborhood, and the scale of the proposal in general be appropriate to Washington Street. In the most recent revision, the applicant agreed to eliminate approximately 9,700 sq.ft. and the fourth floor from the buildings on Columbus Street, resulting in a portion of square footage (approximately 4,500 sq.ft) being replaced on the fourth floor of the Washington Street building.



*Columbus Street Elevations*

Staff recommends approval of the proposal in its current form as it enables compliance with the Washington Street Standards and ensures compatibility with the scale of the adjoining neighborhood and buildings. While the applicant has addressed the issue of mass and scale, staff has added recommendations to address elements such as building design, quality of open space, and pedestrian improvements.

In addition to approving or disapproving the site plan application, the Planning Commission must also make a determination on the project's compliance with the Washington Street Standards. The final design details of the proposal will then require the approval of a certificate of appropriateness by the BAR.

***B. Site and Building Design:***

The multiple planning and design challenges of this project, including the need to comply with the Washington Street Standards and address the concerns of staff and the community, have required a series of design iterations to both the site plan and the design of the buildings. Critical issues that arose during the review of the project included:

- Allocation of the mass on the site to best reflect its gateway and Washington Street location, while still transitioning to the smaller scale neighboring residential areas;
- Architectural elements to break up the mass on the site and within individual buildings;
- BAR requests that required considerable site plan changes since the original layout;
- Height and mass of the project overall was too large as originally designed (especially the North Columbus-Montgomery Street buildings), according to staff, BAR, and the community;
- Front door of the Washington Street building was not on Washington Street;
- Application of the Washington Street Standards; and
- Ways to reduce the visual impact of the Powhatan Street driveway-entrance.



*Montgomery Street Elevations*

The applicant has agreed to recommendations that remove many of the issues that the community and staff have struggled with over the last several months. These include:

- Removal of the 4<sup>th</sup> floor on the North Columbus Street buildings;
- Reduction of the footprint of the North Columbus Street buildings;
- Removal of the four story white bays on the North Columbus Street buildings;
- Repositioning the door of the Washington Street building to the Washington Street facade;

- Agreement to redesign the open spaces to maximize the amount of landscaping and minimize the front driveway turnaround; and
- Agreement to provide rich ornament, materials and design detailing in the final drawings.

***C. Compliance with the Washington Street Standards:***

The elimination of the fourth floor addresses one of the most critical concerns of staff, the community and the BAR. In general, the Washington Street Standards require that the site plan and individual buildings emulate traditional historic buildings on Washington Street or other buildings of architectural merit. Large projects such as this one must be broken into smaller elements through massing and architecture to be compatible with the historic development pattern of separate buildings with mid block alleys. In addition, the applicant has worked with staff and community to locate the buildings on the perimeter to frame a large open area in the middle of the site. The open area along Powhatan Street provides a setback and setting for the building and tower element across the street, without overwhelming it.

The four buildings proposed represent three different historic architectural styles found on Washington Street:

- **The Washington Street building** incorporates materials and elements such as arches, mansard roof, painted brick and slate, echoing the style of the historic Delaney Building at 200 North Washington Street across from Christ Church.
- **The two North Columbus Street buildings** are styled to resemble Victorian townhouses along Washington Street.
- **The three townhouses** at the north end of the site face toward the smaller scale residential neighborhood to the west and



*Washington Street Building*



*Columbus Street - North Building*



*Columbus Street - South Building*



*First Street Townhouses*

north, and use building materials (both painted and unpainted brick and slate roofs) that are compatible with the character of other townhomes within the neighborhood.

Although details and refinements remain to be addressed, staff has incorporated these as specific conditions that are incorporated in Planning Commission approval. The final design details will require subsequent approval by the BAR

***D. Process:***

In terms of process, this case represents a departure from many site plan cases the Planning Commission hears. In this site plan case, the Planning Commission is required to apply the Standards, thus expanding the Planning Commission’s legal authority to include specific design questions. *Section 10- 105(e) and -105(f)* make it clear that the Washington Street Standards are applicable by the Planning Commission in a site plan case, and preempt any contrary provisions of the zoning ordinance. Thus any project, regardless of use, density or other factors, which does not comply with the Standards does not comply with zoning, and is a prohibited use. Since this area is within a BAR district, and the property is subject to the Washington Street Standards, there is no impediment to review of architecture or design as part of the site plan review.

After the Planning Commission decision on the site plan and the Standards, the BAR will consider an application for certificate of appropriateness for the historic district. The application requires a positive finding by both the Planning Commission and the BAR in order to move forward. While there is the theoretical potential for differing decisions by the two bodies (in which case a final decision would be made by Council on appeal), the BAR has been substantially involved in the conceptual plans.

***E. Open Space - Streetscape:***

The applicant is providing a significant amount (55%) of ground-level open space, most of which is consolidated ground-level open space on the perimeter of the site on Washington and Powhatan Streets. At the request of the City, the applicant has agreed to provide public access easements for many of the ground level open space areas to enable these spaces to function as a neighborhood pocket park/open space for the adjoining residents and the City.



*Open Space*

***F. Community Involvement:***

In 2003, the City Council approved a review process that emphasized the need for community involvement early in the process at the concept stage and prior to any formal hearings. Consistent with the established process, meetings regarding this project began with the community in September 2005. In addition to the North East and Old Town Civic Associations, the BAR, the National Park Service, the Historic Alexandria Foundation, the Alexandria Historic Restoration and Preservation Commission, and members of the prior Washington Street Task Force have all voiced opinions on the project.

From the beginning, the community expressed general concern over the scale, massing and design of the project, as well as the project's conformance with the Washington Street Standards. Specific concerns included: the fourth floor on Columbus Street, the need for a prominent building entrance on Washington Street, and the need for enhanced open space areas for the public as well as residents of the new development. As a result of the City's process, and since the conclusion of the last BAR hearing, the applicant has agreed to recommendations to address most if not all of the citizen, BAR and staff comments regarding earlier conceptual plans.

***G. Conclusion:***

Staff recommends **approval** of the proposal contingent on the conditions to reduce the mass of the building on Columbus Street to further refine the design of the buildings, open space and streetscape enhancements.



## II. BACKGROUND

### A. History:

In a 1929 Memorandum of Agreement between the City and the Federal Government routing the George Washington Memorial Parkway through Alexandria, the City agreed to restrict Washington Street to “residential and business development of such character and of such types of building as will be in keeping with the dignity, purpose and memorial character of said highway.”

Powhatan Street was the Alexandria and Washington Turnpike, the main portal to the northern part of the City prior to the opening of the George Washington Memorial Parkway in 1932. The property was owned at one time by the Alexandria Canal Company and a railroad track ran along the western edge of Powhatan Street. The intersection of Powhatan and Washington Streets also forms a very important northern “gateway” into the City.

### B. Site Description:

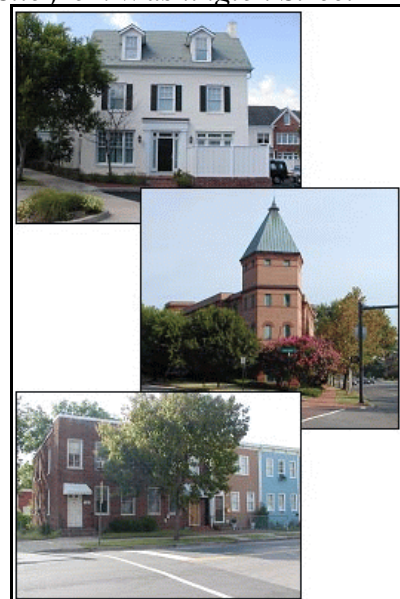
The site is located at the northern end of the City, close to Washington Street within the Northeast residential neighborhood and within the Old and Historic Alexandria District. The property is located at the visually prominent intersection of Washington and Powhatan Streets, two historic entrances to the City, in the northern part of the City.

The property consists of two parcels. One parcel contains the former 7-11 store and the other a small commercial building that was attached to the 7-11 building. Both buildings are now vacant and boarded up, and the site is secured by a chain-link fence. The majority of the site is covered with building and parking lot with very little green space. The site slopes gradually from Columbus Street to Washington Street with approximately 8 feet of grade difference.

Surrounding the site to the west are a variety of one and two-story residential attached, detached and apartment structures, either owner-occupied or rental, some of which are owned by the Alexandria Redevelopment and Housing Authority (ARHA). Immediately to the north of the site are existing residential attached dwelling units and the Powhatan Street Fire Station. To



*Site from Washington Street*



*Site Context*

the east across Powhatan Street is the American Academy of Physicians Assistants (AAPA) building and the Old Town Gateway residential community. To the south of the site is an Exxon gas station and a dry cleaning shop, as well as a parking lot on the southeast corner of North Columbus and Montgomery Streets.



*Surrounding Uses - South of Site*

**C. Proposal:**

The applicant proposes to build a residential development consisting of 57 condominium units in three multi-family buildings and one building containing three townhouse-style condominiums, all over one level of below grade parking. Because of the site topography, the below grade parking garage will be exposed 3 to 5 feet on Powhatan Street. Given the triangular shaped site, the buildings are located on the perimeter of the site, primarily on Columbus and Montgomery Streets. The entrance to the underground parking garage is from Powhatan Street toward the north end of the development. The garage will include 94 parking spaces required for the dwelling units.

There are two primary open space areas. The bulk of the site within the perimeter buildings along Powhatan Street will be open and landscaped. A pedestrian plaza has been provided over the parking garage that serves as the project's major open space and also functions as a building break. In addition, at the north end of the site, a parcel of approximately 2,000 sq. ft. will provide a triangular park.

**III. MASTER PLAN - ZONING:**

**A. Strategic and Master Plan Objectives:**

One of City Council's key Strategic Plan objectives is for redevelopment to be compatible with the character and scale of Alexandria neighborhoods and its historic resources. As to history specifically, the Plan directs the City to preserve historic neighborhoods, buildings and sites, to maintain its distinctive architectural character and design, and to insist that development be planned so it is compatible with historic buildings and structures. The Strategic Plan also notes the need for a balance between development and open space and the importance of emphasizing gateway locations.

The Northeast Small Area Plan identifies this site as a designated redevelopment site. Although the Small Area Plan anticipated commercial redevelopment at this site, residential use is consistent with the plan's goals to:

- preserve and protect the existing residential neighborhood;
- ensure that redevelopment is compatible with adjacent residential uses;
- improve the quality of residential life with adequate parking, improve pedestrian circulation, provide adequate open space and improve the visual appearance of the area; and
- encourage quality of design befitting the strategic, historic and gateway role of the area.

***B. The Washington Street Standards***

Several of the above planning goals are incorporated into the Washington Street Standards, originally adopted as part of the zoning ordinance in 1991, and then significantly revised in 2000, as the result of the work of the Washington Street Task Force.

***C. The Washington Street Task Force***

The Washington Street Task Force, a 13 member body consisting of representatives from civic associations in the Old Town area, business and landowner interests, the National Park Service, the Planning Commission and the BAR-Old and Historic, and including several architects, was appointed to determine ways to improve the appearance of new buildings proposed for Washington Street. The Task Force was charged with revising the Standards to address development inappropriate to the historic character of Washington Street – and specifically in response to then recent examples of negatively perceived buildings, such as the successful Saul Center (Mastercraft) development and the unsuccessful Parkway Center (Old Colony) proposal. Although one of the Task Force’s specific charges was to assess the appropriate FAR for Washington Street buildings, it determined that the problem with proposed development was not FAR so much as the *perceived* size of buildings due to inappropriate design and architecture.

The Task Force reviewed several examples of both well and poorly designed Washington Street buildings, including 18<sup>th</sup> and 19<sup>th</sup> century historic buildings, and heard from National Park Service personnel regarding the meaning of “memorial character,” required for building design on Washington Street. After a lengthy process, the Task Force proposed, the Planning Commission endorsed, and the City Council approved, expanded, more detailed design standards for Washington Street. The standards, adopted as a text amendment to the zoning ordinance in 2000, addressed both the design and procedural requirements for new or expanded buildings on Washington Street.

***D. Washington Street Standards- Design***

The Washington Street Standards of Section 10-105(A)(3) of the zoning ordinance apply to all lots fronting on either side of Washington Street from the southern to the northern city limit. They require generally that the design of new buildings be compatible with and similar to traditional

building character found on existing historic buildings on Washington Street of architectural merit. Specifically, they require that:

- The design of new buildings must be *complementary* to historical buildings on Washington Street; they may not *detract from, overwhelm, or intrude on* historic buildings.
- *New or untried design approaches* that have no historical basis in Alexandria or that are not consistent with the scale, massing and detailing of an historic style are not appropriate.
- Buildings designed in a historic style must be *consistent with that style*, including with its massing and proportions.
- Elements of design taken from historical buildings shall be emphasized.
- If new construction includes *large buildings, they must be designed to look smaller*. Specifically, buildings should appear to have *a footprint no larger than 100 feet x 80 feet*; they should include a *change in architectural designs* in the treatment of facades, setbacks, roof lines and styles in order to break up the mass; and large projects should *preserve or replicate mid-block alleys*, thereby breaking up the building footprint and mass.
- Facades should be broken into the *typical bay widths* of historical buildings.
- *Traditional fenestration patterns* and solid/void relationships must be used on all facades visible from any public right-of-way, including the first floor.
- *Design elements* (e.g., windows, doors, materials) must be consistent with historically significant buildings on Washington Street.
- Buildings must include *the ornamentation, level of detail and materials* of historical buildings.

In general, the Washington Street Standards require that buildings on Washington Street incorporate size, style, proportions, design elements, and facade details (windows, materials). This issue – whether new buildings should copy traditional building designs – is the source of some disagreement. Some would prefer to see buildings include new, modern and contemporary architectural approaches. The latter sentiment was expressed during the Washington Street Task Force meetings, at hearings on the adoption of the expanded, more detailed Washington Street Standards in 2000, and more recently at BAR hearings on the subject property. However plausible these differing aesthetic and preservation views may be, adhering to the traditional style for new buildings on Washington Street has been adopted as the legislative policy and legal requirement of Alexandria. The Standards are specific and stringent on this point: new and untried approaches to designing buildings inconsistent with historic buildings are not appropriate.

#### ***E. Washington Street Standards - Procedure***

Several procedural requirements are included in the Standards to ensure that Washington Street buildings are handled carefully, have full and early review, and that compliance with the Standards are made part of all decisions for new development on the Street. The Standards specifically require:

- preapplication meetings to ensure early review and community involvement and require the applicant to submit massing studies so that the community and decisionmakers can visualize the proposed mass and scale of the development in the context of the neighborhood.
- that every board or commission that reviews the proposal has as much authority as the BAR to determine compliance with the Standards. The BAR is required to enter written findings on its decision and the Director of Planning is expressly authorized to appeal a BAR decision on the Standards to Council.
- the Standards prevail over any other provisions of the zoning ordinance which may be inconsistent; a proposal that does not meet the Standards is assumed not to comply with the zoning ordinance.

**IV. ZONING:**

The property is zoned OCM (50) - Office Commercial Medium (50) zone. The zoning characteristics of the proposed development are summarized below:

<b>900 North Washington Street</b>		
Property Address:	900 North Washington Street	
Total Site Area:	45,735 sq. ft., or 1.04 ac.	
Zone:	OCM(50)	
Current Use:	Vacant	
Proposed Use:	Multi-family Condominiums	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	68,602 sq. ft.	68,600 sq. ft.
Density	57 units(1 du/800 sf or 54.45 du/ac)	57 units
Yards	None required	1-50 ft.
Vision Clearance	75 ft.	72.97 ft. *
Height	50 ft.	Varies 34-48 FT.
Open Space	40% - 18,294 sq. ft.	±55% - 25,075 sq. ft.
Parking	94 spaces	94 spaces **
* Modification requested.		
** Visitor spaces proposed to be provided on-Street.		

## V. STAFF ANALYSIS

The applicant has worked with the City and the community to provide a well-designed project that meets its locational, historic and design requirements. Unlike many other projects, the applicant is not asking for increased height or density, and the project does not require a special use permit. In addition, the project has included streetscape amenities, open space and underground parking from the outset.

Furthermore, unlike many other development cases, whether or not to redevelop the site has never been at issue. On the contrary, given the long, unhappy history of prior site uses, including a 7-Eleven store that attracted nuisance behavior and unattractive litter, the community has been near unanimously in favor of redevelopment to make this pivotal site an important gateway to its adjacent residential neighborhoods. The most difficult aspect of the project for staff, the community and the applicant alike, has been the applicant's ability to allocate the zoning density to this difficult site while complying with the Washington Street Standards.

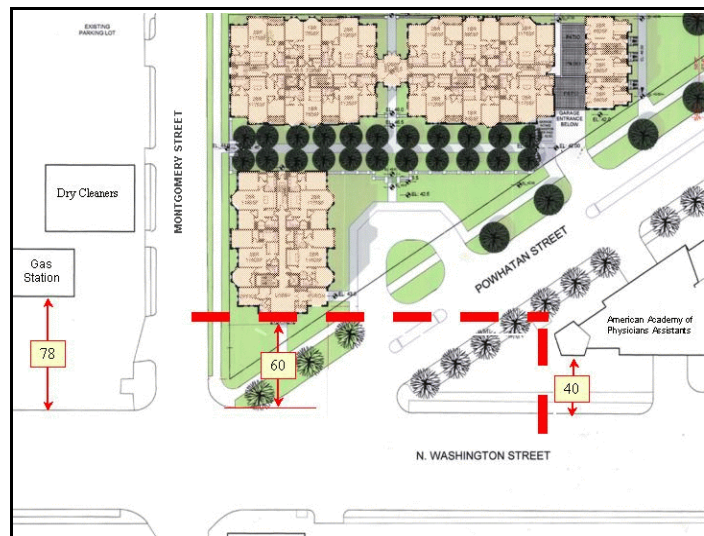
Staff recommends approval of the site plan, and a finding that the proposal complies with the Washington Street Standards with the conditions outlined in the staff report.



### A. Gateway Location - Urban Design:

Initial discussions with the applicant and the community addressed siting the proposed project in such a way as to complement and not compete with the existing AAPA building that includes a tower element at the corner of Washington and Powhatan. It was important that the proposed buildings work in conjunction with the existing tower element to create an appropriate northern gateway, establishing a sense of place and arrival into Alexandria.

The current proposal responds by providing a setback from Washington Street approximately equal to the adjoining Exxon gas station. This considerable setback ensures that the



*Framing of Washington Street Gateway*

tower will continue to work as a strong visual element for the northern gateway, enabling the building to frame the tower rather than compete with it. The setback also allows a significant proportion of green and landscaped areas adjacent to Washington Street, further contributing to its character as an historic green urban boulevard.

***B. Building Design/Washington Street Standards:***

As stated in the Executive Summary, the main issue in this case, and the source of its controversy, is whether and to what degree the succession of proposed designs complies with the Washington Street Standards. The design of the project has changed considerably over time in response to concerns by the staff, the community and BAR, with modifications to the site design, architecture, mass and detail of each of the proposed buildings several times.

**STANDARD # 1**

*Construction shall be compatible with and similar to the traditional building character, particularly mass, scale, design and style, found on Washington Street on commercial or residential buildings of historic merit. Section 10-105(A)(3)(a)(1)*

*New or untried approaches to design which result in new buildings or additions to existing buildings that have no historical basis in Alexandria or that are not consistent with an historic style in scale, massing and detailing are not appropriate.*



*Washington Street Buildings*

The proposed development has addressed this general, overarching standard by using traditional building character and materials, with each building taking architectural design cues from historic styles found on Washington Street.

As a whole, the proposed design meets this standard by creating four different building elements on the site, thus providing distinct buildings and emulating the smaller scale pattern of historic structures on Washington Street. In addition, the project uses recesses, open space, and varying heights and roof shapes to further provide building scales appropriate to the historic scale of Washington Street.



***STANDARD # 1(i)***

*Elements of design consistent with historic buildings which are found on the street shall be emphasized. Section 10-105 (A)(3)(a)(1)(I).*

Not only are the traditional styles found on Washington Street adopted for the architecture of the four buildings on the proposed development, but in the case of each style being used, design elements from the original style are emphasized.

On the Second Empire building at the corner of Washington and Montgomery Streets, there are formal arches, natural wood surrounds, a mansard roof and a strong cornice design. Staff is recommending enhancements to the design to better achieve the goal of this standard, including:

- The mansard roof should be brought out to meet the roof plate. In its current, pushed back location, it does not match its Second Empire precedent.
- The scale of the entry should be more prominent. The applicant has moved the entry to face Washington Street, as requested by BAR members, staff and the community. However, it needs to be larger to make a stronger, more robust statement.
- The cornices, bay windows, entries, cornice line, letter panels and other traditional ornamental elements of the building, such as gable ends and pediments, all need to be more ornamental and more thoroughly and richly detailed to match comparable elements on Washington Street.

The style of the two North Columbus Street buildings is based on two and three story Victorian styled townhouses, with emphasis on such design elements as square and angled projecting bays, a two story angled wood bay with opening above it, second story porches, varied and detailed window trim including single windows with keystone lintels and double windows with arched lintels. These buildings will even better meet this standard by incorporating the following recommendations:

- Direct, functional entrances on the North Columbus Street facade for each bay in order to best emulate the townhouse style.
- That the Colonial Revival townhouses include design elements of the period, including a simple and regular window pattern, one story bay and entry features, painted brick, pediments, and slate roofs.

**STANDARD # 1(ii & iii)**

*New buildings and additions to existing buildings shall not by their style, size, location or other characteristics, detract from, overwhelm, or otherwise intrude upon historic buildings which are found on the street. Section 10-105(A)(3)(a)(1)(ii).*

*The design of the new buildings and additions to existing buildings shall be complementary to historic buildings which are found on the street. 10-105(A)(3)(a)(1)(iii)*

These two standards protect the City from new buildings that might be so large or badly positioned to be either out of scale or to dominate the street by overshadowing other important historic buildings.

It is important to note that the siting and massing of the buildings does not overwhelm other buildings in the vicinity. For example, by setting the buildings far back from Washington Street and Powhatan Street, the property not only gains a large green area for an open space plaza, and a green backdrop for Washington Street, but provides a formal framework for the American Academy of Physicians Assistants (AAPA) building across Powhatan Street. The development is thus supportive of and does not overwhelm this important gateway building. Likewise, the buildings on North Columbus Street, now properly reduced in footprint and height, are more compatible with the residential properties on that frontage of the development.

**STANDARD # 1(v)**

*New buildings and additions to existing buildings which are larger than historic buildings which are found on the street shall be designed to look separate and shall not give the impression of collectively being more massive than such historic buildings. This design objective shall be accomplished through differing historic architectural designs, facades, setbacks, roof lines and styles. Buildings should appear from the public right-of-way to have a footprint no larger than 100 feet by 80 feet. For larger projects, it is desirable that the historic pattern of mid-block alleys be preserved or replicated. Sec. 10-105(A)(3)(a)(1)(v)*

Four separate standards relate to building massing, indicating the importance of mass and scale as an element of urban design when trying to incorporate new buildings into a historic setting. Understanding that modern economics and zoning allow larger buildings today than in the past, the Standards make clear that new buildings on Washington Street must nevertheless emulate the size of older buildings, either in their actual size or in the design elements they incorporate to assist with the perception of mass.

The Standards specifically require that buildings be designed to give the impression that they are separate buildings. In this case, the development is actually broken into separate buildings as required. The buildings include three separate and different historic architectural styles. Each building footprint is actually within the 100 ft x 80 ft size the Standards require as the size that buildings should be perceived to be. Beyond the actual footprint, each of the buildings uses the design elements called out in the Standard as a way of further minimizing their mass, including incorporating articulation, setbacks, projecting bays, varied roof forms, a variety of window styles and sizes.

For a larger project, the Standard speaks not only to creating the impression of separate buildings but also of breaking the land area into parts through the use of mid block alleys, part of the historic building pattern in Old Town. In this case, the separation of the building mass into four distinct buildings provides separation. There are also pedestrian pathways crossing the site at two places, distinctly reminiscent of older pathways through blocks. The proposed tree-lined connection through the center of the block, running in a north-south orientation, is a definite division through the property. In addition to minimizing the perceived size of the development, it provides a functional and attractive green area for pedestrians.

**STANDARD # 1(iv & vii)**

*The massing of new buildings or additions to existing buildings adjacent to historic buildings which are found on the street shall closely reflect and be proportional to the massing of the adjacent historic buildings. Sec. 10-105(A)(3)(a)(1)(iv)*

*The massing and proportions of new buildings or additions to existing buildings designed in an historic style found elsewhere along Washington Street shall be consistent with the massing and proportions of that style. Sec.10-105(A)(3)(a)(1)(vii).*

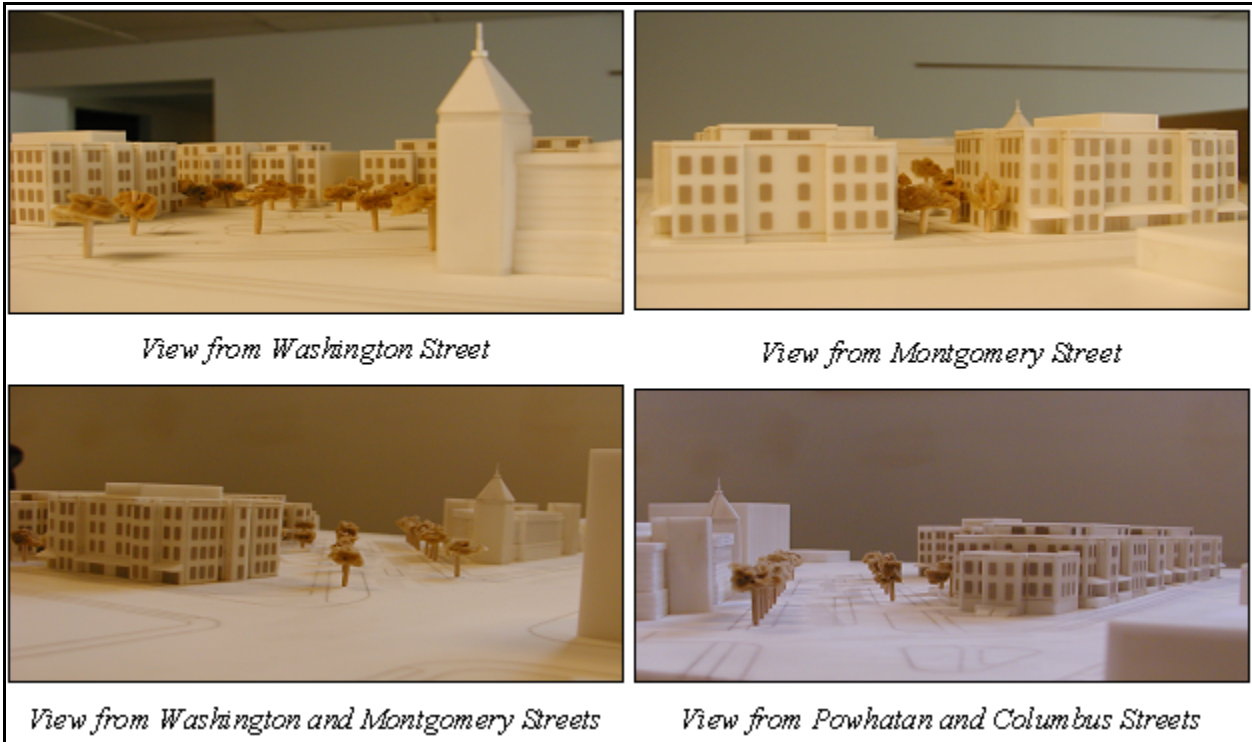
The Standards also require that the mass and proportion of individual buildings be consistent with the mass and proportions of the traditional building style, especially as to any adjacent historic Washington Street buildings. However, in the case of each building style, the mass and proportion is roughly consistent with the building styles on which they are based. For example, although the historic Delaney Building is only two stories tall, and the proposed Washington Street building is three stories tall, the proposed building is proportional in terms of its footprint. Further, the solid to void ratio as well as the wall to roof ratio is consistent with the Delaney Building. In the case of the North Columbus Street buildings, while the building is larger than the townhouse styles, the individual bays, created by projections and recesses are varied in width and depth, similar to the variety of widths of townhouses on Washington Street. The three story height is also similar to

townhouse heights on Washington Street. Finally the Colonial Revival style townhouses at the north end of the site are true to the mass and proportions of their architectural precedents.

**STANDARD # 1(vi)**

Applications for projects over 3000 square feet...shall include a massing study. Such study shall include all existing and proposed buildings and building additions in the six block area as follows: the block face containing the project, the block face opposite, the two adjacent block faces to the north and the two adjacent block faces to the south. Sec. 10-105(A)(3)(a)(1)(vi).

The applicant has, as required by the Standards, created a massing model to show the three dimensional characteristics of the development in the context of the six block surrounding area. However, the model has not been revised to reflect the current recommendations to eliminate the fourth floor on the Columbus Street or the provision of a mansard roof for the building on Washington Street.



**STANDARD #1(viii)**

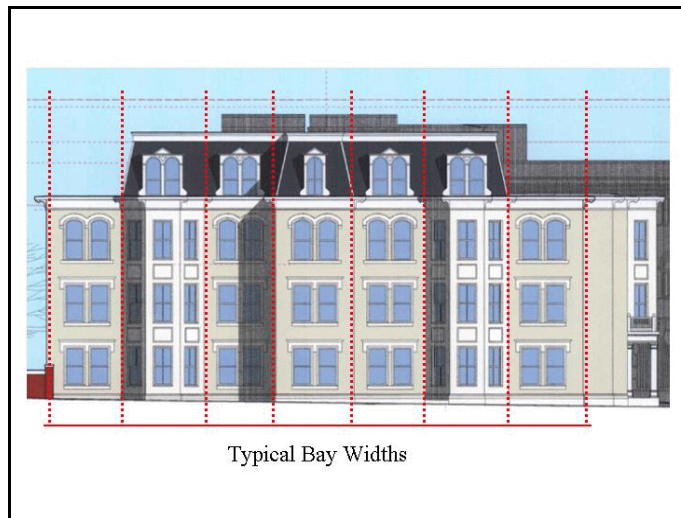
New or untried approaches which result in new buildings or additions to existing buildings that have no historical basis in Alexandria or that are not consistent with an historic style in scale, massing and detailing, are not appropriate. Sec. 10-105(A)(3)(a)(1)(viii).

**STANDARD # 2**

*Facades of a building generally shall express the 20– to 40- foot bay width typically found on early 19<sup>th</sup>-century commercial buildings characteristic of the Old and Historic Alexandria District, or the 15- to 20-foot bay width typically found on the townhouses characteristic of the Old and Historic Alexandria District. Techniques to express such typical bay width shall include changes in material, articulation of the wall surfaces, changes in fenestration patterns, varying roof heights, and physical breaks, vertical as well as horizontal, within the massing. Sec. 10-105(A)(3)(a)(2)*

This standard is closely related to the standard on building massing and apparent size. It seeks through design features to have new buildings resemble old ones by breaking the buildings into parts and including extensive detail and variety in the architecture. The proposed buildings are well within the bay width extents provided by the Standards, and include the design features identified for expressing bay widths.

- The Second Empire building includes articulation, breaks, setback and bays. The skin is broken into smaller bays of 11, 12, 14 and 23 feet widths. There are changes in the fenestration pattern. Together the window pattern and the bay articulation provide both horizontal and vertical breaks within the mass of the building.
- The North Columbus Street buildings also include projecting bays, both square and angled, as well as recesses and changes in materials. They contain a variety of window styles and sizes and varied roof forms.



- The three townhouses are separated by changes in materials, color, and roof forms.

**STANDARD #3**

*Building materials characteristic of buildings having historic architectural merit within the district shall be utilized. The texture, tone, and color of such materials shall display a level of variety, quality and richness at least equal to that found abundantly in the historic setting. Sec. 10-105(A)(3)(a)(3).*

The proposed development incorporates the building materials, including roof materials and colors of the historic buildings they are modeling.

- The Second Empire building is entirely consistent – almost identical – to the materials of the Delaney Building on Washington Street, with its painted yellow brick, its white wood trim, and its dark slate roof. The wood detailing and trim needs additional work to create the texture and richness of the period. Such elements as the entries, arches, wall panels arches and cornice, all need additional variety, quality and richness.
- The North Columbus Street buildings use red brick with wood trim and slate roofs, similar to the Victorian era townhouses they echo. They too need additional work in the trim and detailing, to create the texture and richness of the period. While less ornate than the Second Empire, the Victorian building detail exceeds what has been submitted.
- The townhouses echo the Colonial Revival style, with their painted and unpainted brick, slate walls and wood trim. In color, the off white walls with white trim and dark roofs is characteristic of the period.

**STANDARD #4**

*Construction shall reflect the traditional fenestration patterns found within the Old and Historic Alexandria District. Traditional solid-void relationships exhibited within the district's streetscapes (i.e. ratio of window and doors openings to solid wall) shall be used in building facades, including first floor facades. Sec. 10-105(A)(3)(a)(4).*

One of the key design ingredients in replicating the sense of traditional buildings is the window size, style, pattern and detail. The proposed buildings reflect traditional fenestration patterns in the historic district, as well as on the building styles from which they take their cue.

- The windows on the Second Empire building reflect the orderly quality of traditional window openings on 18<sup>th</sup> and 19<sup>th</sup> century buildings, with varying widths used singly or in pairs to create varying rhythms which reinforce bays and breaks in the mass. The Delaney building’s windows are not simple or symmetrical, and the proposed building has copied their ornate style and varied size and pattern.



*Fenestration Patterns*

- On the North Columbus Street buildings, a variety of window forms, including single-paned, paired and tripartite windows. There is varied and detailed window trim, with keystone lintels on the singles and arched lintels on the double windows. Whether a variety of window styles is appropriate on the North Columbus Street buildings has been the subject of discussion in this case. Staff notes that in the collection of historic antecedents on Washington Street there are buildings which use simple repetitive window designs and others that use a wide variety of widths and sizes to create interest. See for example the Cotton Factory building, the Delaney Building, and the Victorian townhouse structures on South Washington Street. Along the street there is a wide variety of solid to void ratios in buildings of merit. A variety rather than a uniformity of building expressions help contribute to the richness of Washington Street’s architectural history. In this case the variety of window form and styles in the different bays reinforce the townhouse style and articulated facade of these buildings, adding to the perception of individual townhouse buildings. Staff finds that they are required by the Washington Street Standards.

- First story doors that function for entry and exit will add to the interest on the first floor. Although the upper floors are nicely detailed with the use of projections, recesses and balconies to break the large expanse, more attention and detail needs to be given to what the pedestrian experiences at ground level.
- The applicant also needs to demonstrate that tripartite windows are found in traditional buildings on Washington Street or change that style to double windows.
- The townhouse units include simple windows in a repetitive grid, consistent with their antecedent style. The one story bay windows and entry features are consistent with the style and create interest at the pedestrian level.

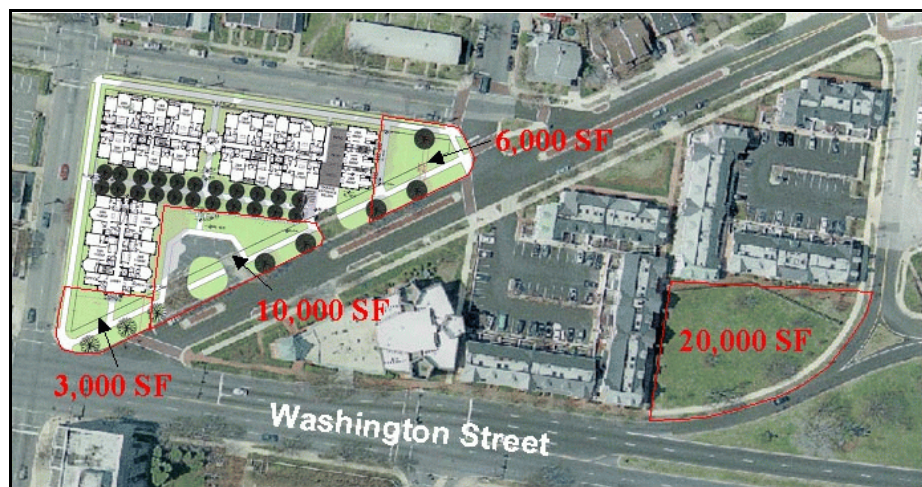
**STANDARD #5**

*Construction shall display a level of ornamentation, detail and use of quality materials consistent with buildings having historic architectural merit found within the district. In replicative building construction (i.e., masonry bearing wall by veneer system), the proper thicknesses of materials shall be expressed particularly through the use of sufficient reveals around wall openings. Sec. 10-105(A)(3)(a)(5).*

As currently presented, the project does not meet the Standards for design as regards ornamental detailing of features appropriate to each building style. Staff understands that the applicant intends to finalize the design work and provide additional detail, and staff has added conditions requiring the applicant to do so. Conditions require more thorough detail on items such as enhancing the front door by making it larger, more prominent, and more robust; adding ornamental detail to arches; detailing a deeper cornice line and letter panels; expressing thickness of masonry bearing walls through proper reveals and setbacks at window openings.

**C. Open Space - Pedestrian Improvements:**

The proposal includes approximately 50% ground-level open space. The largest portion of the open space is provided on the eastern portion of the site. With the three main buildings fronting onto public streets, a large open space area is formed in the middle of the site along Powhatan Street, which itself contains several significant open space areas. The Powhatan Street green spaces are linked together by a 30-foot-wide green strip in the right-of-way that contains a 6-foot-wide public sidewalk. The proposed development's main open space area is the courtyard that will function as a mid-block building break. It runs north to south through the project over top of the parking garage and measures approximately 30 ft. wide by 210 ft long.



*Open Space Comparison*



The courtyard, the vehicular drop-off area, and the two small triangular open space areas along Powhatan Street comprise approximately 13,000 sq. ft., excluding the green area in the Powhatan Street right-of-way. This open space frames the gateway AAPA building across Powhatan Street and also provides a green connection with the remainder of Powhatan Street, which is itself a landscaped street with mature trees and medians. It also provides a green vista from Washington Street.



*Courtyard Drop-off -  
Powhatan Street*

The northern open space area is a smaller 2,000 sq ft. area at the far northern tip of the project, where North Columbus and Powhatan Streets meet. This area is a highly visible focal point at the intersection of Powhatan, First and Columbus Streets. At the request of the City, the applicant has agreed to provide an open space easement for this ground level courtyard allowing the space to function as a public pocket park. The overall effectiveness of this space as a pocket park for the community will depend on the quality of the courtyard design, materials, maintenance, and amenities. To address these issues, staff recommends that the courtyard be redesigned in a more traditional/formal manner with additional trees and amenities, decorative paving and less hardscape, in consultation with the adjoining residents. While the open space will be publicly accessible, it will be privately maintained by the condominium association of the development. In addition to these publically accessible or visible areas, the residential project includes rooftop terraces for use by the residents of the buildings.



*Northern Open Space -  
Powhatan and Columbus  
Streets*

Overall, staff has included recommendations to enhance the quality of the open space, streetscape and pedestrian realm to include:

- A public access easement for the mid-block connection open space area;
- A public open space and public access easement area at the corner of Columbus and Powhatan Streets;
- A public open space and public access easement area at the corner of Powhatan and Montgomery Streets;
- Existing utilities on Montgomery Street to be located below grade;
- 6 ft., wide sidewalks and landscape strips for the entire perimeter of the site;
- Pedestrian scale lighting;
- Decorative benches and trash receptacles for each street frontage;
- Irrigation for the open space;



*Southern Open Space -  
Washington and  
Montgomery Streets*

- Decorative paving for the internal pedestrian connection and courtyard; and
- Continual row of street trees on the perimeter of the site.

***D. Streetscape Improvements and Pedestrian Amenities:***

Given the important location of the project, and the fact that it is bordered by three streets, it is imperative that careful attention be paid to improvements to the streetscape surrounding the project to support pedestrian connections and improve the appearance and function of the area. The application includes significant improvements to be implemented as part of the project.



*Powhatan Streetscape - Eastside*

New sidewalks, planting strips, street trees and lighting will be installed on each frontage. The plan shows 6-foot-wide concrete sidewalks with a 4-foot-wide planting strip adjacent to the street. Staff is recommending that the planting strip be widened to 6 feet since the space between the curb and the property line is approximately 15 feet. The choice of street trees presented an issue because there are now large, mature Bradford Pear trees planted along Powhatan Street adjacent to the development site. Although the City discourages removal mature trees, in this case the species is not an appropriate long term choice, and they will be replaced with more appropriate and attractive shade trees to match the Chinese Elms across the street in front of the Old Town Gateway development.

The addition of ample sidewalks and attractive streetscaping will enhance the pedestrian experience in the area. The extension of trees along Powhatan Street will complete a particularly good, green corridor, and provide a pleasant, attractive environment for pedestrians. Pedestrian connections will also be significantly enhanced by foot paths crossing the property at multiple locations. The new development will further eliminate the various curb cuts now located along the property's frontages, thus removing impediments to safe, convenient pedestrian movement.

One problematic streetscape issue in this case has been the need to underground the overhead utilities. Although the City usually expects a developer to underground all on site and adjacent utilities, there are two impediments in this case. First most development cases which require undergrounding are SUP cases, not site plan cases. In addition, the overhead wires on North Columbus Street are major transmission lines on 5 poles, some with transformers that are expensive to relocate. The developer is understandably balking at the notion of adding approximately \$1,000,000 to 2,000,000 to his project. Because of the nature of the utilities on Columbus Street,

staff is not recommending that these utilities be located below grade. In comparison, the lines on Montgomery Street and Powhatan Street appear to be serving the site. Because the type of utility lines are not major transmission lines, and because they negatively affect the project from Washington Street, staff is recommending that the utilities on Montgomery Street and Powhatan Street be undergrounded.



*Overhead Utilities on Columbus Street*

**E. Affordable Housing:**

The applicant is not providing affordable housing on site. However, the applicant has agreed to contribute to the Housing Trust Fund in an amount consistent with the amount suggested by the Developer's Housing Contribution Policy Work Group (DHCPWG) of \$2.00 per square feet of gross floor area.

**F. Visitor Parking:**

The applicant has provided the on-site parking required by the zoning ordinance for each condominium unit, providing 94 resident spaces in an underground garage and two or three spaces in a driveway turnaround area on Powhatan Street. For visitor parking, the City typically recommends a 15-20% allotment (although this is not a zoning requirement) for visitor parking in conjunction with new residential developments, except in those locations where adequate on-street parking is available to meet visitor demand. In this case, the applicant is requesting a waiver of that percentage of visitor parking on site.



*Columbus Street Parking*

In the past, the amount of visitor parking has been evaluated based upon the availability of on-street parking on a case by case basis. Recent developments have been required to provide as much as 20% visitor parking or as little as none at all, depending on nearby on-street parking. In this case, the applicant believes that visitor parking needs can be met by on street public parking in the area, since the new proposal eliminates several curb cuts used by the commercial site, thus providing six more new parallel parking spaces on the street than what



*Powhatan Street Parking*

previously existed, resulting in a total of 26 parallel parking spaces available on the street. The applicant also notes that there is an abundance of parking spaces in the area, counting 227 spaces in a two block radius of the site. In addition, the new development will include more parking than the prior commercial uses did. The 7-Eleven store, dry cleaners and publishing company together provided 82 parking spaces on site, and the proposal includes 94.



*Montgomery Street Parking*

Further, applying a 15% on-site visitor parking requirement would result in a rather significant loss of open space and a decrease on the continuity and quality of open space. In this case, staff supports the proposed development, with the reduced visitor parking, given the circumstances of the site, the addition of curb site spaces and the large number of spaces in the vicinity.

## **VI. CONCLUSION**

Staff recommends **approval** of the proposed site plan, with a finding that the project complies with the Washington Street Standards, and with a requirement that the applicant comply with Staff's recommended conditions.

STAFF: Eileen Fogarty, Director, Planning and Zoning;  
Jeffrey Farner, Chief, Development;  
Gary Wagner, Principal Planner.

## VII. STAFF RECOMMENDATION/CONDITIONS

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

### A. PEDESTRIAN - STREETScape:

1. 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 also at a minimum provide the following to the satisfaction of the Director of P&Z and T&ES:
  - a. The sidewalks on Montgomery Street and Columbus Street shall be revised to provide a 6 ft. planting strip adjacent to the curb and a 6 ft. wide unobstructed sidewalk.
  - b. The sidewalk on Powhatan Street shall be a 6 ft wide unobstructed sidewalk with a 15 ft landscape strip adjacent to the curb.
  - c. The sidewalk(s) at the intersection of Montgomery, Washington Street and Powhatan Street shall be brick as generally depicted in *Attachment # 1* to continue the existing brick sidewalks on Washington Street. The remainder of the sidewalks within the public right-of-way shall be City standard concrete.
  - d. A continuous sidewalk shall be provided at all curb cuts along Powhatan Street.
  - e. Decorative pedestrian scale black Virginia Power colonial light poles shall be provided along Columbus Street, Powhatan Street and Montgomery Street. The street light on Washington Street shall be the Washington Street decorative light fixture which was approved by the City and the National Park Service.
  - f. A pedestrian countdown signal(s) shall be provided for the pedestrian crossing at the intersections of the George Washington Memorial Parkway and First Street and the George Washington Memorial Parkway and Madison Street.
  - g. The vents for the parking garage shall not exhaust onto sidewalks at the pedestrian level. The air intakes shall be reduced in size to the extent possible and a third intake added outside of view of the public right-of-way to diminish the visibility of the air intakes from the public right-of-way. Sufficient landscaping shall be provided to screen the intakes.
  - h. All pedestrian-streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z)(T&ES)
2. All existing utility poles on Montgomery Street and the associated utility lines shall be located underground and the cost of such undergrounding shall be the sole responsibility of

the developer. All transformers shall be located outside of the publically accessible open space areas and shall not be visible from any public street to the satisfaction of the Director of P&Z. (P&Z) (T&ES)

3. The applicant shall install two ADA ramps at the northeast corner of N. Columbus Street and Montgomery Street, and at the northwest corner of Washington Street and Montgomery Street. On the final plan show existing traffic signal poles. Handicap ramps connecting pedestrian crossing on Powhatan Street needs to be shown. All ramps shall include detectable warnings in accordance with Americans with Disabilities Act (ADA) requirements in the current Americans with Disabilities Act Accessibility Guidelines (ADAAG). Truncated domes are the only detectable warnings allowed by ADAAG. Grooves, exposed aggregate, and other designs intended for use as detectable warning are too similar to pavement textures, cracks and joints and are not considered equivalent facilitation(T&ES)
4. Applicant shall provide \$1,000/ea to the Director of T&ES for the purchase and installation of (3) City standard street cans along the public streets. (T&ES)
5. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

**B. OPEN SPACE - LANDSCAPING:**

6. The courtyards and ground level open space shall provide the level of detail and amenities depicted on the preliminary plan, and shall also provide amenities such as special paving surfaces, materials, trash receptacles, landscaping, etc. to encourage its use, which shall include the following to the satisfaction of the Director of P&Z:
  - a. A perpetual public access easement shall be granted for the approximately 2,000 sq. ft. open space at the corner of Powhatan and Columbus Streets; the 30 ft. x 210 ft. mid-block pedestrian connection; and the approximately 800 sq. ft. open space at the corner of Washington Street and Montgomery Street. The easements shall be depicted on the consolidation plat and shall be approved by the City prior to the release of the final site plan.
  - b. The publically accessible open space as defined herein shall be fully open to the public from dawn to dusk during hours normally associated with residential uses.
  - c. The applicant shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. the maintenance requirements, public access easement(s) and potential liability for the easement(s), and shall include the same in the Condominium Association documents.

- d. The open space and landscaping outside the right-of-way, including the open space accessible to the public shall be privately maintained by the Condominium Association or their designee. (P&Z)
7. The final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall also provide:
- a. The open space at the corner of Powhatan and Columbus Streets shall be designed as a public open space area with pathways, landscaping and seatwalls as generally depicted in *Attachment # 3*.
  - b. The open space for the mid-block pedestrian connection shall be revised to provide the following:
    - i. break up the long straight walkway by creating a series of smaller enclosed spaces.
    - ii. Revise the trees to be medium sized shade trees, such as European Hornbeam, Thornless Honey Locust or Japanese Pagoda Tree.
    - iii. Planters shall be revised to be a minimum of 5 feet deep where trees are proposed. Where shrubs and groundcover are proposed, the planter depth shall be a minimum of 3 feet deep. Planters shall be designed to be seatwall height.
    - iv. A variety of evergreen and flowering shrubs shall be provided as foundation plantings instead of groundcover as shown.
    - v. Special paving, pedestrian lighting and furniture shall be provided throughout the courtyard.
    - vi. Porches fronting on the courtyard shall provide access to the courtyard.
    - vii. The paving material for the mid-block pedestrian connection shall be brick or stone.
    - viii. Conflicts between the stairs and the garage entrance shall be refined as part of the final site plan process to better accommodate pedestrian access.
    - ix. The exposed portions of the parking garage shall be brick or stone. Any required railings shall be decorative metal.
  - c. The open space at the corner of Washington Street and Montgomery Street shall be designed as a landscaped area.
  - d. The on-site drop-off area along Powhatan Street shall be reconfigured as generally depicted in *Attachment # 2* to provide the following to the satisfaction of the Director of T&ES and P&Z.
    - i. The entrance and exit lane shall be one-way and approximately 10 ft. wide;

- ii. Reduce the travel lane and parallel parking to a total of 18 feet;
  - iii. Use brick or stone as a paving surface for the vehicular surface and the sidewalks;
  - iv. Evergreen landscaping and trees to screen the parked cars and paved areas; and
  - v. High quality street furniture and pedestrian-scaled lighting.(P&Z)
- 
- e. A double alternating row of Chinese Elm street trees shall be provided 30 ft. on-center on Powhatan Street; one between the curb and the sidewalk, the second row between the buildings and the sidewalk. The second row of trees shall be spaced to provide a continual double row of street trees.
  - f. Provide London Plane street trees on Montgomery Street along the subject property, spaced 25 ft. on-center in a 6 ft. wide landscape strip between the curb and sidewalk.
  - g. Provide ornamental street trees on Columbus Street along the subject property, spaced 15-20 ft. on-center in a 6 ft. wide landscape strip between the curb and sidewalk. Also, provide ornamental street trees on the west side of Columbus Street opposite the subject property, spaced 15-20 ft. on-center in the existing landscape strip.
  - h. All street trees shall be a minimum 3.5 to 4 inches caliper at the time of planting.
  - i. Provide significantly enhanced planting within the planters including seasonal color near the entrance at Washington Street.
  - j. Raised planters are strongly discouraged but where necessary should be a designed as seat walls and consist of high quality materials such as brick or stone. Provide details for the planter including material, drainage, irrigation and soil depth as well as cross sections and elevations.
  - k. The planting depth on top of the parking deck shall be a minimum of 3 ft. for the shrubs and groundcover and a minimum of 5 ft. of soil depth for trees with adequate drainage to support the trees. Raised planters shall not be provided on the external portion of the building.
  - l. The location of all light poles shall be coordinated with the location of all street trees.
  - m. The maximum height for the shrubs is 36 inches adjacent to pathways.
  - n. Landscaping shall be maintained by in good condition and replaced as needed.
  - o. All plant materials and specifications shall be in accordance with the current and most up to date edition of the American Standard for Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen, Washington, D.C.



- p. All trees to be limbed up a minimum of 6 ft by condominium association as they mature to allow for natural surveillance.
  - q. Trees are not to be planted under or near light poles.
  - r. The landscape plan shall be prepared and sealed by a certified landscape architect certified to practice in the Commonwealth of Virginia.
  - s. All lawn areas shall be sodded.
  - t. All utility structures, including transformers, shall be depicted 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 adjoining property. When such a location is not feasible, such structures shall be located behind the front building line and screened.
  - u. Crown coverage for street trees shall be denoted under a separate tabulation.
  - v. All work shall be performed in accordance with Landscape Specifications Guidelines, 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
  - w. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
  - x. The location of all light poles shall be coordinated with the street trees.
  - y. Trees are not to be planted under or near light poles.
  - aa. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes.
  - bb. The wall along the Columbus Street entrance to Buildings 1&2 shall be moved back to align with the main face of the building. Provide tree protection in compliance with City of Alexandria Landscape Guidelines for transplanted street trees along North Columbus Street. (P&Z) (RP&CA) (Police)
8. Provide a site irrigation & water management system including:
- a. Provide an irrigation plan and details developed installed and maintained to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning and Transportation & Environmental Services. Information shall include location and type of heads/emitters, water delivery systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and all system monitoring devices.
  - b. Irrigation plan shall be prepared and sealed by an Irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.

- c. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart. (RP&CA)
9. The rooftop open space shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for the plaza decks shall include the following to the satisfaction of the Directors of P&Z and RP&CA:
- a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting;
  - b. Varied and high quality paving materials;
  - c. The railing for the roof-top deck shall be set back a minimum of 8 feet or incorporated as part of the parapet so that the railing is not visible from the adjoining streets; and
  - d. The lighting for the roof-top open space shall be pedestrian scale lighting and shall not be visible from the adjoining streets. (P&Z) (RP&CA)

**C. BUILDING:**

10. The fourth floor of the Columbus Street Building shall be eliminated as generally depicted in the preliminary architectural elevations dated August 21, 2006 by SMB Architects.
11. The building shall incorporate the use of green building and sustainable techniques for the site and building systems. The architect shall provide a list of specific examples of green technology measures implemented and equipment incorporated into the building and site design prior to the release of a building permit, to the satisfaction of the Directors of T&ES and P&Z. The applicant shall also work with the City for reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials.(T&ES)(P&Z)
12. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated August 21, 2006 by SMB Architects. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:

***General:***

- a. The facade materials of the entire building, shall be entirely masonry (brick, precast, stone), including lintels and sills.
- b. Through-the-wall HVAC vent grills shall be prohibited.

***Washington Street Buildings:***

- c. The mansard roof shall be extended to the west and east to fill roof footprint (there are no antecedents for partial mansards such as this) although it should accommodate the roof terraces through the means of indentations in plan;
- d. The cornice needs to be developed with both greater dimension and greater richness and depth of detail;
- e. The entry element is underscaled, and needs to be given more prominence and visual importance through increased size, richer detail and ornamentation.

***Columbus Street Buildings:***

- f. Provide direct, functional unit entries from street to first floor units facing Montgomery and Columbus Streets;
- g. incorporate a richness and depth of detail consistent with the eclectic Victorian style that is being represented in these facades;
- h. Provide additional variation in the roofline;

***First Street Townhomes:***

- i. break the continuous roof form through plane change or other device, in order to express the scale and individuality of the three townhouses; and
- j. Color building elevations shall be submitted with the final site plan. (P&Z)

- 13. Due to the close proximity of the site to a major arterial and the impacts of airport traffic the following conditions shall be included in the development requirements:
  - a. Applicant shall prepare a noise study identifying the levels of noise residents of the project 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 available options to minimize noise exposure to future residents at the site, particularly in those units closest to the major arterial and airport traffic, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES.
  - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

14. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
15. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
16. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
  - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code)

17. Based on a history of sound transmission complaints, all dwelling units shall have a STC rating of at least 60. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis and are subject to the approval of the Director of Code Enforcement. (Code)

**D. AFFORDABLE HOUSING**

18. A voluntary contribution of \$2 per sq. ft. on the 'by right' gross square footage, and \$4 on the gross square footage over base, will be consistent with the conclusions of the Developer's Housing Contribution Policy Work Group. (Housing)

**E. PARKING**

19. Residents of the building shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F. (P&Z)
20. A minimum of 94 parking spaces, as represented on the preliminary plan, shall be located in the underground garage for residents. A minimum of one space for each unit shall be provided within the garage as part of the purchase price for each unit. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)
21. Provision shall be made within the underground garage for the adequate storage of refuse and recycling to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
22. 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 und 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)
23. 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. (P&Z)
24. 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 required under the

USBC or the Code of Virginia 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)

25. The lighting for the parking garage is to be 5.0 foot-candles minimum maintained. The walls and ceilings in the garage are to be painted white. (Police)
26. The applicant shall provide (6) residential bicycle parking space(s) within the underground garage and (2) visitor bicycle parking space(s) on the surface to the satisfaction of the Director of T&ES. (T&ES)
27. The applicant shall provide turning movements to demonstrate that parking spaces 53C, 54C, 74C, and 75C have adequate parking and turning maneuvers. (T&ES)

**F. SITE PLAN:**

28. The plat of consolidation and all applicable easements 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)
29. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor. The wall check shall be approved by the City prior to commencement of framing. (P&Z)
30. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of P&Z for all site improvements, including the below grade garage. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building. The certification shall be prepared and sealed by a registered architect and shall state that the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (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) (T&ES)
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 the applicant's phone number for public questions regarding the project. (P&Z)
33. 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)
34. 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)
35. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan for the project. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z) (T&ES)
36. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
  - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
  - c. Manufacturer's specifications and details for all proposed fixtures; and
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. (T&ES) (P&Z)

37. 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 not permitted;
  - b. The parking spaces shall be reserved for the use of the condominium resident parking;
  - c. No less than one parking space shall be assigned to a specific condominium unit; all remaining unassigned spaces in the garage shall be made generally available to residents;
  - d. Public access easements shall be provided for all open space areas of the site for the use of the general public. The responsibility for the maintenance of the open space areas 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, including the irrigation system shall be maintained by the homeowners and condominium owners;
  - f. No storage of furnishings, sports equipment, clothing or other items shall be allowed on the balconies. All items placed onto the balcony spaces shall be kept from view from surrounding structures. No physical changes or additions shall be made to the balcony structures. (P&Z)
38. 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)
39. Depict the property lines, with course and distances of each boundary line on the preliminary site layout plan. (T&ES)
40. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)



41. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. (T&ES)
42. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
43. 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 signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
44. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
45. The minimum diameter for public storm sewers shall be 18-inches. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
46. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
47. Show all existing and proposed easements, both public and private. (T&ES)
48. Identify type and location of solid waste collection. Provide a narrative that describes how solid waste will be picked up from the site. (T&ES)
49. Provide slopes for all ramps within the garage. Note that ramps shall not exceed 8%. (T&ES)
50. This site is partially within a historic swamp area and may have methane issues. Also there has been underground storage tank leakage and subsequent tank removal and remediation. Due to these historic uses and potential for contamination, the following condition shall be included:
  - a. The applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Enforcement. (T&ES)

51. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.  
Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
52. A "Certified Land Disturber" shall be named on all Erosion & Sedimentation Control sheets prior to the approval of the final site plan as per the Memorandum to Industry 2002-0001. (T&ES)
53. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent 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 all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
54. Provide traffic signal plans in case of signal modification. (T&ES)

## **STORMWATER**

55. The development project is located within the Combined Sewer District; the applicant shall contribute \$1,000 per the number residential units to the City's Sewer Separation Fund (this fee is in addition to the required sanitary sewer tap fee). (T&ES)
56. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
57. 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 signed and 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)
58. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
59. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
60. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of Article XIII of AZO shall be met. (T&ES)
61. Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
62. 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 developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
63. The project site lies within the City's Combined Sewer District. Proposed stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with City's policy for management of storm water discharge within the Combined Sewer District. (T&ES)

64. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
65. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility.
66. Applicant's BMP is treating 0.80 acres of the water quality volume being generated. There remains 0.09 acres of impervious surface, from which the water quality volume is not being treated. Applicant is encouraged to carefully explore mechanisms to treat this volume. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, Division of Environmental Quality, 301 King Street, Room 3900, Alexandria, VA 22314 outlining his intent. This shall be approved prior to the release of Final Site Plan. (T&ES)
67. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
68. The Applicant shall submit a storm water quality BMP Maintenance Agreement to 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)
69. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the Condominium Association (COA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the COA or owner, the Applicant shall execute a maintenance service contract with a qualified

private contractor for a minimum of three years, and transfer the contract to the COA 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 maintenance contract shall be submitted to the City. (T&ES)

70. If units will be sold as individual units and a Condominium Association (COA) established, the following two conditions shall apply:
1. The Applicant shall furnish the Condominium Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any 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.
  2. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Condominium Association (COA) with respect to maintenance requirements. Upon activation of the COA, the Developer shall furnish five copies of the brochure per unit to the COA for distribution to subsequent homeowners.
  3. Otherwise the following condition applies:  
The Developer shall furnish the owners with an Owner's 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)
72. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)

73. 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 any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)

---

Staff Note: In accordance with section 11-418 (a) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of initial planning commission approval of the plan or the development site plan shall become void.

CITY DEPARTMENT CODE COMMENTS

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

Transportation & Environmental Services:

- F-1 A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained. Additional curb cuts at this location are not recommended as they impede traffic flow.
- F-2 Existing bus stops along N. Columbus and Powhatan Streets shall be maintained.
- F-3 Depict the gas main and service lines with size and owner of line indicated. If there is there a tap from the existing structure on the site to the gas main, indicate on plan and indicate the gas tap for the proposed site on the preliminary plan.
- C-1 A performance Bond to guarantee installation of the required 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 sanitary sewer tap fee must be paid prior to release of the plan.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be placed underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 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-10 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-11 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-12 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management.
- C-13 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-14 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 state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

Code Enforcement:

- F-1 Buildings are proposed to be under 50 feet in height. Should buildings exceed the 50 foot height limit, ladder truck access will be required. Acknowledged and maintained under 50 feet.
- F-2 The structure will be required to be equipped with an automatic fire suppression system. Sprinkler system provided.
- F-3 Two fire department connections will be required. Provided.
- F-4 At least one stairwell shall discharge directly to the exterior of the building. The current design does not facilitate this requirement. Stairwells redesigned and compliant.
- C-1 A separate tap is required for the building fire service connection. Condition met.
- C-2 Applicant must provide Emergency Vehicle Easement on front entrance of building #3. EVE not provided. Because the main entrance and fire department connection are located in the proposed drop off area, an emergency vehicle easement is required that meets the



minimum width and turning radii for fire apparatus. The easement shall maintain a minimum width of 22 feet with an R-25 turning radii. Approved signage for emergency vehicle easements are required on both sides of the proposed roadway. Elevated structures used for this purpose shall conform to AAHSTO H-20 loading requirements. **Entrances for Building #3 have been provided on Montgomery Street. Relocate FDC on Building #3 to Montgomery Street and provide an additional hydrant on Montgomery Street, mid block which will service both Building #3 and Building #2. Hydrant shall be spaced so as not to exceed 100 feet of maximum travel distance from each FDC to the hydrant. Relocate proposed hydrant on Powhattan Street to within 100 feet of FDC for Building #1. Hydrant shall be no closer than 40 feet from the building.**

- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met, shown as Note 34 on Sheet C-2.
- C-4 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. Code analysis is incomplete. Construction type and Fire Protection Plan not provided (sprinkler design standards). **Change Code edition from 1996 USBC to 2003 edition of the USBC.**
- C-5 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. Turning radii not provided. A minimum radii of R-25 is required for Emergency Vehicle Easements. See C-2 above. **EVE no longer required due to relocation of FDC and entrances for Building #3.**
- C-6 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. See C-2 above. **EVE no longer required due to relocation of FDC and entrances for Building #3.**
- C-7 A soils report must be submitted with the building permit application. Acknowledged by applicant.
- C-8 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. Acknowledged by applicant, but not provided.

- C-9 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Acknowledged by applicant.
- C-10 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). Acknowledged by applicant.
- C-11 The public parking garage floor must comply with USBC 406.2.6 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 2901). This parking garage is classified as an S-2, Group 2, public garage. Acknowledged by applicant.
- C-12 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Show vent locations. Vent locations shown, however, the vertical exhaust vent is located directly under windows for a residential dwelling. Vent locations shall not discharge outdoors at a point where it will create a nuisance and from which it can readily drawn into occupied spaces. (USBC - IMC 501.2) **Vent locations revised, condition met.**

DSP # 0005-0024  
7- ELEVEN/BRANDT PROPERTY

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