

Docket Item #8 A&B

CDD CONCEPT DESIGN PLAN #2006-0001(A)
DEVELOPMENT SPECIAL USE PERMIT #2005-0041(B)
MOUNT VERNON COMMONS (TRIANGLE SITE)

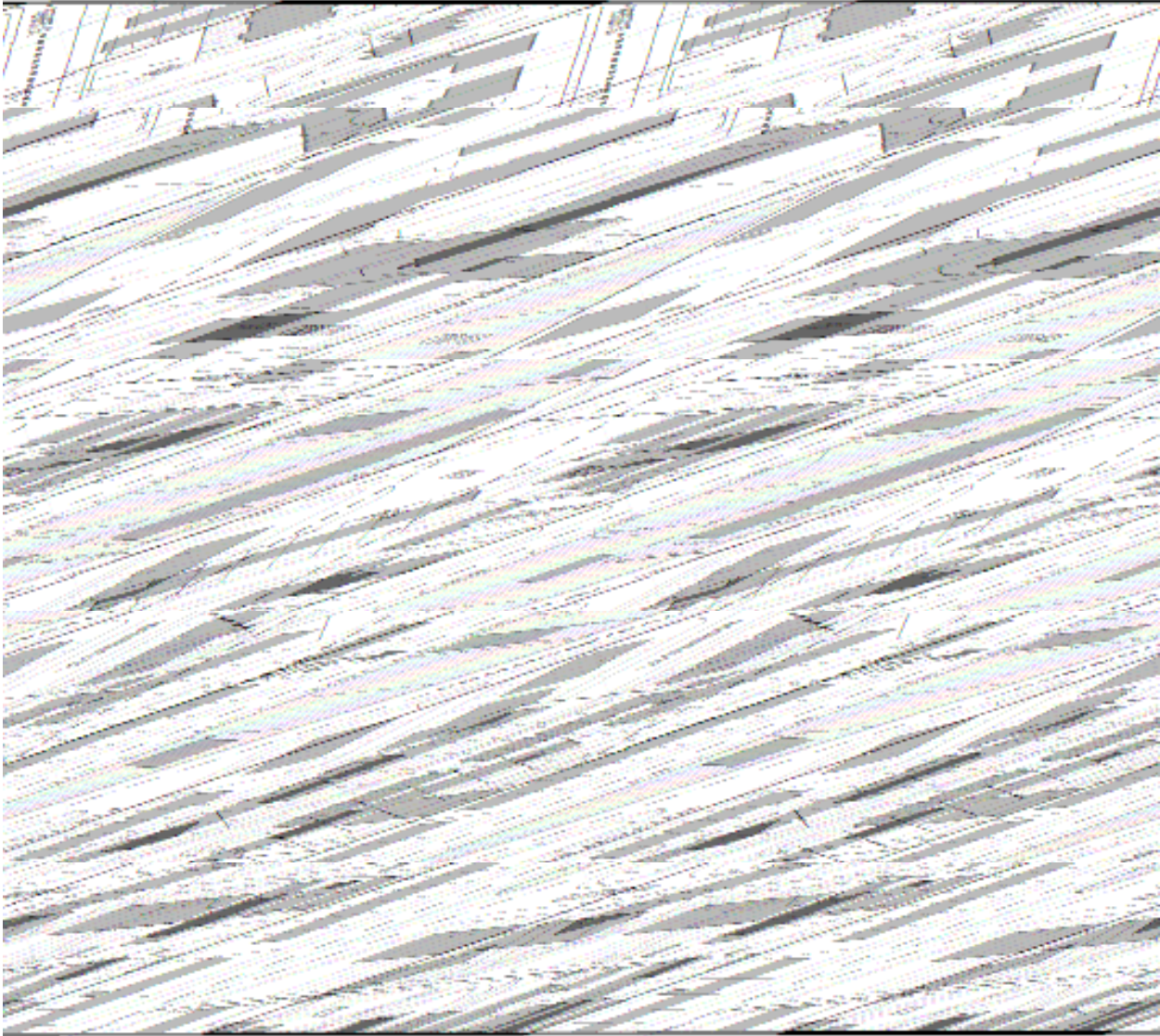
Planning Commission Meeting
December 5, 2006

REQUEST: Consideration of a request for: 1) approval of a concept design plan and approval of an increase in floor area ratio with the provision of affordable housing; 2) approval of a development special use permit, with site plan, to construct a residential building with ground floor uses, as well as approval of an FAR increase and for a reduction in the parking and loading space requirement.

APPLICANT: Carr Homes, LLC
by J. Howard Middleton, Jr., attorney

LOCATION: 3015-3111 Mount Vernon Avenue and 3026 Commonwealth Avenue

ZONE: Coordinated Development District/CDD #13



I. IMPACT/BENEFIT CHART

IMPACT / BENEFIT	COMMENTS
Consistency with Mount Vernon Avenue Plan	<ul style="list-style-type: none"> • Mixed Use – residential and retail uses. • Ground-level open space (38%). • Public open space at corner of Mount Vernon Avenue and Commonwealth Avenue. • Underground parking. • Assembly and coordinated development of 11 separate lots. • Pedestrian / streetscape improvements on Mount Vernon Avenue. • Underground utilities.
Use	<ul style="list-style-type: none"> • 141 Residential Apartments – (91 one-bedroom and 50 two-bedroom). • 3,000 sq ft of retail space.
Open Space	<ul style="list-style-type: none"> • 38% (34,149 sq ft) ground-level open space. • 3,000 sq ft publicly accessible open space plaza at the south end of the site with amenities such as landscaping, seating and focal element / sculpture. • A 2,300 sq ft central interior courtyard for residents also serves as building break.
Pedestrian	<ul style="list-style-type: none"> • 11-foot wide sidewalks with street trees, pedestrian-scale lighting, a new bus shelter and stamped asphalt crosswalks
Building Compatibility	<ul style="list-style-type: none"> • The tallest building, 45 feet, is at the north end of the site, near the Calvert Apartments. • The southern building, across from Warwick Village, is three-stories. • On Commonwealth Avenue, three-story liner buildings are designed to look like townhouses similar to the existing two-story townhouses to the east.
Traffic / Transit	<ul style="list-style-type: none"> • Pedestrian improvements to the Commonwealth - Mt Vernon intersection • On-street parking on Mount Vernon Avenue as called for in the Mount Vernon Avenue Plan. • New bus shelter on Mount Vernon Avenue. • Braddock Metro station is 1.7 miles from site. Four bus lines (DASH and Metro) serve the site.
Parking	<ul style="list-style-type: none"> • Two levels of underground parking providing 231 spaces. • 1.5 spaces per residential unit • 12% visitor parking spaces conditioned • 4 retail spaces provided (12 space retail parking reduction requested).
Environment	<ul style="list-style-type: none"> • All on-site trees will be removed in order to develop site. • There are contaminated soils which will be removed as part of the development. • Green-sustainable building technology (20 points). • Approximately 75 additional trees will be provided on-site.

II. EXECUTIVE SUMMARY

The applicant is requesting approval of 141 residential apartments at the triangular site formed to the north of the intersection of Mount Vernon Avenue and Commonwealth Avenue. The project is a 1.25 FAR, 3 and 4 story complex, developed in two buildings over two levels of underground parking, with smaller “townhouse-style” units fronting Commonwealth Avenue. The southern portion of the proposal will provide 3,000 sf of ground floor retail on Mount Vernon Avenue adjacent to the proposed triangular open space.



FIG 1: Proposed Retail at Open Space from Mt Vernon

A. Site and Context

Redevelopment of the property will bring significant change to the site, currently an unattractive collection of vacant lots, parking lots and one story buildings on a centrally located parcel on one of Alexandria’s main neighborhood commercial streets: Mount Vernon Avenue. Redevelopment will help connect the Avenue on each side of the site, provide residential activity for nearby retail uses, provide significant pedestrian improvements, ground level open space and a central connection for a number of neighborhoods that meet in the general vicinity: Warwick Village, Del Ray, Arlandria, Lynhaven, Mt Jefferson, and Northridge. At the same time, there are reasons that the property has not redeveloped before now. It is an extremely difficult site from both a technical and site planning perspective. It is awkwardly shaped, presents a very narrow development footprint, and has significant changes in topography with a rise of approximately 20 feet from Commonwealth to Mount Vernon Avenue.



FIG 2: Existing Site Conditions

B. Balancing of Public Interests

Unfortunately, the result of these site constraints means that a building of any size, including the one anticipated by the Mount Vernon Avenue Plan, is difficult to design without *any* impact on surrounding areas. The mass cannot be hidden and rearranged on the site; the height is perceived from an already tall angle; and all of the trees must be removed to build the underground parking and remediate the contaminated soil. Yet the project will provide site and neighborhood amenities, and generally complies with



FIG 3: Grade Change from Mt Vernon / Commonwealth intersection

the Mount Vernon Avenue Plan requirements. Thus, perhaps even more than other development cases, this application presents a framework for policy discussions about the need to balance competing planning interests.

Challenges:

- Providing a mass and scale compatible with the adjoining neighborhoods; and
- Ensuring that the building's design is of high quality and works to minimize the mass, height and scale of the building.

Opportunities

- Pedestrian and streetscape improvements;
- On site affordable housing;
- Ground level open space, with adjacent retail use;
- Underground parking; and
- Coordinated redevelopment of a priority development site consistent with the goals and guidelines of the Mount Vernon Avenue Plan.

C. Mount Vernon Avenue Plan

The “Triangle Site” and the requirements for its development were carefully scrutinized at the time of the Mount Vernon Avenue Plan. The Plan is clear about the principal requirements for this site, and each one is incorporated into the proposed development:

- An underutilized, unattractive land area of 11 separate properties will be redeveloped as a coordinated plan.
- The development is mixed use.
- In its use and design, the development comports with what is around it.
- Parking is located underground or is hidden from sight.
- The project brings pedestrian amenities and open space to this barren part of the Avenue.
- It includes a major feature – a public plaza with adjacent retail – at the south end of the triangle.
- Affordable housing will be constructed on site as part of the development.



FIG 4: Illustrative from Mount Vernon Avenue Plan of Mount Vernon / Commonwealth intersection

D. Density Increase

The project does require approval of a density increase, but that was also anticipated in the Mount Vernon Avenue Plan. Specifically, the Plan permits an increase from the .75 FAR permitted by existing zoning to an FAR of 1.0, with compliance with the CDD guidelines of the Plan. In order to increase the density even further, from 1.0 to 1.25 FAR, the provision of on-site affordable housing is required. In this case, the proposal includes nine on-site affordable housing units to be built as part of the proposal.

E. Parking Reduction

The applicant also requests approval of a reduction in the number of required retail parking and loading spaces for the project. Specifically, the applicant is proposing to provide all of the 207 parking spaces required for the 141 residential units, 10% visitor parking and four retail employee parking spaces within the underground garage. Typically new residential projects provide 15% visitor parking spaces for new residential projects, which is especially critical in this location to ensure that spillover parking does not occur in the adjoining neighborhoods. Staff is recommending additional visitor parking spaces within the garage as discussed in more detail below.

Based on the size of the retail, 16 parking spaces are required; however, the applicant is only proposing to provide 4 retail employee spaces within the underground garage and is requesting a parking reduction of 12 spaces and one loading space for the proposed 3,000 sq. ft. retail space.



FIG 5: Site Plan Showing On-Street Parking

Staff does not object to the proposed reduction for the 12 retail parking spaces and one loading space because of the following:

- The proposal eliminates 11 curb cuts enabling the provision of 7 new parallel parking spaces on Mount Vernon Avenue and 8 new parallel parking spaces on Commonwealth Avenue;
- The location of the underground garage entrance is on Commonwealth Avenue rather than Mount Vernon Avenue; and
- The proposed parking and loading arrangement will not be different from other places on Mt Vernon Avenue or King Street, that now function acceptably well.



FIG 6: Existing Mt Vernon Curb Cuts and On-Street Parking

For these reasons, staff believes the parking reduction for the retail spaces can be accommodated without harm to the area.

F. Community

In a series of meetings with the community and surrounding neighborhoods, staff and the developer have heard generally favorable responses to the proposal. Many requests focused positively on pedestrian amenities, including walkways, trees and pedestrian-scale lighting. The Mount Vernon Square condominiums voiced concerns over litter and parking on their site. The main overall concern was about competition for on-street parking with existing residents in the area whose homes do not include parking. In line with specific requests from neighboring communities and associations who discussed the need for a residential parking district in the area, the recommendations here include a prohibition on residents of the new project receiving parking district permits, should a district be created in the future.

G. Conclusion

The site is designated in the Mount Vernon Avenue Plan to be redeveloped as a way to connect the north and south portions of Mount Vernon Avenue, which have been disconnected because of the uses, buildings and parking lots occupying this portion of Mount Vernon Avenue. The applicant has assembled all of the 11 existing lots to ensure that these lots are developed in a coordinated manner as envisioned by the Plan. Although the proposed building is slightly larger and taller than ideal for the surrounding context, the uses, streetscape, open space and on-site affordable units are significant improvements to the existing conditions. On balance, with the site improvements, ground-level open space and affordable units, staff recommends approval.



FIG 7: Proposed Retail at Open Space
from Mt Vernon

III. BACKGROUND

A. Site and Surrounding Uses

Existing Ownership and Uses

The site consists of 11 separate lots belonging to five different owners. It is currently occupied by a restaurant, two taxicab companies, a parking lot and a brick garage, two vacant buildings and a few vacant parcels. Prior automobile related uses on several properties, including a former gas station, have resulted in contaminated soils that must be remediated as part of the redevelopment. Access to the parcels is now from 11 curb cuts on Mount Vernon Avenue and one access point on Commonwealth Avenue.

Size, Shape and Topography

The land involved in this development may be unique in the City. While large – approximately two acres (88,922 sf) – its shape and topography make it extremely challenging to develop. The site is an elongated, skewed triangle. It includes 880 feet of frontage along Mount Vernon Avenue and 430 feet of frontage along Commonwealth Avenue and comes to a sharp point at its southern end at the Mount Vernon/ Commonwealth Avenue intersection. The Commonwealth Terrace apartment building sits embedded within the slope of the site along Commonwealth Avenue.



FIG 8: Existing Lots with Buildings to be Consolidated



FIG 9: View of Model Looking West

The site climbs in grade as it goes north and there is a significant drop from west to east, although the grade varies along the site. The large changes in topography range from seven feet between Mount Vernon Avenue and Commonwealth Avenue near the southern point, 20 feet in the middle between Mount Vernon and the Commonwealth Terrace Apartments. Between the site and the Commonwealth Terrace Apartments, there is a six-foot privacy fence on the property line, along the parking lot for the apartments hiding an approximately six-foot retaining wall. The office condominiums to the north are depressed at their southern end with a 10 ft. high retaining wall located approximately six-feet from the subject property line. That property takes access from Herbert Street and Commonwealth Avenue to the north.

Surrounding Uses and Context

The development site sits at the convergence of several neighborhoods and a variety of uses and scales of development. Immediately to the north of the site is the Mount Vernon Square three-story office condo development built in 1987. To the east of the site is the three-story Commonwealth Terrace Apartment building, and across Commonwealth Avenue are several blocks of two-story townhouses. Immediately to the south of the site are commercial



FIG 10: Adjacent Uses

and civic uses: the Anthony's Garage site, Sun Trust Bank, Colasanto Park, and the Mount Vernon Recreation Center and School. At Raymond Avenue to the south is the recently approved but as of yet not constructed three-story residential live/work project. Across Mount Vernon Avenue to the west are the Warwick village neighborhood, with its two story townhouses and primary entrance at Kennedy Street, as well as the 15 story Calvert Apartments with its ground floor retail shops and parking lot.

Beyond the variety of immediately adjoining uses, however, are also several nearby neighborhood areas: to the south is the Del Ray neighborhood and Mount Vernon Avenue shops; to the west is not only Warwick Village but also the North Ridge single family neighborhood; north is the Arlandria mixed commercial and residential neighborhood and east is Lynhaven, Mount Jefferson, Route 1 and Potomac Yards.

B. Project Description

The applicant is proposing two relatively large buildings along Mount Vernon Avenue and smaller townhouse-scale units on Commonwealth Avenue. The 110,788 sq. ft. building is within the 1.25 FAR (111,152 sf) maximum permitted with a density bonus. The proposal consists of (90) 1-bedroom units with an average size of 835 sf, and (51) 2-bedroom units with an average of 1,100 sf. The proposal includes nine on-site affordable dwelling units.



FIG 11: Site Plan in Aerial

Although primarily residential in use, there is approximately 3,000 sf of commercial/retail space provided at the southern portion of the project on Mount Vernon Avenue. This element (along with the two levels of residential above) is developed as a semicircular three-story form, and provides a strong focal point as it sits overlooking the new public open space at the south end of the site, a prominent location in the neighborhood. The architectural presentation of the retail space with a curved colonnade emphasizes the point of the triangle and this important neighborhood intersection. A covered porch wraps around the south-facing semicircle and extends up Mount Vernon Avenue the length of the retail space, offering an attractive location for potential covered outdoor dining overlooking the open space, in the event that a restaurant would eventually be located within the space.



FIG 12: Exhibit 4 - South Building from Mount Vernon Avenue

The mixed-use buildings sit on top of a 236 space, two-level, parking garage which is located below grade on Mount Vernon Avenue and “lined” with townhouse style units on Commonwealth Avenue. The vehicular entrance to the garage is located on Commonwealth Avenue. The proposal includes streetscape and pedestrian improvements as discussed below.

C. Approvals Requested

The project requires the following approvals:

- CDD#13 Preliminary Plan approval
- DSUP approval, with site plan to
 - increase the floor area ratio from 1.0 to 1.25;
 - approval of an affordable housing density bonus, pursuant to section 7-700; and
 - parking reduction of 12 retail parking spaces and one loading space for the retail.

IV. STAFF ANALYSIS

The proposed development is located at a crossroads of neighborhoods and streets, in a completely developed part of the eastern section of the City. Its infill location on Mount Vernon Avenue commands, in addition to any required plan compliance, careful scrutiny and execution. If done well, the project could bring significant improvement to an undefined portion of the street and the neighborhood, strengthening both the corridor and the community. To ensure adherence to the highest standards, staff has raised and reviewed the following key issues as part of its analysis and positive recommendation:

- Mount Vernon Avenue Plan Compliance
- Building Design
- Neighborhood Compatibility
- Bonus Density/Affordable Housing
- Pedestrian Amenities/Streetscape
- Parking Reduction
- Traffic and Transit
- Community Concerns

A. Compliance with the Mount Vernon Avenue Plan

The most important question in any analysis of the proposed development is the extent to which it complies with the recently adopted Mount Vernon Avenue Plan. That Plan focused the attention of the City on the importance of the Mount Vernon Avenue corridor and its continued and enhanced economic health. Tying together both residential and commercial activity along its length, the Avenue provides pedestrian activity, economic vitality, and historic and cultural strength to the City. After extensive public input, the adopted Plan laid out a framework of strategies to strengthen the street over the next 15 years. The triangle site is one of only two large properties identified in the Plan for significant redevelopment and was highlighted because of its size, location, and existing condition and opportunity to enhance the Mount Vernon Avenue corridor.

The site is located in what the Plan identifies as the Commonwealth District planning area, where the Plan states that residential development is highly appropriate to provide for affordable housing opportunities and to strengthen the commercial core to the south. The market analysis of Mount Vernon Avenue concluded that only a modest demand for additional retail space, estimated at approximately 10,000 square feet, existed. The Plan also highlights the importance of assembling the 11 separate land parcels within the Triangle and developing the site in a coordinated manner. For this reason the site was rezoned to CDD #13, a flexible zone allowing for increased density in exchange for a coordinated development, extensive public amenities, including on-site affordable housing, and high-quality design.

Staff finds that each of the requirements of the Mount Vernon Avenue Plan has been met by the proposed development.

B. CDD Guidelines, Land Use Goals, and Design Guidelines

The Mount Vernon Avenue Plan includes a series of goals for the corridor, its land use, streetscape, parking and retail marketing. For this site those goals are represented in the CDD Guidelines, which form the zoning for this project and the amended Potomac West Small Area Plan. Those Guidelines reflect the land use goals of the Mount Vernon Avenue Plan. They also require, in the proposed building design, compliance with the Design Guidelines of the Mount Vernon Avenue Plan.

Over several months of coordinated work among city agencies, community and applicant, the proposal generally complies with the Plan and each of its CDD guidelines, land use goals and design guidelines, as conveyed in the following table.

**Table #1:
Compliance with the Mount Vernon Avenue Plan**

	Mt Vernon/Potomac West Plan/CDD Guidelines	Development Proposal
CDD development	Coordinated development	Assembly of 11 properties owned by 5 different owners
Land Use	Mixed residential or office with retail	Residential with retail
Density	.75 up to 1.25 w/affordable housing	1.25
Height	2.5-3 Stories, 45' max	3 and 4 Stories, 45' max
Massing	More density and height at north; step down in building mass along Commonwealth; compatible with character of area; Break building into components	Taller building at north end; liner units provide transition on Commonwealth Av design and architecture help compatibility with varied nearby scale. Design includes 3 separate building components; significant break at Kennedy Street
Neighborhood protection	Building stepbacks, breaks, setbacks and buffers; minimize impacts to Commonwealth Terrace Apts.	Building is broken into 3 parts, with stepback to minimize 4 th story, transition liner units on Commonwealth, and green space buffers surrounding Commonwealth Terrace apartments.
Open Space	Minimum 25%, 22,236 sf.	34,149 sf (38%) provided
	Large open space visible and functional from Mount Vernon Ave.	3,000 sf public plaza at south end; also 2,900 sf sitting area at north end and interior courtyard at Kennedy building break

	Mt Vernon/Potomac West Plan/CDD Guidelines	Development Proposal
Access	No vehicular or service access from Mt Vernon Avenue	Vehicular access is from Commonwealth
Parking	Must be underground	Underground parking
	Must be hidden with liner uses and architectural treatment	Liner apartments hide exposed garage from Commonwealth Avenue
Affordable housing	On site units must be provided consistent with effective policies	Project includes 9 affordable units;
Public Art	May include sculpture, murals, fountains or similar features.	Conditions require the inclusion of sculptural – focal element.
Streetscape/ Pedestrian	A consistent street system of walkways, furniture and safety features to make walking easier.	Project includes wide sidewalks, brick pavers, street trees, benches, bike racks, street crosswalks, bulb outs, and public open space.
Facade treatment	Primary facades to be masonry; secondary, cementitious siding	Primary facades are masonry.
Design of retail space	Retail space is to be at ground level, with entrances on Mount Vernon Ave, 14' floor to floor, and 75% min glazing ratio	3,000 sf retail space has entrances on Mt Vernon, 14' floor to floor and 75% glazing.
Design to create a consistent street wall	Building facades to continue existing streetwall; to be located within 10-15 ft of property line; include architectural elements for pedestrian interest and activity; facade setbacks to have max depth of 4 ft. Bays and subtle articulation is encouraged.	With no existing streetwall, the project creates one. It is setback 12 to 15 feet, with its primary entrances on Mt Vernon, incorporating facade setbacks and articulation of 2 to 4 ft.

Although staff finds overwhelming compliance with the CDD guidelines provided in the Master Plan for this site, additional comment regarding compliance with the Mount Vernon Avenue Plan is necessary and provided below on the following items: building design, neighborhood compatibility-scale, open space, and increased density.

C. Site Plan

The site's irregular triangle shape, steep topography, and double frontages at significantly different grades all make this site extremely difficult to redevelop, regardless of the scale and type of the buildings to be redeveloped.

Existing Trees

The depth of the site is shallow; constructing the underground parking garage occupies approximately 60% of the site. The garage and associated grading to construct the garage requires all of the existing trees on the eastern portion of the site be removed. Typically, staff would work with an applicant to site the buildings and parking to retain as much tree canopy as possible. In this case, because so much of the site will be disturbed due to the underground garage, all of the existing mature trees on the site (primarily on the eastern portion of the site) will be removed. While all of the existing trees will be removed, approximately 60 trees will be planted on the site and the perimeter of the site to help replace the tree canopy and provide screening for the adjoining Commonwealth Terrace apartments. Staff is further recommending that 15 additional shade and evergreen trees be provided on the terraces and slopes on the east side of the project to provide additional screening for the adjoining Commonwealth Terrace apartments.



FIG 13: Existing Site Trees from Mount Vernon / Commonwealth intersection

Grading:

Because of the considerable change in grade from Mount Vernon Avenue to Commonwealth Avenue, the entrance to the garage on Commonwealth Avenue and the garage itself will be partially exposed on the eastern - Commonwealth Avenue portion of the site. To screen this portion of the garage, “townhouse-style” liner units will be attached to the parking garage, which from Commonwealth Avenue will appear and function as townhouses.



FIG 14: “Townhouse-Style” Liner Units from Commonwealth Avenue

In addition, because of the existing Commonwealth Terrace apartments, a retaining wall will need to be constructed on the eastern portion of the site. Rather than constructing one taller wall, staff worked with the applicant to provide two smaller, approximately 5 to 7 ft. tall retaining

walls. Because of their height and proximity to the adjoining Commonwealth Terrace apartments, staff has included a recommendation that will require the materials and any necessary railings to be high quality. Regardless of the height or footprint of the buildings, the parking garage will be partially exposed on Commonwealth Avenue.

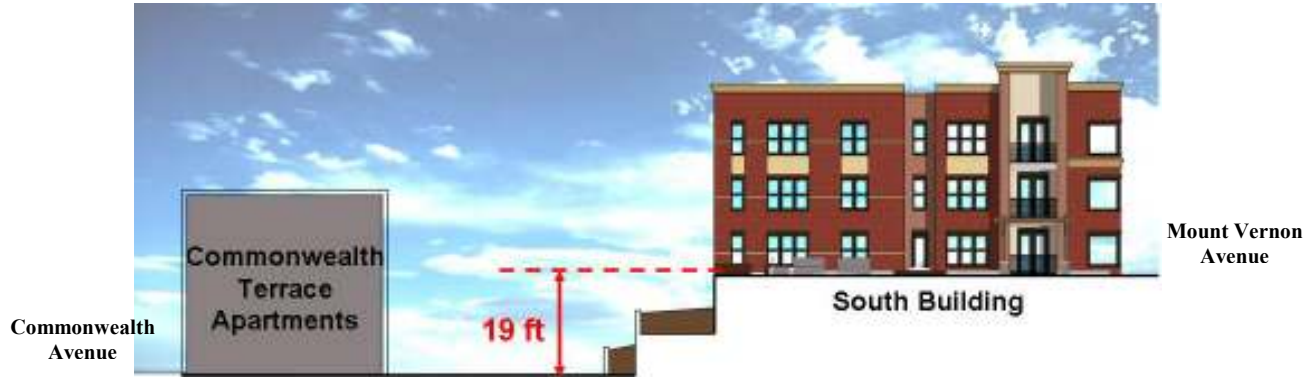


FIG 15: Cross-Section of Site through interior courtyard

Lot Size - Shape:

The first challenge with the site is that the depth of the site is shallow (110 feet in center) which essentially requires that the buildings be parallel to Mount Vernon Avenue and allows very little flexibility in modulating the building footprints. In addition, the Plan envisions open space on the northern and southern portions of the site, further restricting where buildings can be placed on the site.



FIG 16: Building Break at Kennedy Street

To reduce the perceived length of the building and site, staff worked with the applicant and community to provide a building break at the terminus of Kennedy Street. This break not only reduces the perceived length of the buildings but from an urban design perspective functions as a green extension of Kennedy Street, which will also function as a green courtyard for the residences.

Building - Scale - Design:

A goal of the Mount Vernon Avenue Plan is to provide redevelopment that ensures height, mass and density transitions between established low scale residential areas and areas of more intense

commercial redevelopment. This is of critical importance on this site due to the changes in topography and the adjoining residential townhouses and established residential neighborhoods.

In addition, one of the character defining elements of this neighborhood and the City is the architectural quality, variety and texture of the building styles, and the variation in massing and heights that occurs within each block. Because the buildings within each block developed over time, the result is that each block contains a collection of varied buildings and architectural styles. This variety is a character-defining element of Mount Vernon Avenue.

In this case, the applicant is redeveloping an entire City block at one time as a single project. To ensure that the proposal is more compatible with the character of the street, staff has worked with the applicant to design the project as a series of varying architectural styles with the insertion of the full building break and recesses where the discontinuity between building elements can be emphasized.



FIG 17: Exhibit #4 - South Building from Mount Vernon Avenue

Architecturally, the buildings have been broken down visually into a number of sub-units, to introduce more variety and also create the sense of a smaller-scale project. The facades employ a variety of styles, and utilize a variety of brick colors and other materials to reflect the smaller-scale “grain” of the area.

Through several iterations, the design of the project has evolved with the specific goal of creating high quality buildings which, through architectural design, reduce the perception of mass and scale on the site. The current proposal creates a collection of smaller buildings so critical to this site, through several means, including a large complete building break at Kennedy Street, three open space areas along Mount Vernon Avenue, stepbacks at the third story line, a variety of architectural styles, and significant articulation along the Mount Vernon Avenue frontage. The design thus helps reduce the perception of mass at this infill location.



FIG 18: North Building from Mount Vernon Avenue

D. Compatibility with Neighborhood

Height and Density Issues

As to the proposed height of the project, it is slightly greater than the optimum height of 2 ½ to 3 stories called for in the CDD guidelines. On the other hand, the zoning for the site, in the CDD chart in the zoning ordinance, makes clear that the actual maximum height for the project is 45 feet, and the project meets that requirement. The southern building on Mount Vernon Avenue is three stories, relatively compatible with the 2 ½ story Warwick Village townhouses across the street. The “townhouse style” liner units at the foot of Commonwealth Avenue are three stories as well, again relatively compatible with the two story rowhouses to the east. On the other hand, the building at the north end of the site is a full four stories tall with the fourth floor stepped back approximately 5-8 feet, although it is less than the zoning maximum height of 45 feet. It is arguably closer to the tall Calvert Apartment building than to Warwick Village, however, and the CDD guidelines anticipate increased mass and height at the northern end of the site.

The project does include a density increase because it provides much needed affordable housing. Without the increased density, the buildings could be reduced by approximately 22,000 sf, which equates to approximately 22 units including the affordable ones. If that floor area were subtracted, the building would be smaller. For example, the break between the two Mount Vernon Avenue buildings could be increased and the height of the northern building could be reduced. These changes would help the building better integrate with its surroundings, although it would still include larger structures than the other buildings around it.

There are a number of factors that work against any effort to minimize the height and bulk of buildings in any redevelopment of the site. First, because of the grade and the narrowness of the site, there is no opportunity to rearrange building mass on the site to hide it or break it significantly more than in the proposed development. The shape translates into narrow linear buildings, without much opportunity for setbacks. The topography rises a full 20 feet from Commonwealth Avenue to Mount Vernon Avenue. Any buildings – even one story buildings – on top of the rise will seem tall to a pedestrian on Commonwealth.

Policy Issue: Balance Competing Interests

The site is so challenging that any economically feasible, high quality development project on the site that includes the amenities and public benefits the City seeks, will result in something similar, and perhaps less desirable, than the development proposed in this case. The real question is one of policy: whether the amenities and public benefits included are worth a building that is slightly larger than ideal. For staff, on balance, the on-site affordable housing, the

building design, and the streetscape, underground improvements, public plaza and other amenities make up for the slightly larger than hoped for building size. Guided by the Mount Vernon Avenue Plan, which was supported by the surrounding neighborhoods, and the product of extensive public debate over many months, staff recommends approval of the development, to include increased density, because – again, on balance – it creates more good than harm for the neighborhood context generally and for the Mount Vernon Avenue corridor specifically.

E. Increased Density/Affordable Housing

The applicant has requested and staff recommends approval of an increase in density, as anticipated in the Mount Vernon Avenue Plan. The Plan sets out a three tier approach to density as follows:

- Tier 1: .75 FAR or 66,691.5 sf, as permitted by existing CL zoning
- Tier 2: 1.0 FAR or 88,922 sf, with CDD SUP approval and compliance with CDD guidelines
- Tier 3: 1.25 FAR or 111, 152 sf, with CDD SUP approval, compliance with CDD guidelines and on-site affordable housing bonus approval under Section 7-700 of the Zoning Ordinance.

In this case the applicant proposes a building of 110,788 sq. ft., which is within the 1.25 FAR, and requires a Tier 3 level of review.

The proposal includes nine on-site affordable apartments, which will be built as part of the market rate development and scattered throughout the project. In a proportional ratio to the market rate units, these will be six 1-bedroom affordable dwelling units and three 2-bedroom affordable dwelling units. The proposed sales price, in the case of a condominium, or the rent levels, in the case of a rental development, of the affordable dwelling units is proposed to be the maximum allowed in accordance with the moderate income housing regulations

The nine affordable units represents 1/3 of the 22,230 square feet of floor area gained by the increase from Tier 2 to Tier 3, and is consistent with the arrangement accepted by the City and a committee of citizens, housing advocates and developers to bring some consistency to affordable housing development contributions.

F. Open Space

One of the principal requirements of the Mount Vernon Avenue Plan for the redevelopment of the site is that it include significant open space areas. While only a minimum total of 25% of the

site is required, the Plan expressly requires that it be consolidated, usable and that a significant portion of it be visible from Mount Vernon Avenue. In addition, the Plan requires the creation of a large, functional, publicly accessible open space area at the southern corner of the site to provide a neighborhood amenity and to anchor the development as part of the neighborhood.

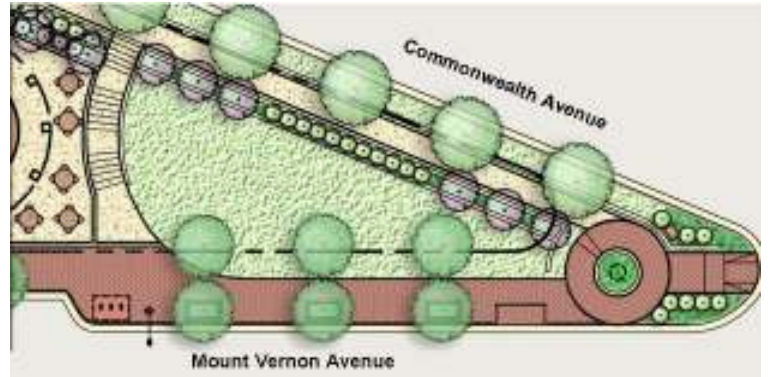


FIG 19: Public Open Space at Mount Vernon and Commonwealth Intersection

The applicant has met the 25% requirement (22,236 sf) by providing 34,149 sf (38%) of ground level open space. Some of the open space is usable and valuable; some of it is not. The following open space areas are proposed for the site.

South End Open Space:

As envisioned by the Plan, the development includes a large public open space at the southern end of the site. It is approximately 3,000 sf, but will appear visually larger because it is next to an outdoor patio which is part of the adjacent retail space and the walkways surrounding the plaza. The area is proposed to be primarily grass and will be framed by the Mount Vernon Avenue sidewalk and street trees to the west, a set of curvilinear steps connecting the Commonwealth and Mount Vernon Avenue sidewalks and the retail patio to the north, planters stepping down to Commonwealth Avenue with an ADA accessible sidewalk to the east, and a ten-foot tall clock encircled by brick pavers to the south. A public access easement will protect the right of the public to use the space, and the Homeowners Association will be required to maintain the open space and all retaining walls, including the portions of the walls and landscaping that extend into the public right-of-way.

This area, which will function as a community space, will enliven the street and the surrounding neighborhoods. Staff has included a series of conditions to guide the refinement of the open space, including enhanced landscaping, design details, site furnishings and high quality materials, including replacing the proposed clock with a sculpture. With those refinements, the space will likely be used by pedestrians, shoppers and neighbors, and to add to the health of this part of the Avenue, providing both activity and a respite area, as anticipated by the Plan.

One of the big challenges with the creation of open space at this corner is the change in grade from Mount Vernon to Commonwealth Avenue as well as the associated pedestrian crosswalk at the corner of Mount Vernon Avenue and Commonwealth Avenue. The change in grade requires a 3 to 5 foot retaining wall adjacent to the sidewalk. In addition, at this corner, right hand turns onto northbound Mount Vernon Avenue are a difficult turning movement for vehicles. To address these issues staff recommends that the right-hand turn lane from Commonwealth Avenue to Mount Vernon Avenue be eliminated replaced with open space and landscaping to make the pedestrian environment more attractive, useable and reduce the length of the crosswalk across Commonwealth Avenue. This will likely minimize the need for retaining walls and enable approximately 2,000 sf to be visually added to the corner open space, although the area will remain public right-of-way.

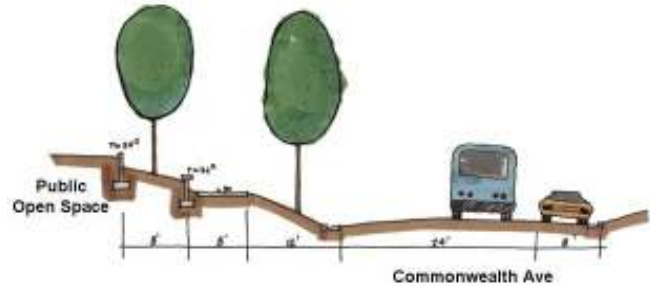


FIG 20: Attachment #1 - Cross-Section through Commonwealth Avenue and Walls on Public Open Space

North End Open Space:

A second open space area will be built at the north end of the site, adjacent to Mount Vernon Avenue. The space is approximately 3,000 sf and a circular brick paver sitting area has been provided with sporadic landscaping. Staff is recommending that the space be simplified with a series of trees that reinforces the triangular shape of the space and the site.

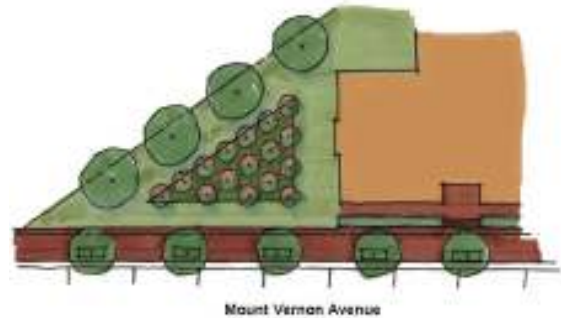


FIG 21: Attachment #2 - North End Open Space

Central Courtyard Area:

One semi-private open space area has been provided in the middle of the project, at the axis of Kennedy Street. This open space also serves as a mid-block building break with a pergola at the entrance and is visible from Mount Vernon Avenue. The space has special paving, benches, raised planters and landscaping. Staff is recommending that the space be modified to eliminate the pergola and provide upright trees in the space to provide a more visually open green space as a green visual extension of Kennedy Street as previously discussed. Staff is also recommending that the raised planter at the end of the courtyard be eliminated and that steps be provided to the terrace on the east side of the building with a sitting area provided on the terrace.

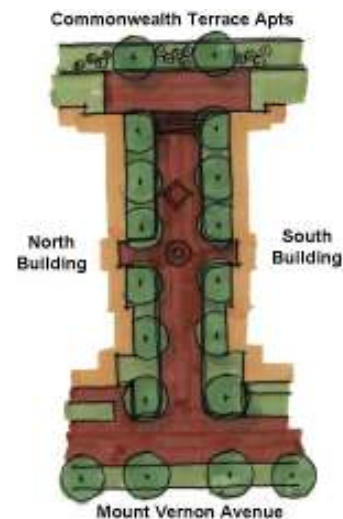


FIG 22: Attachment #3 - Central Courtyard Area

Rear Terraced Open Areas:

The buildings sit on two levels of underground parking structure that are designed to step back from the eastern property line in a series of landscaped terraces. The terraces are wide enough for landscaping and meet the 8'x8' open space size requirements. The upper terrace is wide enough to be usable open space and should be made accessible to residents as mentioned above. The large triangular space at the northeast corner of the site is steeply sloped and inaccessible and should be heavily planted for slope stabilization and screening purposes. The terraces are generally valuable in that they will be planted with attractive trees and landscaping that will serve as a buffer for the project from the adjacent Commonwealth Terrace apartment structure and Commonwealth Avenue to the east.

Townhouse Style Units on Commonwealth Avenue:

A small wedge-shaped open space area is provided behind the “townhouse style” liner units, over the top of the parking structure, where they intersect with the main building. The application includes two shade trees in this space, but additional thought is necessary. Staff’s conditions require enhanced landscaping in this area and that the space be accessible to the residents.

Additional Landscaped Areas:

There are additional open space - landscaped areas, including along Mount Vernon Avenue for the length of the development, as well as part of the north and south open space plazas and the interior courtyard and rear terraces. Staff’s conditions supplement the landscaping proposed by the applicant and will make significant areas of the developed site green.

Overall, the open space meets the Plan requirements. The three Mount Vernon Avenue open space areas will break the building and provide a softening affect; the street and the neighborhood.



FIG 23: Existing Streetscape at Mount Vernon and Commonwealth Avenues

G. Pedestrian Amenities and Streetscape Improvements

The Plan envisions a high quality streetscape in the Commonwealth District area, with healthy street trees, pedestrian scaled lighting and street furnishings to reflect an attractive and safe pedestrian environment. The proposed development, with its presence on Mount Vernon Avenue, incorporates, as it should, significant improvements to the streetscape, making the pedestrian experience easier and more comfortable, and providing an attractive continuity to the overall site. Staff has added recommendations that will require the following:

- Significantly improved pedestrian crossing at the intersection of Mount Vernon Avenue and Commonwealth Avenue;
- The existing 4 foot wide sidewalks along Mount Vernon Avenue will be improved. Sidewalks will be built along Commonwealth Avenue, where none exist today. In each case, sidewalks will be 11 feet wide (6 feet unobstructed), planted with consistent street trees and composed of brick pavers similar to elsewhere on Mount Vernon Avenue;
- All utilities will be relocated underground or otherwise hidden, including overhead wires and unsightly utility boxes and transformers;
- Four new crosswalks will be constructed to aid the pedestrian crossing the adjoining difficult streets. Two crosswalks will occur at the middle of the development at the juncture of the Kennedy Street entrance to Warwick Village; a third will be located on Commonwealth Avenue at Fulton and a fourth across Mount Vernon Avenue at the Commonwealth Avenue intersection;
- Sculpture and seating within the open space areas;
- Bulb outs for pedestrians will be built at the southern end of the site as well as at the Kennedy Street crosswalk locations to make crossing distances shorter and safer;
- A new bus shelter on Mount Vernon Avenue;
- Bicycle racks on Mount Vernon Avenue;
- Eleven curb cuts on Mount Vernon will be closed making it easier for pedestrians to traverse the area; and
- Pedestrian scale light poles.

One of the challenges with this site has been the pedestrian crossings on Mount Vernon Avenue, and at the Mount Vernon and Commonwealth intersection. To improve the pedestrian crossing and to improve the quality of the open space, staff is recommending that the right-hand turn lane on Commonwealth be removed, which will significantly reduce the crossing distance necessary for pedestrians and improve the quality of the open space at the corner.

H. Parking and Loading Reduction

The applicant has requested special use permit approval for a parking reduction of 12 of the 16 required retail parking spaces and the required loading space. There are different ways to assess the parking, and additional considerations given the site’s location, all of which allow staff to recommend approval of the reduction.

Required Parking and Loading Spaces

This residential and retail project has the following parking and loading requirements, based on the following:

	<u>REQUIRED</u>	<u>APPLICANT PROPOSAL</u>
Residential -141 units:	207	207
[15% visitor parking spaces]	31	20
Retail - 3,000 sf:	16	4
Loading Space	<u>1</u>	<u>0</u>
TOTAL	255	231

The applicant proposes to include in its project a two story parking garage with 231 parking spaces, and no loading space on site.

Visitor Parking

It has been the City’s policy to require 15% visitor parking and appropriately considers the visitor parking to constitute a parking requirement in SUP cases. The applicant is currently proposing 10% (20 visitor spaces) within the underground garage. In addition to the visitor spaces within the garage, there are eight (8) “new” on-street parking spaces adjacent to the units on Commonwealth Avenue. Staff has also asked the applicant to explore ways to increase efficiency in the garage for visitor spaces, which has resulted in five (5) additional parking spaces or 25 (12%) visitor parking spaces within the underground garage. While the eight (8) spaces on Commonwealth Avenue cannot technically be counted, these spaces will serve as visitor spaces for the development. With the five (5) additional spaces in the underground garage, and with the eight (8) additional on-street Commonwealth Avenue parking spaces staff supports the proposed residential parking.

On-street Parking

The Mount Vernon Avenue Plan strongly encourages that on-street parking be created along the frontages of this development site and that space for parking be made by removing one of two travel lanes on both Mount Vernon and Commonwealth Avenues near the site. The Mount

Vernon Avenue improvements, including some 20 on-street spaces, were made by the City within the last year. The applicant, as part of its project, will make improvements on Commonwealth Avenue, including the addition of 8 parking spaces along the development site frontage. In addition, the applicant's development, which eliminates 11 curb cuts on Mount Vernon Avenue, creates an opportunity for 7 additional spaces and a bus layby. Thus, there will be a total of 15 new on-street parking spaces created as a result of this project.

While the additional on-street spaces cannot be counted as part of the technical requirements, the additional spaces ease the parking burden generally, especially for retail parkers, and does consider the on-street spaces as partial justification in its parking reduction analysis.

Residential Neighborhood Parking

Many nearby residential townhouses were built without any off street parking. The result is that those residents rely exclusively on local streets for parking, and there is competition for convenient street parking, especially at peak times. Neighbors and staff have been understandably concerned that sufficient parking be included in the new development so that new residents do not compete with existing ones for valuable on-street parking locations. It is for this reason that staff is insistent that ample garage parking be provided for residents and visitors. Staff has also included a condition to require that 25 of the 31 visitor parking spaces be provided on site and prohibiting residents of the development from obtaining residential parking district permits, should a parking district in the area be created in the future.

Justification for Parking Reduction

Staff does not object to the proposed parking reduction in this case, with the determination that the reduction is for 12 retail spaces and because a number of factors show that the development can succeed without them.

First, it is physically impossible to provide additional parking in the proposed garage. Very simply, the alternative to a parking reduction is a loss of residential units, in order to make 16 of the garage spaces available for retail employees and customers. While staff has no objection to a smaller residential development, it believes that retail parking for a small number of spaces for retail customers is not a practical solution. Instead, staff predicts that many, although not all, retail customers will be residents of the new development or the nearby neighborhood and will walk to the site, not drive. There may be a market in the future for a heavy demand user of the retail space, such as a large restaurant, but that use would require an SUP at which time parking for the restaurant can be required. The retail spaces within the garage will be for employees.

Next, staff notes that consultants for the applicant prepared a parking study to assess existing parking capacity in the immediate area. The surveys, conducted on two different days, included then existing parking along Mount Vernon Avenue and Commonwealth Avenue between the intersection of those two roadways and Herbert Street. From a total of 61 existing spaces in the study area, the study found that significant on-street parking was available – at least 30% or 18 vacant spaces – at all times surveyed, which included late night peak resident parking times. These findings are consistent with the parking study performed for the City as part of the Mount Vernon Avenue planning effort, which found that between 51% and 57% of existing spaces are utilized on weekday evenings and 62% – 65% of existing spaces are utilized on weekend days. This study was done prior to the 20 new spaces provided along the property frontage by the City this past summer.

In addition, staff notes again that the addition of seven (7) new on-street parking spaces created on Mount Vernon Avenue (as a result of curb cut elimination) along with the existing 20 spaces adjacent to site on Mount Vernon Avenue is far better suited for and more likely to be used by retail customers.

Staff views the requested reduction of one retail loading space as similar to the retail customer parking, and notes that retail delivery trucks are simply unlikely to use an inconvenient interior garage loading area, even if one could be created within the dimensions of the proposed garage. The City has seen other cases, such as at the Saul Center and the Hilton Hotel on King Street, where required loading from inside a building is avoided by truckers and enforcement of interior loading spaces is problematic. The applicant has requested permission for a loading area on Mount Vernon Avenue, and staff supports the reduction as the loading arrangement will not be different from other places on Mt Vernon Avenue or King Street that now function acceptably well.

Finally, as part of the Plan, the City recognizes that healthy, active mixed use areas are often short on parking, and that infill development in such areas may need to be relieved of full parking compliance. For those reasons, some infill development in the core area, as well as outdoor dining, are permitted full parking waivers. Similarly, staff recommends that the proposed retail use should be allowed without the parking typically required.

I. Traffic and Transit

The development site sits at the convergence of Mount Vernon Avenue and Commonwealth Avenues, not far from Glebe Road, Rte. 395 and Route 1. The Mount Vernon and Commonwealth Avenue intersection at the southern end of the site is difficult, serving six different streets, with traffic traveling in three different directions. Therefore, staff reviewed the capacity of the surrounding streets to accommodate the new 141 residential units as well as

whether traffic and transit improvements could be made that would improve the ease and safety of the nearby traffic and transit system.

Traffic consultants for the applicant studied the area and concluded that the development would create minimal daily trips, even at peak times, and that the surrounding roadway system could easily carry the increased traffic. Analysis of the street system capacity today, as well as projected in the future both with and without the proposed development, showed scenarios that all resulted in acceptable levels of service, including during peak times. The study found that the proposed road narrowing, with on-street parking and bulb outs on Mount Vernon Avenue and Commonwealth Avenue would benefit traffic flow by helping to reduce speed and ease pedestrian crossings at intersections.

Staff found, however, that a series of improvements to nearby streets will benefit the area and reduce impacts from the new development. First, as noted, the applicant will be reducing the travel lanes on Commonwealth Avenue to create 8 new on-street parking spaces on Commonwealth Avenue.

In terms of transit, while the nearest Metro station, at Braddock Road, is 1.7 miles away, the project is now served by one Dash and four Metro bus routes, with existing bus stops currently located in front of 3041 Mount Vernon Avenue for northbound bus routes, and in front of the Calvert Apartments for southbound buses. This project has proposed to relocate the northbound bus stop and build a new bus shelter at the northern end of the property. Staff recommends a different location, closer to the existing bus stop, south of the Kennedy Street crosswalks, so that it is closer to the new building entrances, the new retail space and the new ADA crosswalks across Mount Vernon Avenue at Kennedy Street.

J. Community

There have been many meetings with neighborhoods surrounding the development site, in an effort to inform them of the development application, seek their input and understand any concerns they may have about it. The following Civic/Citizen Associations have been represented in a series of individual as well as joint meetings over the course of the applicant's concept review: Del Ray, Warwick Village, Mount Vernon Square Condominiums, Lennox Place, Mount Jefferson, Auburn Village, Lynhaven, and the Commonwealth Terrace Apartments.

If there is any one common concern, it has been parking, given the reality of residential areas having to park on nearby streets. Most neighbors are relieved to find that a large parking garage will be part of the development. Neighbors also have requested that on-street parking on Mount Vernon Avenue be limited to discourage long term residential parking and that new residents be prohibited from acquiring parking permits. In addition, residents have expressed opinions about the types of landscaping proposed, the location and convenience of garbage disposal, and

enhanced pedestrian amenities, such as crosswalks, increased bus stop visibility, street trees, and pedestrian-scale lighting.

The representative of the Mount Vernon Square office condominium complex to the north has suggested that the retail component of the project be located on Commonwealth, not Mount Vernon, Avenue, so that retail parkers do not use Mount Vernon Avenue, which office users evidently need for parking. There is also concern that residents, visitors and retail parkers will use the office's parking lot, although the condominium association should be able to protect itself with signage and towing from that potential problem. In addition, the Mount Vernon Square representative raised concerns about including benches in the open space area at the north end of the site, because of the potential for trash finding its way onto their property.



FIG 24: Proposed Retail at Open Space
from Mt Vernon

Finally, neighbors have been understandably concerned about construction activity. Staff has explained the proposed conditions of the development approval that include pre-construction meetings with the neighborhood, identifying a community liaison for the duration of the construction project, with contact information given to adjacent neighbors, and off site parking for construction workers.

Most neighbors are pleased to have the large development site redesigned with new uses and have been involved through the several meetings in addressing the specifics of the development.

V. CONCLUSION

For the above reasons and because it will strengthen and bring vitality to Mount Vernon Avenue overall, staff recommends approval of the proposal with the staff recommendations.

STAFF: Rich Josephson, Acting Director, Planning and Zoning;
Jeffrey Farner, Chief, Development;
Tom Canfield, City Architect;
Gary Wagner, Principal Planner; and
Kristen Mitten, Urban Planner.

VI. STAFF RECOMMENDATION

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 sidewalk on Mount Vernon Avenue shall consist of a 11 ft. wide brick sidewalk with 5 ft. x 10 ft. tree wells with a 6 ft. wide unobstructed sidewalk. The street trees shall be planted 30 ft. on-center.
 - b. The sidewalk on Commonwealth Avenue shall consist of a 6 ft. wide concrete sidewalk with a continual 6 ft. wide landscape strip adjacent to the curb, and a continual row of street trees shall be planted 30 ft. on-center between the curb and the sidewalk. The concrete sidewalk on Commonwealth shall continue over the garage ramp to provide a continual uninterrupted concrete sidewalk.
 - c. Street lighting for Mount Vernon Avenue shall be single acorn luminaires (VA Power standard acorn fixture) to replace the existing cobra head lights.
 - d. The planters adjacent to Mount Vernon Avenue shall be designed in a manner to function as a “seat wall” for pedestrians. The materials for the planter walls shall be brick and precast stone.
 - e. The applicant shall install two stamped and colored crosswalks at the corner of Mount Vernon Avenue and Commonwealth Avenue.
 - f. The sidewalk and proposed tree wells at the southern portion of the site adjacent to the open space (where on-street parking is not provided) shall be revised to be a 5 ft. wide landscape strip adjacent to the curb with street trees and 6 ft. wide sidewalk.
 - g. Two stamped and colored pedestrian crosswalks shall be provided at the intersection of Mount Vernon Avenue and Kennedy Street and one stamped and colored pedestrian crosswalk shall be provided at the intersection of Commonwealth Avenue and Fulton Street as shown on preliminary plan.
 - h. Proposed and existing transformers shall be undergrounded or relocated to a place satisfactory to the Directors of P&Z . Transformers shall not be located within or adjacent to the triangular open spaces areas on the northern and southern portions of the site. Transformers shall be setback a minimum of 10 ft from the right-of-way and screened with a decorative

- brick wall and metal gate with an opaque metal screen behind the fence.
- i. Because of the adjoining sidewalk and residential uses the garage door for the underground garage shall be recessed and primarily opaque.
 - j. All sidewalks shall align and connect with the existing sidewalks.
 - k. All existing electrical and telephone utility poles on Commonwealth Avenue, along the property frontage not including the existing utility pole serving Commonwealth Terrace, shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer.
 - l. A perpetual public access easement shall be provided for the portion of the perimeter sidewalks not located within the public right-of-way.
 - m. The curb on Commonwealth Avenue shall be relocated approximately 8 ft. to the east by eliminating the right turn lane to northbound Mount Vernon Avenue to the satisfaction of the Directors of T&ES and P&Z. The street section, walls, sidewalk and landscaped areas shall generally be as depicted in *Attachment # 1*.
 - n. The bus shelter on Mount Vernon Avenue shall be relocated to the south side of the Kennedy Street bulb-out.
 - o. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z)
2. The applicant shall provide five (5) visitor/customer bicycle surface parking spaces, fifteen (15) bicycle resident and two (2) employee bicycle spaces in the underground parking structure to the satisfaction of the Directors of T&ES and P&Z. Provide a manufacturer bicycle rack detail and specifications for the “Inverted U” type bicycle rack. Design and location shall be to the satisfaction of the Director of T&ES and P&Z. (T&ES)(P&Z)
 3. 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 outside of view of the public right-of-way to diminish the visibility of the air intakes from the public right-of-way. The proposed intake on the northern portion of the north building shall be relocated to the east side. Sufficient landscaping shall be provided to screen the intakes. (P&Z)
 4. All handicap ramps shall include detectable warnings in the form of truncated domes in accordance with American with Disabilities Act (ADA) requirements in the current American with Disabilities Act Accessibility Guidelines (ADAAG). ADA ramps/slopes shall be provided at all existing and proposed drives that cross the pedestrian sidewalk in the public right of way. Two ADA ramps shall be provided at all street corners. All materials for such ADA access shall be brick pavers on Mount Vernon Avenue in keeping with the proposed sidewalk.(T&ES)
 5. The applicant shall provide \$1,000/ea to the Director of T&ES for the purchase and installation of (7) City standard street cans along the public streets, all trash cans shall be Iron Site Bethesda Series, Model S-42 decorative black metal trash cans. (T&ES)

6. 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:

7. The open space area at the intersection of Mount Vernon and Commonwealth Avenues shall provide the level of detail and amenities depicted on the preliminary plan and shall also provide amenities such as special paving surfaces, materials, benches, trash receptacles, landscaping, etc. to encourage its use. In addition the open space shall be revised to provide the following to the satisfaction of the Director of P&Z:
 - a. A perpetual public access easement shall be granted for the open space to enable the area to serve as public open space. The easement and reservations shall be depicted on the plat of consolidation and shall be approved by the City prior to the release of the final site plan.
 - b. The open space shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities during hours normally associated with residential uses.
 - c. The walkways for the internal sidewalks shall generally be the same brick pavers as used on Mount Vernon Avenue to reinforce the public nature of the open space and shall provide pedestrian scale pathway lighting.
 - d. The open space adjacent to the retail shall be decorative pavers to reduce the perceived expanse of paving.
 - e. The proposed retaining walls for the open space shall be minimized to the greatest extent possible and constructed of the same brick as the adjoining building. All proposed walls shall be located outside the public right-of-way, unless a subsequent encroachment is approved by City Council.
 - f. The proposed clock shall be replaced with a sculptural-focal element that is an appropriate scale for the space and permanently mounted within the open space.
 - g. An interpretive sign or plaque describing the history of the area shall be developed and installed in the open space. The sign shall meet the specifications of Office of Historic Alexandria/Alexandria Archaeology.
 - h. Handrails if required shall be integrated into the walls and shall be decorative.
 - i. Provide evergreen shrubs and groundcover on sloped areas that will provide slope stabilization.
 - j. The trees on the perimeter of the open space on Mount Vernon and Commonwealth Avenues shall be October Glory Red Maple. The three trees within the open space shall be a minimum 3 inch caliper at the time of planting.
 - k. All landscaped and open space shall be irrigated.
 - l. All lawn areas shall be sodded.

- m. No shrubs higher than three feet shall be planted within six feet of walkways.
 - n. All landscaping shall be maintained in good condition and replaced as needed.
 - o. Shrub plantings shall provide seasonal color and be arranged to provide visual interest and harmony within the open space as well as be complimentary to the design of the public nature of the space.
 - p. Low scale pathway lighting.
 - q. 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/property manager or their designee. The improvements for the open space shall be installed prior to the issuance of a certificate of occupancy permit. (P&Z)
8. A final landscape plan shall be provided with the final site plan. The plan shall include the level of landscaping depicted on the preliminary landscape plan and shall also provide the following to the satisfaction of the Director of P&Z and RP&CA:
- a. The open space area at the northern portion of the site adjacent to Mount Vernon Avenue shall be designed as generally depicted in *Attachment # 2* as a linear row of ornamental trees such as Crabapple or Cherry and groundcover.
 - b. The central courtyard shall be revised to provide less hardscape and paving to be a green landscaped extension of Kennedy Street with small shade trees in planters such as River Birch or Thornless Honeysuckle as generally depicted in *Attachment # 3*. The planter at the end of the courtyard shall be removed and a stairway shall be provided to connect the courtyard with the terrace below, which shall have special paving, benches, lighting and landscaping.
 - c. Provide access from the building to the open space area behind the liner units. This open space shall be provided with special paving, planters with a variety of plant materials, benches and lighting. The hallway leading to the liner units shall have windows that provide visibility to the open space.
 - d. Provide foundation plantings at base of all buildings along both streets.
 - e. Street trees at intersection of Mount Vernon and Commonwealth Avenue, adjacent to the open space, shall be October Glory Red Maples.
 - f. Evergreen groundcover shall be provided within each tree well.
 - g. Street trees on Mount Vernon Avenue and Commonwealth Avenue shall be Willow Oak, exclusive the October Glory Red Maple adjacent to the open space.
 - h. Shrub planting shall provide seasonal color and be arranged to provide visual interest and harmony as well as be complement the design of the public right-of-way.
 - i. On the steep slope area in the northeast portion of the site, provide a minimum of 15 additional evergreen and shade trees and groundcover that will provide slope stabilization and screening.

- j. Where planters are necessary they shall be brick or stone and shall be a maximum height of 42 inches.
- k. The retaining walls on the eastern portion of the site adjacent to Commonwealth Terrace apartments shall be brick or stone. Any necessary railings shall be decorative metal. On the lower terrace along the east property line, provide a mix of large flowering deciduous and evergreen shrubs. On the next terrace above, provide ornamental and evergreen trees.
- l. The landscaped and open space areas shall be irrigated except for the steep slopes areas in the northeast corner of site.
- m. Plantings shall include a mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.

General:

- n. Amenities such as special paving surfaces, materials, trash receptacles, landscaping, etc. shall be provided within the central courtyard to encourage its use.
- o. The landscape plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
- p. Demonstrate coordination of above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. Ensure positive drainage in all planted areas.
- q. Depict and label limits of grass and planting areas including bed lines.
- r. Provide details for the planter including material, drainage, irrigation and soil depth as well as cross sections.
- s. 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.
- t. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
- u. The location of all light poles shall be coordinated with the street trees.
- v. All lawn areas to be planted with sod grass.
- w. The maximum height for shrubs next to walkways is 36 inches.
- x. All trees to be limbed up a minimum of 6 ft as they mature to allow for natural surveillance.
- y. Trees are not to be planted under or near light poles.
- z. Provide crown area coverage calculations in compliance with City of Alexandria Landscape Guidelines including pre and post-development computations.
- aa. Provide enlarged and more detailed landscape plans for the terrace areas and public spaces at Mount Vernon and Commonwealth Avenues, north end of project, interior courtyard between buildings and areas adjacent to Commonwealth Avenue.

- bb. Depict all utility structures, including transformers, on the final development plan and final landscape plan.
- cc. Landscaping shall be maintained in good condition and replaced as needed by the Condominium Owners Association, Property Manager and/or designee.
- dd. Provide the following notes on drawings:
 - i. “Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC.”
 - ii. “In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.”
 - iii. “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.”
- ee. Plant Index: Provide the following modifications.
 - i. Clarify specification for *Styrax japonica* as single or multi-trunk.
 - ii. Clarify specification for *Lagerstroemia Indica* as single or multi-trunk.
 - iii. Provide specification for turf areas as grass sod.
- ff. Planting Details:
 - i. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs and groundcovers. Clearly indicate that root flare of proposed trees will be exposed. Provide note indicating that mulch and soil shall be held away from tree trunk at top of root ball.
 - ii. Provide planting details for all proposed conditions on slope areas including single trunk trees, multi-trunk trees, shrubs and groundcovers. Clearly indicate that root flare of proposed trees will be exposed. Provide note indicating that mulch and soil shall be held away from tree trunk at top of root ball.
 - iii. Modify street tree planting detail to eliminate conflicts with other planting details. Do not install groundcover on top of root ball or within planting saucer.
 - iv. Provide surface tree wells with a minimum dimension as indicated in the City of Alexandria Landscape Guidelines. Street tree wells shall support a subsurface tree trench large enough to allow sufficient arable soil volume and adequate moisture for each tree. Tree trenches shall hold a minimum volume of 300 cubic feet of soil per tree.(P&Z)(RP&CA)(Police)

9. Provide a site irrigation & water management system, developed installed and maintained to the satisfaction of the Directors of RP&CA. Information shall include:
 - a. The 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. The 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 each building at a maximum dimension of 90 feet apart.
 - d. Provide at least one hose bib on the front and back of each at-grade-unit. (RP&CA)
10. Provide coordinated site utilities including the location and direction of service openings and required clearances for above grade utilities such as transformers, telephone, HVAC units and cable boxes. Minimize conflicts with plantings, pedestrian areas and major view sheds. Do not locate above grade utilities in dedicated open space. Do not locate above grade utilities in open space or plaza areas. (RP&CA)

C. RETAIL USES AND SIGNAGE:

11. The retail spaces shall be solely utilized by retail uses to include: a store engaged in the sale of goods for personal use that shall include, bakeries, barber shop/beauty salon, banks, credit unions, bookstores, clothing, clothing accessories, copier/reproductions, department stores, drugstores, dry cleaners (not dry cleaning plant), florists, cigar shops, travel agencies, health and sport clubs, groceries, jewelry, restaurants. (P&Z)
12. The applicant shall present a disclosure statement to all renters, and/or condominium owners and retail tenants signed prior to signing any lease or contract of purchase. The statement shall disclose the following:
 - a. That retail uses including but not limited to restaurants, bakeries, banks, bookstores, clothing, clothing accessories, drugstores, dry cleaners, florists, groceries, jewelry, restaurants and any similar use deemed by the Director of Planning & Zoning shall occur within the first floor retail spaces and that outdoor dining will likely be associated with any restaurants and the retail uses will generate noise and truck traffic on the adjoining public and streets surrounding the project and may have extended hours of operation.
 - b. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. (P&Z)

13. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building and to the retail bay on which it is displayed to the satisfaction of the Director of P&Z and shall comply with applicable codes and ordinances as well as the following:
- a. Sign messages shall be limited to logos, names and street address information.
 - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
 - g. No freestanding residential and/or commercial signs, with the exception of traffic signage shall be permitted. (P&Z)
14. The retail space shall be designed to provide the following:
- a. A minimum 14 ft. floor to floor height;
 - b. Entrances on Mount Vernon Avenue shall be required to be operable entrances for all tenant(s) and this shall be a requirement as part of the lease for each tenant.
 - c. The retail space shall be designed to not preclude the provision for retail and/or restaurant uses.
 - d. Provision shall be made for constructing exhaust vent shafts and grease traps within the residential buildings to accommodate future ground floor restaurant uses. (P&Z)

D. BUILDING:

15. The applicant shall hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies outlined below into the project with the best effort to reach the goal of achieving 20 points towards LEED certification under the U.S. Green Building Council's System. The architect shall provide a checklist and specific examples prior to the release of a building permit, to the satisfaction of the Director of P&Z and T&ES. Below is a list of suggested examples:

Sustainable Sites

- a. Utilize an Energy Star rated membrane roofing that exhibits a high reflectivity. This roof can reduce cooling load, and thus HVAC size, by as much as 10%.

- b. Minimize exterior lighting fixtures. Provide shielding to exterior lights to ensure that there is no direct beam light trespass onto adjacent property lines.
- c. Provide bicycle storage facilities as well as other methods to encourage alternative transportation to the site.
Water Efficiency
- d. Utilize native or adaptive plant species for the exterior planting beds and boxes.
- e. Provide water efficient fixtures.
Energy and Atmosphere
- f. Perform fundamental building commissioning prior to occupancy to ensure optimal performance of the building's systems.
- g. Minimize the need for artificial lighting for the interior spaces by maximizing day-lighting opportunities.
Materials and Resources
- h. Work to reuse salvageable materials from the existing building on site and for leftover building materials upon completion of construction.
- i. Provide centralized recycling collection point(s) within the building.
- j. Provide a waste management plan to target a reduction of waste being transported to local landfills.
- k. Where practical utilize materials that have high recycled content, such as steel and concrete with flyash. Purchase locally harvested and manufactured materials where practical.
- l. Provide tenant fit-out guidelines to encourage that the materials chosen are environmentally sensitive.
Indoor Environmental Quality
- m. Provide interior finishes such as paint and carpet with low VOC off-gassing.(T&ES)(P&Z)

m.

16. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated October 20, 2006. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall include the following:

Mount Vernon Avenue – Northern Building

- a. The portion of the building with the dark green fourth level shall be revised to provide the following:
 - i. The windows for the lower three levels shall be revised to be casement windows with mullion patterns typical of casement windows.
 - ii. The beige brick bands shall be converted to red brick.
 - iii. The metal entrance canopy shall be revised to be a prominent and integrated element of the building.
- b. The proposed beige fourth floor element shall be revised to provide the following:
 - i. The material shall be revised to be beige brick rather than stucco.

The brick shall include striping and/or banding to reduce the perceived length and expanse of this portion of the building.

Mount Vernon Avenue – Central Courtyard:

- c. Develop design of stair tower elements facing the central courtyard to provide a stronger focal point (i.e., use of glass block to create lantern element.) Extend these elements north and south into adjacent buildings to provide greater visual strength.

Mount Vernon Avenue- Southern Building:

- d. The portion of the building with the green metal bays shall be revised to provide the following:
 - i. A lighter color cornice located as generally depicted in Attachment #4.
 - ii. The retaining wall adjacent to Mount Vernon Avenue shall be revised to be the same color brick as the adjoining building. The wall shall also introduce vertical elements to reduce the perceived length of the wall.
 - iii. The metal bays shall provide additional detail and articulation.
- e. The center “building” shall be revised to have three pavilions to vary the roof height as generally depicted in *Attachment # 4*.

East Façade:

- f. The beige stucco shall be revised to be a beige or lighter color brick.
- g. A cornice shall be provided between the second and third story windows and the roofline shall be more varied.

Commonwealth Avenue:

- h. The varied color materials for each of the “townhouse-style” units shall be a painted brick.

General:

- i. Each of the decks shall be clad with metal for the fascia and the bottom of the balcony.
- j. The retail base shall provide low-level pedestrian-scale lighting as an integral part of the facade design to add nighttime visual interest to the buildings.
- k. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
- l. All refinements to the design and materials shall be revised prior to the release of the final site plan.
- m. Provide additional breaks in long facades on east elevations of north and south buildings through plane and color changes, and variation in parapet heights.

- n. Provide large-scale plan/section/elevation drawings of typical bays and all entryways, canopies or other special features.
 - o. There shall be no visible wall penetrations or louvers for HVAC equipment: all such equipment shall be rooftop-mounted. No wall penetrations shall be allowed for kitchen, dryer, water heater, and bathroom vents unless the architect can adequately demonstrate, to the satisfaction of the Director of P&Z, that these systems cannot be vented to the roof. If these vents must penetrate the exterior wall, they shall be minimized to the greatest extent possible and designed into the architecture of the building to reduce visibility. Otherwise these vents shall be carried through to the roof, and located where they are not visible from the public right-of-way.
 - p. Provide detailed design drawings showing all architectural metalwork (balcony rails, garage doors, and other building and site elements).
 - q. The over-run for the elevator shall be limited to a maximum height of 5 ft. above the roof. (P&Z)
17. Based on a history of sound transmission complaints, it is recommended that all dwelling units have a STC rating of at least 60. Alternatives which demonstrate a level of equivalency to this condition are subject to the approval of the Director of Code Enforcement. (Code)
18. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided.(Code)
19. 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)

E. AFFORDABLE HOUSING:

20. Pursuant to the Affordable Housing Plan reviewed and approved by the Affordable Housing Advisory Committee (AHAC) on November 2, 2006, CarrHomes, LLC (“the Developer”) or its successors, shall set aside nine (9) units as affordable units for income eligible households. Six (6) of the units will be one bedroom units and three (3) will be two-bedroom units. The nine affordable set aside units represent 37% of the total number of units that will accrue from the bonus density requested for this project. (Housing)
21. If the set-aside units are marketed as condominiums to first time homebuyers the sales prices shall be as follows: \$175,000 for a one bedroom unit and \$225,000 for a two bedroom unit. A parking space shall be provided for each unit. At the City’s discretion, the set-aside units may be sold to a non profit entity for the same terms to be operated as affordable rentals. If the units are sold to a non profit, operation of the rental units shall be governed by a separate agreement to be entered into between the City and the designated entity.
22. The affordable units shall be of comparable size, design and finish as other units in the development, and shall have access to all community amenities. The affordable units shall be located throughout the buildings in the development.
23. If the project is developed as condominiums, deed restrictions governing re-sale shall be recorded at settlement to ensure at least a thirty-year period of affordability.
24. In the case of a condominium, if the developer sells the market rate units for less than expected (currently, \$300,000 for a one bedroom unit, and \$400,000 for a two bedroom unit), the developer will make a proportionate reduction in the sales price of the set-aside units.
25. Real estate commissions shall be paid (or not paid) for the affordable units in the same manner and on the same basis as for market rate units.
26. Whatever incentives (excluding financial incentives) are offered by the developer to any potential purchaser or renter of market rate units shall also be offered to the purchaser or renter of the affordable units.
27. In the case of a condominium, the City shall have the exclusive right to market the affordable units for a period of ninety (90) days after receipt of notice from the developer that certificates of occupancy are anticipated within six months. If the City is unsuccessful in finding qualified purchasers for the affordable units within the 90 day

period, the developer will have the exclusive right to market such units, to qualified buyers.

28. If the project is developed as apartments, the set-aside units shall be maintained as affordable rentals for a period of 20 years. Rents (including utility allowances) for the set-aside units shall not exceed maximum rents allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington, D.C. Metropolitan Area Family Median Income. The developer shall re-certify the incomes of households residing in these units annually, and shall provide the City access to monitor records for compliance. Households with Housing Choice Voucher/Section 8 subsidies shall not be denied admission, if otherwise qualified.
29. Any future amendments to the affordable housing Plan must be reviewed and approved by AHAC and the City Manager. (Housing)

F. PARKING:

30. The applicant shall revise the layout for the underground parking garage to provide all 207 required residential parking spaces, 25 visitor spaces and 4 retail employee spaces. 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)
31. A minimum of 236 parking spaces (207 residential + 25 visitor + 4 retail) shall be located in the underground garage for residents, visitors and retail employees. A minimum of one space for each unit shall be provided within the garage as part of the purchase or rental price for each unit. No more than two parking spaces shall be assigned to a specific unit; all unassigned resident spaces in the garage shall be made generally available to residents. (P&Z)
32. 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)

33. 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)
34. Handicap parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. (Code)
35. 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. Label all the dimensions. (T&ES)
36. The applicant shall replace or relocate any pedestrian countdown signals disturbed by development and provide pedestrian actuated warning signals for both Kennedy Street crosswalks. (T&ES)
37. The height of the ceiling of the below-grade parking garage shall be less than seven feet six inches. The applicant shall provide cross sections demonstrating compliance with this condition at Final Site Plan. (P&Z)

G. SITE PLAN:

38. 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 and shall be approved by the City prior to commencement of framing. (P&Z)
39. As part of the request for a certificate of occupancy permit, the applicant shall submit a Final Location Survey and Garage 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(s). The certification shall be prepared and sealed by a registered architect or surveyor 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)

40. All existing and proposed utility poles and overhead electrical/telephone lines for the site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z)
41. Depict and label all utilities and the direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. All utilities including but not limited to transformers, telephone and cable boxes shall be screened and shall not be visible from the adjoining streets and shall not conflict with the northern pedestrian connection. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type and location of all utilities on the final site plan. If the utilities cannot be located as outlined above, the utilities shall be located underground in vaults which meet Virginia Power standards. (P&Z) (RP&CA)
42. A freestanding subdivision or 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)
43. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES & P&Z, 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. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in lumens or watts. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan should cover site, adjacent right-of-way and properties.
 - e. Lighting fixtures shall be setback two feet from back of curb. Provide detailed information indicating proposed light pole and foundation in relationship to adjacent grade or pavement. Street light foundations shall be concealed from view.

- f. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. Pole mounted light foundations shall be concealed from view. (P&Z) (T&ES) (RP&CA) (Police)
44. The applicant shall submit a 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)
45. For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.
46. For the safety of the persons using the proposed garage, the walls and ceiling in the garage should be painted white or dyed concrete (white) can be used to increase reflectivity and improve light levels at night. Also, using less concrete allows for natural light to enter and give the deck a feeling of openness.
47. Prior to the release of the first certificate of occupancy for the project, the Director of P&Z and the City Attorney shall review and approve the language of the Condominium Homeowners Association Agreement to ensure that it conveys to future homeowners the requirements of this development special use permit, including the restrictions listed below and other restrictions deemed necessary by the City. The applicant shall present a disclosure statement to potential buyers disclosing the following. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
 - a. Prior history of the site has created environmental hazards that have been remediated with the development of the site. Past uses of the site included auto service related uses;
 - b. 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;
 - c. The parking spaces shall be reserved for the use of the condominium / residential parking;
 - d. A minimum of 236 parking spaces shall be located in the underground garage for residents, visitors and retail employees. A minimum of one space for each unit shall be provided within the garage as part of the purchase price for each unit. A minimum of 25 visitor and four (4) retail employee parking spaces shall be provided for within the garage.
 - 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)

48. 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)
49. A temporary informational sign shall be installed on the site prior to approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information. The sign shall notify the public of the nature of the upcoming project and shall provide the applicant's phone number for public questions regarding the project. (P&Z)
50. 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)
51. 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)
52. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
53. The minimum diameter for public storm sewers is 18-inches. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
54. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
55. Show all existing and proposed easements, both public and private. (T&ES)
56. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the City or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state.(T&ES)

57. Provide post development estimates of average day, maximum day, and peak hourly sanitary flow; and perform the sanitary sewer carrying capacity analysis to prove that sufficient transport capacity exists in the wastewater collection system. If the existing system is found to be deficient in its carrying capacity then an alternate solution shall be found to the satisfaction of the Director of T&ES (T&ES)
58. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan.(T&ES)
59. All refuse/recycling must be placed at the City right-of-way if City pick up is to be utilized.(T&ES)
60. If solid waste services are to be provided by the City, the following conditions must be met. The development must meet all the minimum street standards, including all standard cul-de-sac turnarounds, if applicable. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
61. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
62. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheet on the site plan. (T&ES)
63. 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)

64. The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "*Solid Waste and Recyclable Materials Storage Space Guidelines*", or to the satisfaction of the Director of Transportation & Environmental Services. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
65. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (Code)
66. Replace existing curb and gutter, sidewalks, and handicap ramps, adjacent to site and scope of work, that are in disrepair or broken. (T&ES)
67. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
68. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan. 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)
69. No major construction staging will be allowed from Commonwealth Avenue and Mount Vernon Avenue. Applicant to meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
70. Any structural elements that extend into right of way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
71. Due to historic uses at the site 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)
72. 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.
 - e. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan.(T&ES)
73. Due to the close proximity of the site to two major thoroughfares and 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 major thoroughfares 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)
74. Mixed use developments generate considerable noise complaints. Applicant shall limit noise impacts from loading activities by employing noise mitigation techniques, changing practices such as prohibiting night-time loading between 9 pm and 6 am and/or some other mitigation measures to the satisfaction of the Director of T&ES. (T&ES)
75. All exterior building mounted loudspeakers are prohibited. (T&ES)
76. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
77. 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)

78. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
79. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
80. The site is located on marine clay areas as delineated on the City map of marine clay areas. Provide a geotechnical report with the final site plan, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
81. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public easements, pedestrian or vehicular travel ways.(T&ES)
82. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW shall meet City design standards. (T&ES)
83. 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, other than what is depicted on the prelim plan, are not permitted as they impede traffic flow. (T&ES)

H. STORMWATER:

84. Review all existing utility information and show the missing sanitary and storm sewers on the plan. Some of the existing storm sewers shown on the plans are in conflict with City Utility information. The location of the 48" storm sewer traversing the site and the 54" storm sewer on Commonwealth are not shown correctly.(T&ES)
85. Developer to comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance (AZO).(T&ES)
86. 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)
87. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns.(T&ES)
88. 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)

89. Plan must demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
90. Provide the calculations of Runoff Coefficient, C (Sheet 11 of 20)(T&ES)
91. The project site lies within The Four Mile Run watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
92. The storm water collection system is located within the Four Mile Run 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)
93. 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. (T&ES)
94. 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)
95. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
96. 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)

97. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES.(T&ES)
98. If units will be sold as individual units and a Condominium Association (COA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Condominium Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements 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.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the 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.

Otherwise the following condition applies:

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)

99. 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)

100. 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 (c) of the Zoning Ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of 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

Code Enforcement:

- F-1 ~~The North building is above 50 feet over the average grade plane. Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. The current design does not support ladder truck access. Provide ladder truck access or obtain a Code Modification from the Director of Code Enforcement demonstrating an alternate level of equivalency for ladder truck access.~~ **Finding deleted, buildings are under 50 feet in height.**
- F-2 FDC for North building is less than 40 feet from hydrant. FDCs shall be located no greater than 100 feet and no less than 40 feet from the nearest hydrant served. **Finding resolved, FDCs relocated.**
- F-3 FDC for South building is located over 100 feet from nearest hydrant. FDCs shall be located no greater than 100 feet and no less than 40 feet from the nearest hydrant served. Recommend one FDC be relocated to Commonwealth Avenue with an additional hydrant on Commonwealth Avenue side. **Finding resolved, FDCs relocated.**
- F-4 Provide data on proposed ownership of garage and buildings. Will all structures be under common ownership? **Finding resolved, common ownership of garage established per applicant.**
- F-5 There are no handicap parking spaces located in garage by North building. All parking is clustered at South building. Redistribute spaces. **Finding not resolved. Redistribution has positioned several spaces a significant distance from accessible entrances. Relocate handicap parking evenly by each accessible entrance on the same side of the elevator lobby access.**
- F-6 Identify fire sprinkler design intentions for this project. Will the fire sprinkler systems for each residential system and the garage be fed separately or off a common feed? Are these systems to be considered separate or one combined system? **Finding not addressed**
- F-7 **The preliminary plans show one stairwell per building. This is non-compliant with the requirements of the USBC.**
- C-1 Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. **Condition met.**

- C-2 A separate tap is required for the building fire service connection. **See F-6 above. In addition, both lines entering the building are identified as Fire Lines. One is listed as Fire Line and the other is listed as Domestic Fire Line. Clean up labeling and clearly identify fire lines from domestic waterlines.**
- C-3 Required exits, parking, and facilities shall be accessible for persons with disabilities. **See F-5 above.**
- C-4 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-5 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-6 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Show exhaust and intakes at Completeness submission. **Condition not met, exhaust vents provided. No location(s) of intake vents shown.**
- C-7 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor ; e) fire protection plan. **Condition not met. Incomplete construction type and sprinkler design standard.**
- C-8 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **Condition met.**
- C-9 ~~Building is over 50 feet in height and as such is required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Condition deleted, building is under 50 feet.~~
- C-10 A soils report must be submitted with the building permit application. **Acknowledged by applicant.**

- C-11 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.**
- C-12 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-13 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides of the wall. As alternative, a 2 hour fire wall may be provided. This condition is also applicable to skylights within setback distance. Openings in exterior walls between 3 and 5 feet shall not exceed 25% of the area of the entire wall surface (This shall include bay windows). Openings shall not be permitted in exterior walls within 3 feet of an interior lot line. **Acknowledged by applicant.**
- C-14 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. **Acknowledged by applicant.**
- C-15 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Acknowledged by applicant.**
- C-16 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). **Acknowledged by applicant.**
- C-17 This structure contains mixed use groups [R, Residential; S-2, Low-Hazard Storage (public garage, group 2) and is subject to the mixed use and occupancy requirements of the USBC. **Acknowledged by applicant.**
- C-18 Required exits, parking, and facilities shall be accessible for persons with disabilities. **Acknowledged by applicant.**

Transportation and Environmental Services:

- F-1. 3035 Mt. Vernon is the Mt. Vernon Cab Company (UST in use) and 3111 is the Shell station with a LUST removed in 1987. Possible remnant contamination.
- F-2. Applicant response letter is missing pages 12 and 14 - the sheets that contain the majority of DEQ comments - and responses.
- F-3. Sheet 12 of 20: NOTE at the bottom of Worksheet B (re: phosphorous loading requirements) is incorrect and shall be removed.

- F-4. Sheet 12 of 20: Applicant shall state what type of BMP will be provided. A “BMP Filter” is not sufficient.
- F-5. BMP is not appropriately labeled as such on any plan sheet. Label on each sheet.
- 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.
- C-15 The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials.(Sec. 5-1-99)

Police:

- R-1 The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the construction trailer(s) as soon as they are in place.
- R-2 Trees should not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R-3 Trees are to be limbed up to a minimum of 6 feet as they mature, to allow for the greatest amount of natural surveillance.
- R-4 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R-5 All proposed shrubbery should have a maximum height of 36 inches when it matures.
- R-6 In reference to the open space benches, the Police Department recommends that the applicant choose to use the same type of bench that the City has designated for its parks. This is a bench style that eliminates or discourages long-term usage such as sleeping or skateboarding.
- R-7 The applicant is installing a bus shelter. The Police Department suggests that the shelter be installed with extremely good visibility, away from areas of entrapment.
- R-8 For the safety of the persons using the proposed garage, it is recommended that the builder construct stairwells to be visible, without solid walls.

(Staff has not included the below lighting recommendation within the staff recommended conditions, and has instead recommended that the lighting plan be designed to meet city standards in consultation with the Chief of Police.)

- R-9 The lighting for the surface parking lot and all common areas is recommended to be a minimum of 2.0 foot candles minimum maintained.

Virginia American Water Company:

- R-1. Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
- R-2. VAWC will require a copy of the Code Enforcement approved needed fire flow calculations for this project.
- R-3. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room.
- R-4. On sheet 10 there is an 8" domestic fire service called out. Which is it, domestic or fire?
- R-5. Is on fire service and one domestic service going to serve both buildings?

Health Department:

- R-1 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.
- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Five sets of plans are to be submitted to and approved by this department prior to construction of any facility regulated by the Health Department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-6 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-7 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-8 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, 54.1-3029 and must possess an Alexandria Massage permit in accordance with the Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-9 Coin operated dry cleaning facility plans must comply with Title 9, Chapter 4, Coin operated Dry Cleaning Establishments.
- C-10 Coin operated laundry plans must comply with Title 9, Chapter 5, Coin operated Laundries.
- C-11 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- C-12 Food must be protected to the point of service at any outdoor dining facility.

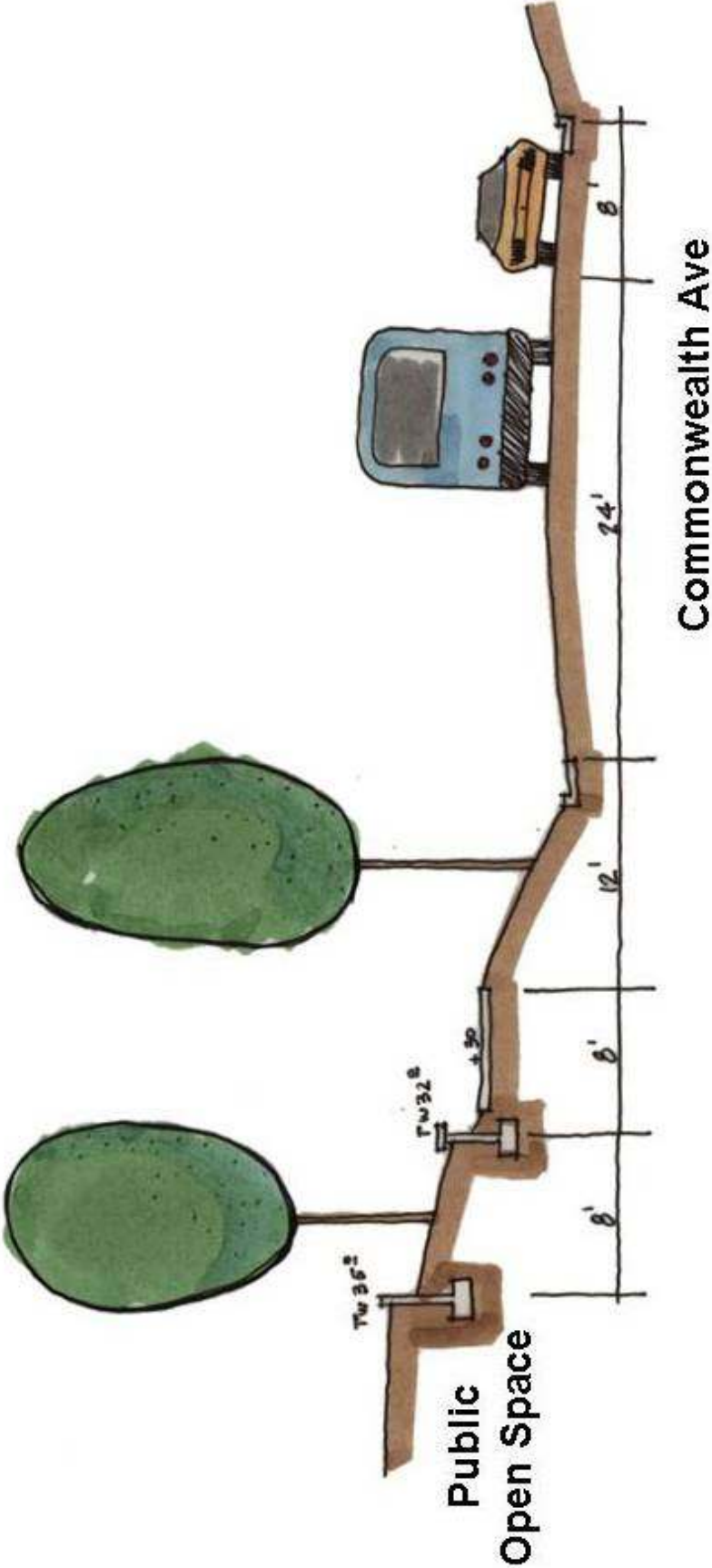
Alexandria Sanitation Authority:

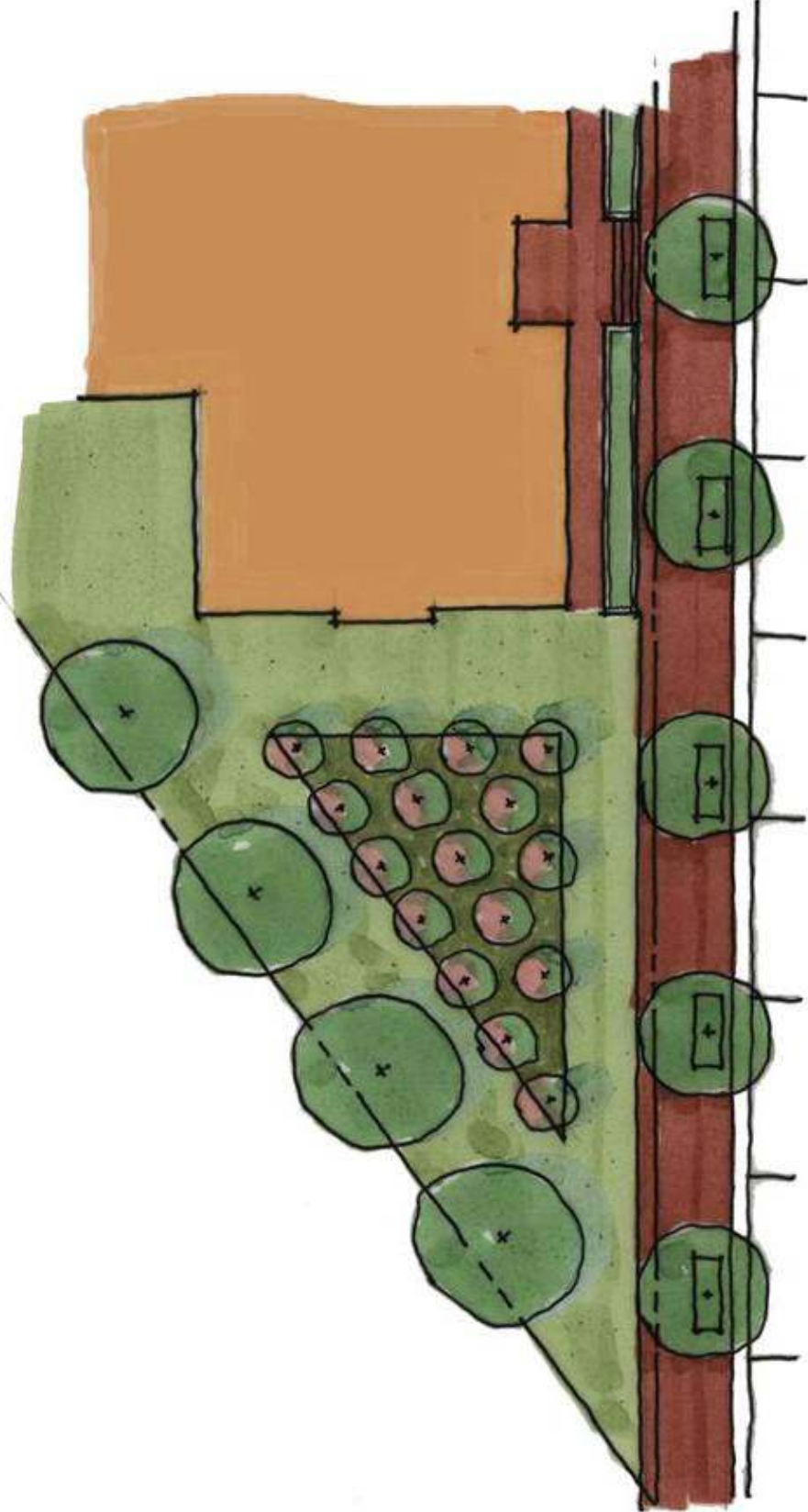
- C-1 Ensure all discharges are in accordance with City of Alexandria Code 4035.
- S-1 City of Alexandria Allocated Capacity is 21.6 MGD. The City of Alexandria is required to maintain a flow registry for increased flow to ASA. Recommend that the increased flow into the Commonwealth Interceptor be placed in the City of Alexandria sewage flow capacity registry.
- R-1 24" Commonwealth Sanitary Force Main should be detailed on drawing.
- R-2 ASA 24" Force Main impacted by proposed development. Proposed utilities from development encroaching into ASA easement. Engineer should contact ASA to discuss direction in locating and protecting ASA's infrastructure.
- R-3 The footprint impacted by development has history of soils that are unstable. ASA could require bore testing and soil analysis to determine soil stability. Possible voids and caverns from excavation could jeopardize 24" Sanitary Force Main integrity.

Historic Alexandria:

Low potential. No archeological action needed.

Attachment #1

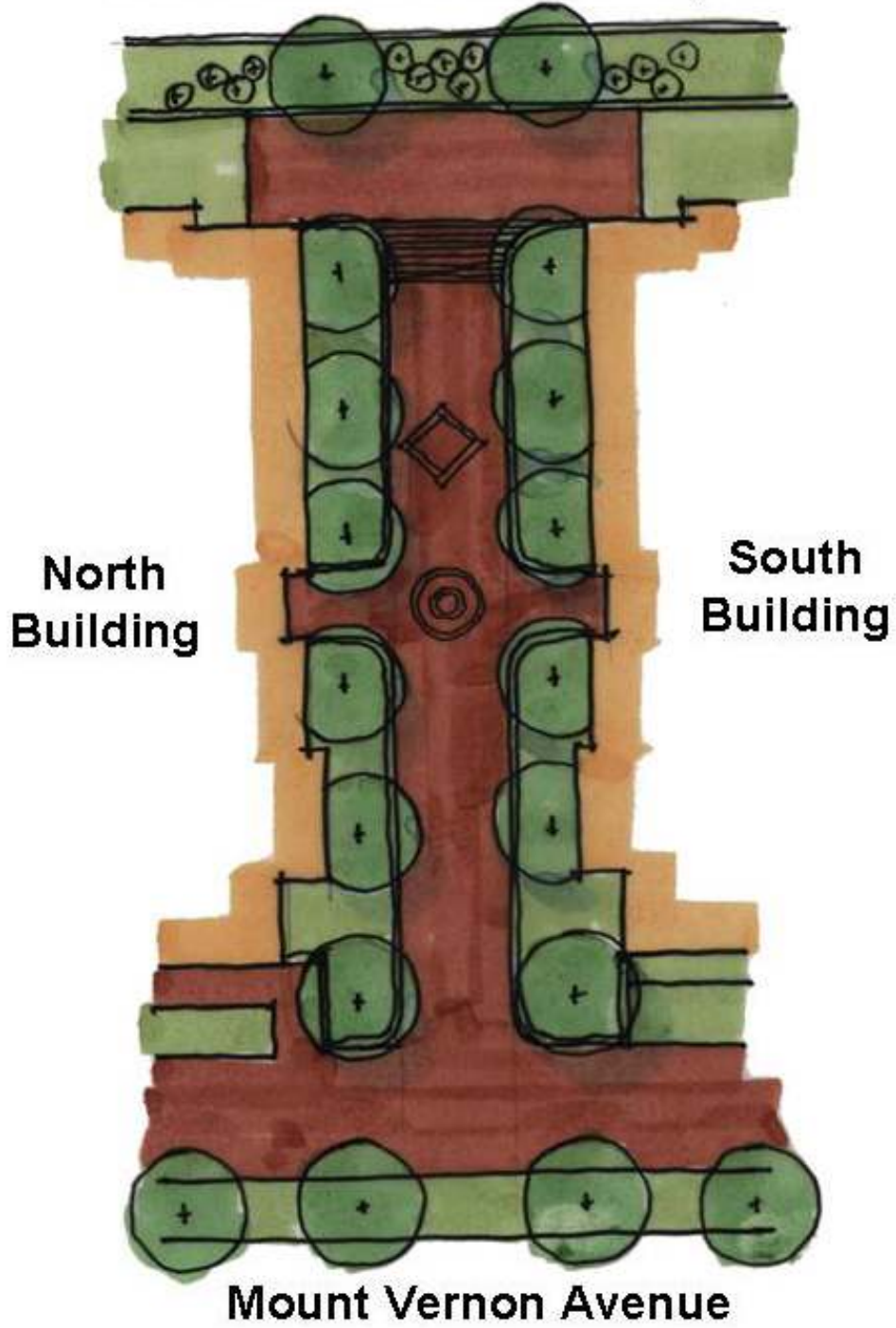




Mount Vernon Avenue

Attachment #3

Commonwealth Terrace Apts





Attachment #4