

Docket Item #8

DSUP#2004-0033

Alexandria Animal Hospital

2712 Duke Street

**Planning
Commission**

March 4, 2008



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Development Special Use Permit#2004-0033
Alexandria Animal Hospital

Planning Commission Meeting
March 4, 2008

ISSUE: Consideration of a request for a development special use permit, with site plan, for construction of an animal hospital.

APPLICANT: Duke Street, LLC
by Duncan Blair

STAFF: Gary Wagner, Principal Planner; gary.wagner@alexandriava.gov
Jeffrey Farner, Chief, Development; jeffrey.farner@alexandriava.gov

LOCATION: 2712 Duke Street

ZONE: CG/Commercial General

I. PROJECT DESCRIPTION

PROPOSAL	FACTS
Consistency with Strategic Plan/Taylor Run/Duke Street Small Area Plan	<ul style="list-style-type: none"> ▪ Consistent with Strategic Plan to provide compatible infill development with quality design and architecture. ▪ Consistent with Small Area Plan to provide low-density, commercial development and reduce curb cuts along Duke Street.
Use	<ul style="list-style-type: none"> ▪ Animal Hospital.
Open Space	<ul style="list-style-type: none"> ▪ 5,400 sq. ft. or approximately 18% of site.
Pedestrian Environment	<ul style="list-style-type: none"> ▪ 8 ft. wide sidewalk, 6 ft. landscape strip, and double row of street trees provided along Duke Street. ▪ Pedestrian access from Duke Street to Witter Drive, and the approved recreational fields.
Building Compatibility	<ul style="list-style-type: none"> ▪ 42 foot tall building has main entrance on Duke Street with small ceremonial entry plaza. ▪ High quality building materials consisting of brick, cast stone, aluminum, and glass.
Traffic/Transit	<ul style="list-style-type: none"> ▪ Site has vehicular access from Witter Drive via Duke Street. ▪ DASH and Metro bus stop along Duke Street frontage. ▪ A combined total of 368 trips are projected for the proposed animal hospital and existing car dealership. ▪ Existing left turn lane to be extended and traffic signal to be added at the intersection of Duke Street and Witter Drive. ▪ Existing right turn into the property from Duke Street to be closed.
Parking	<ul style="list-style-type: none"> ▪ Parking structure with 66 parking spaces provided (35 below-grade and 31 surface spaces). ▪ One (1) off-street loading space provided. ▪ Bicycle parking provided for employees and visitors.
Environmental	<ul style="list-style-type: none"> ▪ LEED-NC certification
Affordable Housing	<ul style="list-style-type: none"> ▪ Voluntary contribution of \$26,042
Fiscal	<ul style="list-style-type: none"> ▪ Estimated building construction is \$3M. ▪ Estimated projected tax revenue is \$28,000.

II. Executive Summary

The applicant is requesting approval of a development special use permit to construct a 3-story, 17,361 sq. ft. full-service animal veterinary hospital. The proposed site is on a portion of the existing Land Rover car dealership, currently being used as surface parking and the display of vehicles. The proposed facility would be a replacement of the existing animal hospital to the east of this site. The dealership plans to enter into a land exchange with the existing animal hospital property. The dealership has agreed as part of the exchange to construct the new animal hospital on the new lot.

The proposal presents an opportunity to provide building, pedestrian, and streetscape improvements on Duke Street. In conjunction with the new City recreational fields proposed at 2600 Business Center Drive, traffic, pedestrian, and streetscape improvements will be provided along Duke Street and Witter Drive. The applicant has agreed to provide a new traffic light and extend the left turn lane at the intersection of Duke Street and Witter Drive.

As discussed in detail below, staff has concluded that a new animal hospital use at this location is appropriate given the proximity to the existing animal hospital facility, the compatibility with the existing adjacent commercial uses, setbacks from existing residential uses, the off-site improvements associate with the proposal, and the fact that other animal hospitals in the City are in similar zones, which is discussed in further detail below. Therefore, staff recommends approval of the proposal.

III. Background

A. History

Aside from the existing Alexandria Animal Hospital at 2660 Duke Street, there are three other veterinary clinics located in the City. The three veterinary clinics include the Del Ray Animal Hospital (zoned CSL) on East Mt. Ida Avenue, the Elpaw Veterinary Clinic (zoned CG) on South Pickett Street, and VCA Old Town (zoned CL) on North Henry Street. All predate the current 1992 Zoning Ordinance and are on land that was previously zoned Industrial (I), therefore the existing animal hospitals are non-complying uses and do not have special use permits associated with them.



Figure 1. Existing Alexandria Animal Hospital at 2660 Duke Street

The existing animal hospital that this proposal would replace also predates the current Zoning Ordinance. The Alexandria Animal Hospital is the only facility open 24 hours a day, seven days a week in the City. It has been open and operating as a full-service small animal veterinary hospital since 1942. The existing building is approximately 9,000 square feet and according to the applicant, the size of the space no longer accommodates the needs of the hospital.

B. Site and Surrounding Context

The property is situated in a narrow strip of land south of Duke Street and north of Witter Drive, approximately 300 ft. west of West Taylor Run Parkway. South of the site is the recently approved Witter Fields (DSUP#2007-0014); to the east is the existing Land Rover car dealership (SUP#1995-0217) that was constructed in 1997, Alexandria Animal Hospital



building, and Jensen Manufacturing building; to the west is the Star Upholstery store and the Greater Shiloh Baptist Church. Across Witter Drive is the Alexandria Redevelopment Housing Authority (ARHA) and Burke and Herbert Bank.

Figure 2. Project Site (outlined in red) and Surrounding Context

The site is a rectangular-shaped parcel of land that slopes down from Duke Street to Witter Drive. The grade difference between Duke Street and Witter Drive is approximately 15 feet. With the proposed animal hospital relocation, the dealership will have to replace the nine (9) required parking spaces. There are also approximately 50 vehicle display spaces that will be displaced by the proposal. The applicant intends to relocate the 59 displaced spaces either at the existing animal hospital parking lot or the Jensen Manufacturing lot.

C. Project Description

The proposed building is a three-story structure consisting of approximately 17,300 square feet with two stories above the Duke Street level and a lower level for parking, storage, and loading. The building will be approximately 42 feet in height from average finished grade. The scale of the building relates to the existing scale of other buildings on the block.



Figure 3. Site Plan with Surrounding Context

The horizontal and art deco expressions were borrowed from the nearby Jensen Manufacturing building. The materials consist of brick, cast stone, aluminum, and glass. The building incorporates sustainable design techniques such as a green roof, natural daylight, and recycled materials with the intent of achieving LEED-NC certification. Services offered at the existing animal hospital will continue at the new location. Examinations, surgery, emergency/intensive care, laboratory work, x-ray, patient rehabilitation/therapy, dentistry, and prescription filling are all done at the hospital. The programmatic uses of the building include disaster relief elements that consist of a locking garage door and space for the animals and employees to congregate.

The proposed animal hospital will have 98 total employees working three different shifts throughout the day (approximately 30 employees per shift). The amount of clientele is expected to remain the same at approximately 120 small animal patients per day. The existing hospital is currently open 24 hours, seven days a week and the proposal would maintain these hours of operation at the new location. Parking for the new facility will be located in a two level parking structure, a portion of which is accessed from Witter Drive and the other portion off of an internal driveway separating the animal hospital from the dealership.



Figure 4. View of Animal Hospital on Duke Street looking west

IV. Zoning

Prior to the site’s annexation in 1952, the land was a part of Fairfax County. Once annexed by the City, the property was zoned Industrial 1 (I-1) and maintained this classification through the 1960s, 1970s, and 1980s. This zone allowed such uses as light manufacturing, storage, warehousing and distribution, and commercial development such as office, retail, and services.

In 1992, with the adoption of the Taylor Run/Duke Street Small Area Plan and the updates of the Zoning Ordinance, the site was zoned Commercial General (CG). Medical offices and hospitals, such as the proposal, are only permitted in the Commercial General zone with the approval of a special use permit. The existing animal hospital, constructed in the I zone, was a permitted use at that time and is now a non-complying use within the current Commercial General (CG) zoning of the property. The relocation of the use requires the approval of the special use permit included with this proposal.

Table 1. Zoning Tabulations.

Property Address	2712 Duke Street		
Total Site Area	0.69 acres (30,146 sq. ft.)		
Zone	Commercial General (CG)		
Current Use	Automobile Sales (with Special Use Permit)		
Proposed Use	Hospital (with Special Use Permit)		
	Proposed (Animal Hospital)	Permitted/Required (Animal Hospital)	Existing (Land Rover)
FAR	0.5	0.5	0.15 existing 0.32 with subdivision
Yards*			
Front Yard	N/A	N/A	N/A
Side Yard	N/A	N/A	N/A
Rear Yard	N/A	N/A	N/A
Height	42.2 Feet	50 Feet	30 Feet
Open Space			
Ground Level:	5,400 sq. ft.	N/A	N/A
Above Grade:	N/A	N/A	N/A
Parking			
Compact	16	N/A	N/A
Standard	47	42	17
Handicap	3	2	1
Total	66**	44	18

*Yard requirements apply only to single family, two family, and townhouse dwellings.

**Staff recommendations include removing two parking spaces to provide additional frontage on Duke Street.

V. Staff Analysis

A. *Special Use Permit*

The current facility functions more like an animal hospital as compared to other veterinarian clinics in the City. This function is due in part because of its size, hours of operation, the types of procedures performed by veterinarians and the need for extended pet care. Initially staff had concerns about the increase in size of the 17,361 sq.ft. proposed facility, compared to the existing 9,180 sq.ft. hospital and any intensification of the use that would result from the increase in square footage. However, the proposed facility will not offer additional services (see table below).

As with any other special use permit, staff analyzed the proposal's compliance with the Master Plan, the appropriateness of the use in its location, and any effects the use would have on the existing neighborhood. The proposal reflects many of the principles set forth by the Master Plan including enhanced pedestrian environment and connectivity, reduction of curb cuts along Duke Street, and compatible infill development.

The proposed animal hospital is an intensive use consequential from its hours of operation (24 hours/day), services, number of employees (30/shift), and amount of parking. As such, the use would not be supported by staff in many areas of the City. However, in this location the nearest residential use is 300 to 500 feet away and separated by a major arterial roadway – Duke Street. Commercial uses are located to the east and west and Witter Fields is located south of the site, providing compatible uses and buffers on three sides of the property. In addition, an animal hospital has operated successfully in this location for the past 70 years.

The applicant has also worked with staff to provide structured, partially underground parking, a high-quality building design, and LEED certification. Based on the adjoining uses and the proposed site and building configuration, staff believes the proposed use meets the criteria for granting a special use permit. While staff supports the proposal, staff has added recommendation to address landscaping, building design, streetscape improvements, and transit incentives.



Figure 5. View of Animal Hospital from Witter Drive

Table 2. Comparison of Existing and Proposed Hospitals

	Existing	Proposed
Size of Building	9,180 sq. ft.	17,361 sq. ft.
Types of Services	Diagnosis, therapy, surgery, anesthesia, internal medicine, ultrasounds and endoscopic procedures, radiology, electrocardiology, dentistry, laboratory, permanent identification, pharmacy, counseling, patient boarding, and emergency care.	Diagnosis, therapy, surgery, anesthesia, internal medicine, ultrasounds and endoscopic procedures, radiology, electrocardiology, dentistry, laboratory, permanent identification, pharmacy, counseling, patient boarding, and emergency care.
Hours	24 hours, 7 days a week	24 hours, 7 days a week
Parking	50 spaces	66* spaces
Employees	100	98 total
Boarding	Limited to patients with special needs patients taking priority	Limited to patients with special needs patients taking priority
Overnight Patient Care	Provided	Provided

***Staff recommendations include removing two parking spaces to provide additional frontage on Duke Street.*

B. Existing Range Rover Car Dealership

As previously discussed, the construction of the proposed animal hospital will occur on a portion of the existing Land Rover dealership property. A land exchange will occur between the existing Land Rover dealership and the proposed animal hospital for the 30,146 sq. ft. site in exchange for the existing 21,795 sq. ft. animal hospital lot. The Land Rover dealership was approved as an SUP and can continue to meet all of the applicable conditions of the 1997 approval.



Figure 6. Land Rover

Originally there were plans to expand the Land Rover dealership; as a result of the car market, these plans are currently postponed. Should the dealership wish to expand or redevelop in the future, the land exchange allows for the consolidation of the existing Animal Hospital and Jensen Manufacturing sites, which would create a larger parcel to develop. This redevelopment would require review and approval by the City, at which time potential uses, height, additional improvements such as the extension of Witter Drive, improved access to the Witter Fields, and other pedestrian and vehicular improvements will be considered. The properties are currently zoned CG (FAR of 0.5 and height of 50 feet), I (FAR of 0.85 and height of 50 feet), and UT (FAR of 0.25 and height of 35 feet).

C. Parking

The other three existing veterinary clinics have less than ten parking spaces, some with only three or four, and limited hours of operation; they open early in the morning and close in the evening. The existing animal hospital has approximately 50 parking spaces, which are predominantly occupied, and no parking is available on Witter Drive. The applicant proposes 66 parking spaces, which is well in excess of the zoning ordinance requirement of 44 spaces. The applicant anticipates that the current peak hours will remain the same; 7-9 a.m. and 6-8 p.m. on the weekdays and Saturdays 8 a.m. – 2p.m. are the busiest periods for the hospital.

Staff has observed the parking for the existing facility; a maximum of 47 spaces were occupied during the peak hours. In part, this is due to the overlap of shifts, but also because of the demand for the facility. Staff supports the additional parking because it accommodates the peak demands of the facility and on-street parking is not provided on Witter Drive. In addition, according to the applicant, the additional parking area is needed to house animals in case of a natural disaster.

D. Pedestrian Improvements

West Taylor Run Parkway/Duke Street Intersection

One of the pedestrian improvements recommended by staff is the addition of a pedestrian crosswalk, a pedestrian refuge in the median, and pedestrian count-down signals at the intersection of Duke Street and West Taylor Run Parkway. The south side of Duke Street has several pedestrian destinations, including a bus stop in front of the site, the approved new recreational fields, and the proposed animal hospital. Due to the amount of traffic and width of the roads, pedestrians currently have a difficult time crossing the street. The crosswalk, pedestrian refuge, and count-down signals will provide for a safer pedestrian connection across Duke Street.



Figure 7. Pedestrian Connectivity (shown in yellow)

Duke Street and Witter Drive

Pedestrian access to the site is from Duke Street and Witter Drive. Similar to the Shops at Foxchase redevelopment and the City improvements in front of Fuddrucker's, the pedestrian improvements along the Duke Street corridor will include eight (8) foot wide

concrete sidewalks, a double row of staggered street trees on either side of the sidewalk, and better pedestrian connectivity. There will be a new pedestrian connection from Duke Street to Witter Drive and a new sidewalk on the south side of Witter Drive connecting Duke Street to the approved City recreational fields.

Internal Service Drive

A new private internal service drive is proposed between the Land Rover dealership and the future animal hospital site. The layout of the road should be revised to be in general conformance with Attachment #1 to eliminate the curve and provide a five-foot (5') wide sidewalk on the west side of the drive with a four-foot (4') wide landscape strip adjacent to the curb with street trees 30 feet on center and landscaping between the sidewalk and the parking garage. The sidewalk should connect to Duke Street and the entrance to the building to the north and Witter Drive to the south.

E. Building

The proposed animal hospital will be approximately double the size of the existing building. The new building meets the current needs of the operation, which the existing building can not provide. The new building has waiting, exam, and operating rooms, food preparation, internal kennel runs for patient rehabilitation, and overnight accommodations. Additionally, one reason for the square footage growth is the separation of cats and dogs. Currently the integration of the two species in the existing hospital causes anxiety and conflicts among the patients. The new building's interior spaces are programmed to segregate the two species which also creates the need for additional space.

In keeping with the City's green building and sustainable design initiatives, the applicant has committed to incorporating such elements in the design of the building. With the goal of achieving LEED-NC certification, the building utilizes several



Figure 8. Building Elevations

environmental design techniques. Large expanses of glass take advantage of the sun for daylighting and heating interior spaces. A green roof captures and filters rain water. Outdoor terraces, used for patient rehabilitation and therapy, contain synthetic turf to minimize the use of pesticides and maintenance.

The final design incorporates a number of elements that employ strong horizontal and vertical expression to define various building components: the entry is marked by a vertical form clad in cast stone, contrasted with a horizontally articulated glass corner feature. The east and south elevations are accented with vertical aluminum and glass bay windows, featuring aluminum sunscreen fins. While these features are not overtly derivative of the art deco architecture of Alexandria's classic industrial buildings, they do evoke some of the same character. In this connection, staff is recommending the addition of projecting horizontal banding at the head and sill of the square windows on the north and east facades, as a reference to the nearby Jensen Manufacturing building.

F. Traffic

Due to the project site's location along and between major transportation corridors and uses that generate vehicular traffic, staff is recommending the implementation of several traffic improvements with this application. In addition, as the existing animal hospital site redevelops, a possible extension of Witter Drive may be considered at that time. These improvements will supplement the reconstruction of the I-495/Telegraph Road interchange.

I-495/Telegraph Road Interchange

As part of the Woodrow Wilson Bridge reconstruction project, several improvements are planned for the I-495/Telegraph Road interchange. These improvements include reconfiguring interchange ramps, reconstructing bridges, pavement reconstruction, pedestrian paths, utility relocations, traffic systems, lighting, signage, landscaping, and wetland mitigation.

Presently, both intersections, Duke Street/W. Taylor Run Parkway and Duke Street/Roth Street, operate poorly due to traffic queuing from Telegraph Road back through the intersection during both peak hours. The traffic back-up starts at the I-495 on-ramp on Telegraph Road and ends near N. Quaker Lane on Duke Street. Both intersections have enough capacity to handle the traffic on Duke Street under the existing conditions if the I-495/Telegraph Road bottleneck did not exist.

The new interchange will increase vehicle capacity, improve current vehicular operations, as well as decrease the extensive delays and queues. The interchange improvements are scheduled to be completed by 2013. It is expected that these improvements will reduce the traffic queues on Duke Street in the vicinity of the Telegraph Road on-ramp, especially during the PM peak hour.

In addition to VDOT’s Telegraph Road interchange improvements, the City is also conducting a traffic study to determine feasibility of constructing a slip ramp to provide dedicated access from the existing Mill Road entrance ramp to the inner loop of I-495.

Trip Generation

Due to the area in which the project is located, a traffic and parking study was conducted by A. Morton Thomas and Associates (AMT) (July 2007). The study determined existing and future traffic conditions as well as recommendations to mitigate any traffic impacts.

Traffic analysis results (summarized in the table below for key area intersections) indicate that the proposed development on this parcel will ***not significantly*** change traffic conditions on Duke Street. However, improvements recommended mitigating the impacts of the site and other developments include the installation of a new traffic signal at the intersection of Duke Street and Witter Drive and the extension of the westbound left-turn storage lane on Duke Street at Witter Drive.

During the traffic study, the animal hospital’s current peak hours were reviewed. Although the hospital is open 24 hours a day, seven days a week, the current peak hours are 7 a.m. to 9 a.m. and 6 p.m. to 8 p.m. on weekdays and 8 a.m. to 2 p.m. on Saturdays. It is anticipated that these times will remain at the hospital’s new location.

Table 3. Comparison of Peak Hour Traffic Conditions

Intersection	Existing Conditions (2007)		Future Conditions (2010)	
	LOS (delays in seconds/vehicle)			
	AM	PM	AM	PM
Duke Street and West Taylor Run Parkway	C (28.3)	C (31.6)	C (30.9)	C (33.6)
Duke Street and Witter Drive	Stop Controlled		B (12.8)	B (14.8)
Duke Street and Roth Street	B (28.5)	B (25.3)	C (38.5)	C (32.0)

Off-Site Traffic Improvements

Several traffic improvements are included in the proposal. As part of the traffic study, a signal warrant analysis was conducted at the intersection of Duke Street and Witter Drive for both existing and future conditions. The analysis concluded that future conditions warrant a signal at this location. The traffic signal will be installed by the animal hospital in conjunction with construction of the approved City recreational fields. The traffic signal includes pedestrian countdown signals on the south side of this intersection.

In addition to the traffic signal, another improvement is to increase the length of the left turn lane for westbound traffic on Duke Street. The increased length enables additional stacking for cars making left turns onto Witter Drive. This improvement affects four trees contained by the fifteen (15) foot wide median. As part of the City recreational

fields' approval in October 2007, additional landscaping and groundcover will be planted to mitigate the loss of the trees.

G. Community

The applicant and staff presented the proposal to the community at a Taylor Run Civic Association community meeting on January 16, 2008. The proposed project has been positively received and the community input has helped to improve the proposal.

VI. Conclusion

Staff recommends **approval** of the proposal for the construction of an animal hospital subject to compliance with all applicable codes and the following recommended conditions. In fact, staff is of the opinion that the proposed project will continue to provide a much needed 24 hour, 7 day a week service in the City and will also provide much needed pedestrian and vehicular improvements, both on and off the site. Moreover, the proposed building will be an attractive addition to the Duke Street frontage.

Staff: Faroll Hamer, Director, Planning and Zoning;
Jeffrey Farner, Chief, Development;
Gary Wagner, Principal Planner, P&Z; and
Colleen Rafferty, Urban Planner, P&Z.

VII. Staff Recommendations

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

PEDESTRIAN IMPROVEMENTS

1. The level of pedestrian improvements shall be provided as depicted on the preliminary site plan dated November 6, 2007, and the applicant shall also provide the following to the satisfaction of the Directors of P&Z, RP&CA, and T&ES:

Duke Street:

- a. The streetscape on Duke Street shall consist of an 8 ft. wide concrete sidewalk with a 6 ft. wide landscape strip adjacent to the curb with a double staggered row of street trees 30 feet on either side of the sidewalk, except for directly in front of the building where ornamental trees shall be permitted. The proposed 8 ft. wide concrete sidewalk on Duke Street shall connect to the existing sidewalk on Duke Street.
- b. Design and construct signal and pedestrian improvements including ADA ramps and striping at Witter Drive and Duke Street.
- c. Design and construct an ADA accessible pedestrian connection from Duke Street to the main entrance of the building and reconfigure main entry plaza as generally depicted in *Attachment #1*.
- d. A public access easement shall be provided for the portion of sidewalk along Duke Street not located within the public right-of-way.
- e. The applicant shall install a Carlyle bus shelter. The free standing bus shelter shall be placed to the south and west of the current bus stop pole. The shelter shall meet all ADA guidelines by allowing for at minimum a 5' parallel to the roadway by 8' from the face of the curb passenger loading pad. The bus shelter shall be illuminated by solar or electric power. An easement shall be provided for the bus stop and the applicant shall be responsible for the maintenance of the facility.

Internal Service Drive:

- f. The internal service drive connecting Witter Drive and the upper parking lot shall be as generally depicted in *Attachment #1*. The grass strip on both sides of the street

- shall have street trees planted 25 feet on center. If street trees can not be provided applicant shall provide sanitary sewer and storm drain profiles at first submission of final site plan to demonstrate why shade trees can not be provided.
- g. All driveway entrances and curb cuts along Witter Drive shall be flush with the adjacent sidewalks. ADA access shall be provided from Witter Drive to the first floor parking lot, to the animal hospital. (P&Z)(T&ES)(RP&CA)
2. The applicant shall provide two (2) bicycle racks [four (4) spaces] to the satisfaction of the Director of T&ES. Bicycle rack locations shall preferably be covered, grouped, and located within 50 feet of the main entrance. Bicycle parking racks shall be located in a manner that will not obstruct the existing/proposed sidewalks. Bicycle parking standards and details for acceptable locations are available at: www.alexride.org/bicycleparking.php. (T&ES)
3. The applicant shall provide \$1000 per receptacle to the Director of T&ES for purchase and installation of three (3) City standard trash receptacles; two (2) receptacles shall be provided on Duke Street and one (1) shall be provided on Witter Drive. If supplemental capacity in the form of additional receptacles is required, applicant's contributions shall be \$500 per receptacle. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. (T&ES)
4. Decorative street lights shall be provided for the internal service drive. A detail shall be provided with the final site plan. The street lights shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA. (T&ES)(P&Z)(RP&CA)

OPEN SPACE AND LANDSCAPING

5. A revised landscape plan shall be provided with the final site plan, which shall provide the level of landscaping depicted on the preliminary landscape plan dated February 2, 2007, and shall, at a minimum, include the following to the satisfaction of the Directors of P&Z and RPCA:
- a. Per City of Alexandria Landscape Guidelines, provide an exhibit that demonstrates open space requirements including pre-development and post-development calculations.
- b. Develop, provide, install and maintain an integrated Landscape Plan that is coordinated with other associated site.
- c. Provide a landscape plan that is prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.

- d. All landscape and architectural conditions adjacent to public lands including the dumpster/service area and parking garage shall be generally as depicted in the preliminary.
 - e. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple 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.
 - f. Provide crown area coverage and calculations in compliance with City of Alexandria Landscape Guidelines. Street trees are not applicable to crown area coverage calculations.
 - g. Per City of Alexandria Landscape Guidelines, Section I, provide required notes on drawings.
 - h. Provide detail planting plans at a scale of at least 1/8 inch equals one foot, for north, east and south sides of building.
 - i. In Plant list, provide substitution for *Tilia cordata* with *Platanus acerifolia* x Bloodgood.
 - j. In Plant list, provide substitution for *Stewartia x "seudocamillia"* and *Juniperus chinensis pfitzeriana* to the satisfaction of City Arborist and Landscape Architect.
 - k. Replace dead, missing or declining street trees and plantings along the Duke Street frontage of Alexandria Land Rover.
 - l. Provide continuous evergreen and deciduous plantings on the east side of the garage.
 - i. Provide a continuous evergreen hedge foundation planting at parking garage.
 - ii. Plantings shall be a minimum size of 24 inches at time of installation. Adjust quantities and plant specifications accordingly.
 - iii. Parking screen plantings shall be installed in double staggered rows at a maximum of 30 inches on-center spacing.
 - m. The plantings for the garage openings along Witter Drive shall consist of *Pyracantha* to be trained to grow and be attached to the screen material for the garage openings. *Pyracantha* shall be planted at a maximum of 30 inches on-center spacing.
 - n. All lawn/turf grass areas including parking islands and planting strips along roadways shall be sodded.
 - o. If evergreen trees are to be specified, provide planting detail.
 - p. Clearly show limits of planting beds and grass areas.
 - q. Do not block or compromise FDC connections with plantings.
 - r. Ensure positive drainage in all planted areas. (RP&CA, P&Z, T&ES)
6. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RPCA, P&Z, and T&ES. The site irrigation/water management plan shall provide the following:

- a. Demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external, water hose bib on all building sides or at a maximum spacing of 90 feet apart.
 - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions. (RPCA)
7. Site furnishings shall be provided including benches and trash receptacles to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning and Transportation & Environmental Services. (RPCA)

SITE PLAN

8. A freestanding sign for the proposed building shall be prohibited along Duke Street. A freestanding directional sign may be permitted at the intersection of Witter Drive and the internal service drive to the satisfaction of the Director of P&Z. (P&Z)
9. Retaining walls shall be constructed of brick or stone or other material to the satisfaction of the Directors of RPCA, P&Z, and T&ES. (RPCA) (P&Z) (T&ES)
10. 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, and RPCA 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 including site, landscape, pedestrian, sign(s), and security lighting.
 - 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 the adjacent streets and/or 20 feet beyond the property line on all adjacent properties, and right-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.

- g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - i. Full cut-off lighting shall be used at the development site, including the internal service drive, to prevent light spill onto adjacent properties. (RPC&A) (T&ES) (P&Z) (Police)
- 11. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning and Transportation & Environmental Services. (RPCA)
- 12. A traffic signal with count down signals with PRISMA DAPS accessible buttons for pedestrians shall be designed, constructed, and installed at the intersection of Duke Street and Witter Drive by the City of Alexandria at applicant's expense. The applicant shall reimburse the City of Alexandria the full price of these improvements within 60 days of receiving the invoice. If the applicant fails to reimburse the City of Alexandria within this specified period then an interest at a rate specified by the Director of Transportation and Environmental Services will be accrued on the unpaid balance. (T&ES)
- 13. In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- 14. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- 15. The applicant shall provide the location of the solid waste disposal containers and the turning movements of a trash truck. (T&ES)
- 16. The applicant shall include in its contracts for removal of solid waste generated by the facility, as defined by the City Charter and Code of the City of Alexandria, be delivered to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. 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)
- 17. The applicant shall provide storage space for 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)

18. The applicant shall provide the following at first submission of final site plan to the satisfaction of the Directors of Planning and Zoning, Transportation and Environmental Services, and Code Enforcement:
 - a. The proposed grass paver/EVE on Duke Street shall be eliminated.
 - b. The EVE access for the Animal Hospital shall be from Witter Drive as well as the existing on-site EVE as indicated on the preliminary plans.
 - c. The existing EVE going through the proposed building shall be vacated.
 - d. Emergency vehicles shall enter from the intersection of Duke Street and Witter Drive; thus the EVE entrance along Duke Street at the front of the building shall be removed.
 - e. EVEs shall be constructed of City EVE H-20 loaded standard pavement.
 - f. The grades at the drive entrance shall not exceed 5% so the under-carriage of the emergency vehicles is not damaged.
 - g. Show all turning movements. (Code)(P&Z)
19. No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public right-of -ways, public easements, and pedestrian or vehicular travel ways. (T&ES)
20. All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
21. Revise the turning radius from Witter Drive to the internal service drive to provide a total radius of 25 feet. (T&ES)
22. The applicant shall be responsible for repair or upgrading of the sidewalks, curb, gutter, and storm water drop inlet structures serving the site, if in a state of disrepair or broken during the construction. The applicant shall repair the streets and public alleys (if not explicitly called out in the conditions of development to construct new streets and/or alleys) serving the site, if these are in a state of disrepair or damaged during construction. If the sanitary and storm sewer adequate outfall analyses demonstrate that the existing sanitary and/or storm sewers are deficient in conveying the sanitary and/or storm sewer flows from the development site then the applicant shall be responsible to provide sanitary and/or storm sewer adequate outfalls at their own cost. If a luminaire head on a street light is in a state of disrepair, broken or damaged during construction then the applicant shall pay to the Director of Transportation and Environmental Services the cost of replacement of such a luminaire head. All improvements to the City's curb, gutter, sidewalk, and driveway aprons, and patch work required for utility installation, etc., shall be designed and constructed as per the City of Alexandria standards and specifications. (T&ES)
23. 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)

24. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
25. 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)
26. Show turning movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
27. Show the maximum proposed slope of the internal service drive on the site plan. The slope of these streets shall not exceed 10 percent except at intersection where they shall not exceed 5%. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
28. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)
29. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES)
30. The applicant shall underground all the utilities serving the site. (T&ES)
31. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)
32. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
33. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
34. 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. (T&ES) (P&Z)

35. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (T&ES) (P&Z)
36. Submit an approvable construction phasing plan to the satisfaction of the Director of T&ES, which will allow review, approval and partial release of final the site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Direction of T&ES. (T&ES)
37. No major construction staging will be allowed from Duke Street. Applicant to meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
38. Any structural elements that extend into public right-of-way, including footings, foundations, etc., must be approved by the Director of T&ES. (T&ES)
39. 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 sheets on the site plan. (T&ES)
40. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners 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)
41. Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from the adjacent property owners which has been recorded in the land records; or through an approved encroachment process. Acknowledged by applicant. (Code)

BUILDING

42. The massing, articulation, and general design of the building shall be consistent with the drawings and renderings dated, June 12, 2007. The final design of the building shall be revised to incorporate the following, or comparable elements, to the satisfaction of the Director of P&Z:
- a. Color architectural elevations (front, sides, and rear) shall be submitted with the first submission of the final site plan.
 - b. Samples of all major building materials and finishes shall be provided at the first submission of the final site plan.
 - c. Mock-up panels shall be constructed on site prior to vertical construction and approval of wall checks.
 - d. The materials of the façade shall be brick, cast stone, metal, or glass.
 - e. Details of the sun shades shall be provided to P&Z prior to the first submission of final site plan.
 - f. Opaque (spandrel) portions of bay windows on south and east elevations shall be flush metal panels similar to those in feature at west end of north elevation.
 - g. On the north façade, provide projecting head and rowlock sill band courses, running from the cast stone entry feature to the glass and metal bay at the west end of the façade. Additionally, restudy the spaces between the windows to provide a limestone color to match the cast stone entry feature.
 - h. Provide detail of garage openings with screen mesh to the satisfaction of the Directors of P&Z and RP&CA.
 - i. In lieu of proposed green screen in garage openings along the south façade of the parking garage, provide recessed brick accent panels, approximately four feet in height, which match the width of the openings below or provide horizontal rustications that wrap around the south and east walls of the brick garage enclosure. Alternatively, additional information on the green screen and proposed plantings shall be provided and designed to the satisfaction of the Directors of P&Z and RPCA.
 - j. Eliminate to the extent possible use of a railing on the retaining wall along Duke Street.
 - k. Railings on garage deck shall be metal and consistent in materials, finish, and design of the building.
 - l. Details of proposed openings and garage doors shall be submitted at the first submission of final site plan.
 - m. There shall be no visible wall penetrations or louvers for HVAC compressors. All such equipment shall be rooftop-mounted and screened from the public right-of-way. No wall penetrations shall be allowed for exhaust vents. These vents shall be carried through the roof and located where they are not visible from the public right-of-way. (P&Z)

43. The applicant shall have a LEED accredited professional as a member of the design and construction team. The accredited professional shall work with the team to incorporate sustainable design elements and innovative technologies into the project; specifically the applicant shall provide a green vegetated roof on those portions of the building not occupied by mechanical, service, or associated areas. The LEED accredited professional shall also work with the team to incorporate sustainable design elements and innovative technologies and with a goal of achieving 26 LEED-NC points under the United States Green Building Council point system. The architect shall provide a checklist and specific examples prior to the release of a building permit, to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
44. As part of the request for a certificate of occupancy permit, the applicant shall submit a building, garage, and site location survey to the Department of P&Z for all site improvements. 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)
45. The applicant shall submit a wall check to the Department of P&Z 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)
46. Restudy service entrance and dumpster area to provide the following:
 - a. Area shall be integrated with architecture of building.
 - b. Area shall be fully enclosed by exterior/screen wall to match building materials and to match height of proposed garage openings.
 - c. All gates and access doors shall be constructed of high quality materials with height to match adjacent garage door openings. Wood is unacceptable.
 - d. All pads and approaches for service/dumpster area shall be concrete. (P&Z) (RPCA)
47. All exterior building mounted loudspeakers are prohibited. (T&ES)
48. 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)
49. 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. (Code)
50. 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. Acknowledged by applicant. (Code)

AFFORDABLE HOUSING

51. A voluntary contribution of \$1.50 per square foot on the permitted gross floor area of 17,361 sq. ft, for a total contribution of \$26,042 would be consistent with the conclusions of the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. (Housing)

PARKING

52. The design and allocation of parking shall be subject to the following to the satisfaction of the Directors of P&Z and T&ES:
- a. The upper parking lot shall be restudied to eliminate a minimum of two parking spaces at the entrance in order to accommodate additional vehicular turnaround and green space along the Duke Street frontage and a larger entry plaza at the building entrance in general conformance with Attachment #1.

- b. A minimum of three (3) handicap accessible parking spaces shall be provided with at least one (1) handicap accessible parking space provided in the lower level of the garage.
- c. The location of construction parking shall be designated on the final site plan. 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. The construction parking plan shall be maintained throughout the construction process. Provide wheel stops at three (3) handicap spaces in Northwest corner of surface lot.
- d. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and/or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the landowner. 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 of window tag as defined by the Code of Virginia for handicap vehicles. The reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.
- e. The walls and ceilings in the parking structure are to be painted white, unless a photometric plan shows that provided lighting is deemed sufficient by P&Z and T&ES in consultation with the Police Department.
- f. The parking within the parking structure shall consist of a maximum of 66 parking spaces. (P&Z) (T&ES)

MASS TRANSIT INCENTIVES

- 53. AAH will conduct a survey to determine the modes of transportation of their employees and submit the results to the Office of Transit Services & Programs (OTS&P). The survey will be due one month after the issuance of the Certificate of Occupancy. (T&ES)
- 54. AAH has to communicate the availability of the transit benefit to their employees and maintain a visible supply of transportation literature which can be provided by OTS&P. (T&ES)
- 55. AAH will enter a voluntary program with OTS&P for the sale of discounted passes to those employees willing to use transit to commute to work. Discount shall be at least thirty percent (30%) of the face value of the media. (T&ES)

56. The OTS&P will make available the services of its Transportation Demand Management Coordinator to assist AAH with information on available transportation benefits that will cost AAH little or no money. (T&ES)

STORMWATER

57. 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)
58. Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
59. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES)
60. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
61. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses.

If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)

62. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
63. 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. Any deviation from these requirements must be addressed by the submission of a formal exception letter to the City of Alexandria, Director of T&ES. (T&ES)
64. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
65. 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)
66. 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)
67. 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)
68. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop 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. 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)

69. 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)
70. 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)

SUBDIVISION/EASEMENTS

71. The subdivision plat shall contain two parcels out of the existing Lot 500, one for the animal hospital (Lot 500A) and one for the Land Rover car dealership (Lot 500B). (P&Z)
72. The subdivision plat and easements may be submitted earlier than, but in no event later than, submission for the second final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
73. Revise the subdivision plat to indicate that the existing emergency vehicle easement through the proposed animal hospital will be vacated. (P&Z)

ARCHAEOLOGY

74. The developer shall integrate aspects of the historic character of the property into the design of open space for this project and shall provide interpretive signage that highlights the history and archaeology (and natural environment) of the site. The plan shall be detailed enough to allow for an assessment of the integration of the historic and interpretive elements into the overall design. The wording and design of the interpretive signage, as well as the placement of interpretive elements, shall be presented as part of the plan for review and subject to approval by Alexandria Archaeology and Recreation, Parks and Cultural Activities. (Arch)

75. To insure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. The applicant shall contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. The Documentary Study, Archaeological Evaluation and Resource Management Plan shall be completed prior to the first submission of the final site plan. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. The archaeological consultant shall coordinate with the developer to provide historical information that can be used in developing elements of the design in keeping with the historical character and in preparing text and graphics for interpretive signs. (Arch)
76. *All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399. (Arch)
77. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place. (Arch)
78. *The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. (Arch)
79. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Arch)
80. *The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Arch)
81. The statements in archaeology conditions above marked with an asterisk (*) shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, and Sheeting and Shoring) so that on-site contractors are aware of the requirements. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Arch)

CITY DEPARTMENT CODE REQUIREMENTS

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

Transportation and Environmental Services

- F- 1 The storm water collection system is located within the Cameron Run watershed.
- F- 2 Project lies entirely within an area described on historical maps as containing marine clays. (T&ES)
- F- 3 The applicant shall be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- F- 4 All private streets and alleys must comply with the City's Minimum Standards for Private Streets. (T&ES)
- F- 5 A minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained. No additional curb cuts other than those shown on the Preliminary Plan for this development shall be approved since these will impede traffic flow. (T&ES)
- F- 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)
- F- 7 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- F- 8 In Worksheet C on Sheet C8.0, the applicant is double counting the 0.106 acres of Green Roof area as part of the Green Roof drainage area of 0.106 acres and the Sandfilter drainage area of 0.698 acres. This 0.106 acre area cannot be counted twice for phosphorus removal. Revise the Fraction of CBPA Drainage Area Served of the Sandfilter from 0.558 to 0.472 (0.592 acres / 1.252 acres) and the total phosphorus load removed from 2.09 to 1.77 lbs/year. The phosphorus removal requirement of 0.39 lbs/year is still satisfied by the Sandfilter. (DEQ)
- F- 9 Since the 0.106 Green Roof is considered pervious in Worksheet A calculations and no portion of the impervious roof surface drains to the Green Roof, the Water Treatment On-Site block on Sheet C8.0 the *Impervious Area*

treated by BMP for the Green Roof should be 0.00 acres not 0.070 acres. Review and revise. (DEQ)

- F- 10 In order to get credit for treating the water quality volume in the “biofiltration swale” applicant shall provide the engineering and soil profile details that contribute to the construction and efficiency of this facility as a BMP. In other words, the applicant needs to provide information to verify that this actually removes phosphorous. It appears that the swale is 6’ in width – too narrow to provide water quality treatment, though it may function to capture water and take it to the storm drain. The applicant shall provide the engineering and soil profile details as part of their Final # 1 submission. (DEQ)
- F- 11 Provide sidewalk slope along Witter Drive. Provide ADA access from first floor parking lot to animal hospital. (Transportation)
- F- 12 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F- 13 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F- 14 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F- 15 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F- 16 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15”. The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride

(PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES) *[Include this condition on all plans.]*

- F- 17 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES) *[Include this condition on all plans.]*
- F- 18 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F- 19 Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F- 20 No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main

whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

- F- 21 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F- 22 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F- 23 The T&ES Department is concerned about the limits of excavation relative to the property lines. (T&ES)
- C-1 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe. (T&ES)
- C-3 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-4 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- 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. (T&ES)
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-7 All utilities serving this site to be underground. (T&ES)
- C-8 Provide site lighting plan. (T&ES)
- C-9 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. (T&ES)
- C-10 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

- C-11 Per the Memorandum To Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans) (T&ES)
- C-12 Recycling Condition: 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)
- C-13 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C-14 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-15 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. (T&ES)
- C-16 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. (T&ES)

Recreation, Parks, and Cultural Activities

- F- 1 Center street trees in planting strips. Relocate all trees that are currently placed in concrete walks.

Code Enforcement

- F- 1 An Emergency Vehicle Easement shall be provided along Witter Drive side of the dealership with a turn around provided to the far end of the dealership lot conforming to the standards for emergency vehicle turning movements. No emergency vehicle easement is shown on the plans. Finding resolved. (Code)
- F- 2 The garages will be required to have the full NFPA 13 sprinkler system. The garage structure will incorporate a dry-pipe system. Finding resolved. (Code)
- F- 3 No plans for an underground level were provided with this submission. If an underground level is intended; egress stairs provided for the underground garage shall discharge directly to the exterior of the building. The interior design of egress stairs below grade shall comply with the USBC and shall not require occupants to enter the garage from a protected area in order to enter the egress stair. Finding not resolved, parking garage plans shown, Sheets SD1-01 & SD1-02, stairs fail to discharge directly to the exterior of the building. Finding resolved. (Code)
- F- 4 Provide hydrant locations and fire department connection and fire line locations on next submission. Finding resolved Sheet C-5435. Identify Domestic / Fire connections on plans. Finding resolved. (Code)
- F- 5 Any unloading area shall be relocated out of the emergency vehicle easement. No parking or loading shall be conducted within the emergency vehicle easement. (Code)
- F- 6 If an underground level is intended, the underground portions of the garages shall be required to be equipped with standpipe connections. Acknowledged by applicant. (Code)
- F- 7 The proposed animal hospital is partially accessible from Witter Street due to the location of the parking structure. The upper deck of the parking structure shall be designed to H20 loading requirements. Finding resolved. (Code)
- F- 8 The design of the structures shall facilitate good fire department access for fire apparatus which shall be able to effectively maneuver through the site without compromising fire pumper operations. Finding resolved. (Code)
- F- 9 Survey Plat (Sheet C12.0) depicts the EVE running through the proposed buildings. Applicant shall indicate on Sheet C12.0 that the EVE running through the proposed buildings is to be vacated. **Finding resolved; Sheet C12.0, Note 8.** (Code)
- F- 10 Fire hydrant located on the South side of the structure (Sheet C7.0) is on a dead-end main. Applicant shall loop the system, or have fire hydrant on Duke Street tapped to serve as the Fire line into the structure. Applicant shall show on plans location of the sprinkler control room. Finding resolved. (Code)

- C-17 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met. (Code)
- C-18 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. Condition met. (Code)
- C-19 The final site plans shall show placement of the fire easement signs. Condition met. (Code)
- C-20 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Acknowledged by applicant. (Code)
- C-21 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant. (Code)
- C-22 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. Acknowledged by applicant. (Code)
- C-23 ~~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. Condition deleted. (Code)~~
- C-24 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Condition not met, Architectural Cover Sheet not provided. The applicant shall indicate that the parking garage is ventilated in accordance with USBC 406.4.2. **Condition met, note is included on Sheet C9.0.** (Code)
- C-25 This garage is required to have an automatic sprinkler system throughout the structure in compliance with USBC 406.4.1 and 903.2.11. Condition met. (Code)
- C-26 A soils report must be submitted with the building permit application. Acknowledged by applicant. (Code)

Archaeology

- F- 1 F-1 The property to the south of this development area has yielded evidence of a Native American archaeological site buried under several feet of fill. It is possible that the site extends into the lots for this project.
- F- 2 F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Attachment #1

