

*Docket Item #11 A & B*

*DSUP #2007-0037(A)*

*SUP #2008-0038 (B)*

*Alexandria Police  
Facility  
3534 Wheeler  
Avenue*



View from Wheeler Avenue looking south.

*Planning Commission  
June 3, 2008*

Docket Item #11 A & B  
Development Special Use Permit#2007-0037 (A)  
Special Use Permit #2008-0038 (B)  
Alexandria Police Facility

Planning Commission Meeting  
June 3, 2008

ISSUE: DSUP#2007-0037 - Consideration of a request for a development special use permit, with site plan and modifications, to construct a public building

SUP#2008-0038 – Consideration of a request for a transportation management plan

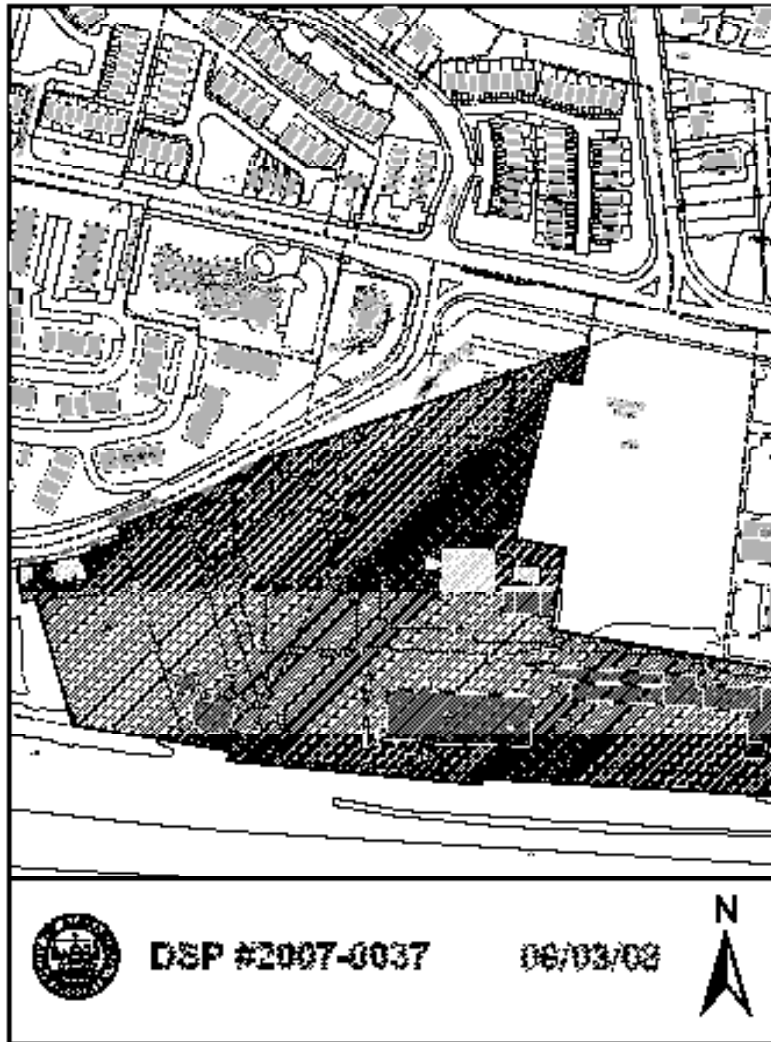
APPLICANT: City of Alexandria, Department of General Services

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

LOCATION: 3534, 3502, 3540, 3518 & 3610 Wheeler Avenue

ZONE: I/Industrial

---



**D&P #2007-0037**

**06/03/08**



**I. IMPACT/BENEFIT**

	IMPACT/BENEFIT
Consistency with Strategic Plan/Small Area Plan	<ul style="list-style-type: none"> <li>▪ Consistent with Strategic Plan to construct attractive streetscapes, environmentally sensitive development, and well-planned redevelopment.</li> <li>▪ Consistent with Small Area Plan to provide compatible infill development.</li> </ul>
Police Facility	<ul style="list-style-type: none"> <li>▪ 119,000 sq. ft. consolidated police office/function.</li> <li>▪ More efficient operations.</li> <li>▪ Updated equipment.</li> </ul>
Open Space	<ul style="list-style-type: none"> <li>▪ Approximately 47% of site area is ground level open space.</li> </ul>
Pedestrian Environment	<ul style="list-style-type: none"> <li>▪ 10 ft. wide sidewalk, 14 ft. wide landscape strip, and street trees provided along Wheeler Avenue.</li> <li>▪ Existing overhead utilities along Wheeler Avenue will be relocated below grade.</li> </ul>
Building Compatibility	<ul style="list-style-type: none"> <li>▪ 50 foot tall building.</li> <li>▪ 50 foot tall parking structure.</li> </ul>
Traffic/Transit	<ul style="list-style-type: none"> <li>▪ Site is accessible by Wheeler Avenue via Duke Street.</li> <li>▪ DASH and Metro bus stops along Duke Street.</li> <li>▪ A maximum of 1,170 projected daily vehicle trips.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>▪ A total of 554 parking spaces for visitors and police personnel provided on-site.</li> <li>▪ 300 full-size spaces for fleet vehicles, 14 spaces for motorcycles, and 224 non-fleet full-size spaces provided in a parking garage.</li> <li>▪ 20 spaces for special vehicles provided in a separate parking structure.</li> <li>▪ 50 spaces for visitors provided on a surface parking lot.</li> <li>▪ Seven (7) off-street loading spaces provided.</li> </ul>
Environmental	<ul style="list-style-type: none"> <li>▪ LEED Silver Certification with a goal of achieving LEED Gold Certification.</li> <li>▪ Sustainable site design technologies including preservation and mitigation of the resource protection area, rain gardens, and bioretention systems.</li> </ul>
Fiscal	<ul style="list-style-type: none"> <li>▪ Total estimated cost for construction is \$56 million.</li> </ul>

## II. EXECUTIVE SUMMARY

### *Overview*

The proposal consists of a series of approvals in order to build a four-story, 119,000 sq. ft. police facility, five-level parking garage for fleet and special vehicles, surface parking for visitors, and publicly accessible open space. The requested approvals consist of the following:

- Development special use permit for a public building;
- Special use permit to increase the floor area ratio (FAR) from 0.85 to 0.87;
- Special use permit to increase the building height from 50 feet to 65 feet;
- Modifications to increase penthouse and fence heights; and
- Special use permit for a transportation management plan.

The need for the new police facility was identified in 2001 when the City studied the existing conditions and performance of the Public Safety Center at 2001 Mill Road. The City hired the International Association

of Chiefs of Police (IACP) to evaluate existing and long-term operations requirements. The Public Safety Center was found to have structural problems and it was also determined that the facility was underperforming for existing and future operations requirements. With the adoption of the Strategic Plan in 2004, the City Council established the provision of a new police facility as a top priority.

A citizen Ad Hoc Task Force was established by Council Resolution #2110 in June of 2004, to review sites based on such things as adequate land area for security standoff, sites with a good central location for efficient response and sites that were currently owned by the City. The Wheeler Avenue site was selected because it met the above criteria and also because it was felt through building and site design that the facility would be compatible with other adjacent land uses, given the industrial nature of the area. The proposal meets the security and programming needs of the Police while still providing a new contemporary civic building for the City.



Figure 1. Site Plan and Existing Conditions



Figure 2. East Elevation

***Staff Recommendation***

← Formatted: Bullets and Numbering

Staff recommends approval of the proposed development special use permit for construction of a public building in the Industrial (I) Zone, increase in floor area ratio, increase in building height, increase in penthouse height, modification to the fence height, and transportation management with staff recommendations.

### III. BACKGROUND

#### A. *Site*

Formatted: Bullets and Numbering

The site was annexed by the City in 1952 from Fairfax County and is currently being used as a stockyard and maintenance facility for various City departments. Relocation of the existing salt dome and reconfiguration of

associated bus parking for Fleet Maintenance and the Board of Education will be applied for as a subsequent approval. The salt dome and maintenance storage are planned to be relocated to the east of the site.



Figure 3. Site Context (clockwise from top left: Board of Education Buses, Salt Dome, Brown's Mill, Lockett's Field)

The approximately 7 acre site has a considerable grade change of approximately 40 feet from Duke Street. A resource protection area (RPA), along with its associated buffer, is isolated on the southern portion of the site. The proposal includes restoring the RPA to a wooded state with a significant amount of native replacement vegetation. Finally, the proposed development complies with stormwater management requirements through the use of environmentally enhancing bioretention areas. Studies conducted for both surface and sub-surface contamination show no significant indication of contamination that would require remediation of soils.



Figure 4. RPA and Buffer on Site

Located in the Seminary Hill/Strawberry Hill area of the City, the property is surrounded by industrial, commercial, and residential uses. Across Wheeler Avenue to the north of the site is Normandy Hill Apartments; to the south is the CSX and WMATA railway corridor; to the west are the yards and offices of Flippo Construction (former Brown's Mill); to the east are several City facilities including Fleet Maintenance, Board of Education school bus parking, and Locketts Field.

The adjoining Brown's Mill is located along the western property line. The mill, known at various times as "Phoenix Mill," "Old Dominion Mill", and "Brown's Mill" was built between 1776 and 1812 and operated into the late 19<sup>th</sup> century. The existing mill building has been modified with additions and changes to windows and the roof, but retains its fundamental structural elements.

## ***B. Site Selection***

Formatted: Bullets and Numbering

The City considered potential sites using the requirements as defined in the 2002 issues paper prepared for the City by the International Association of Chiefs of Police (IACP). An evaluation process chose two viable sites to best accommodate the Alexandria Police Department needs and requirements. The first was the proposed Wheeler Avenue location and the second was the Mark Center Plaza II property near North Beauregard Street. A citizen Ad Hoc Task Force was established by City Council in June of 2004, to review these sites based on the following criteria:

- Adequate land area;
- Sites currently under City ownership;
- Potential to maximize the use of properties;
- Single ownership of parcels;
- Flexibility in site configuration;
- Adequate land area for security standoff;
- Good central location for efficient response; and
- Compatibility of land uses.

In December of 2004, the Task Force presented its recommendation to City Council stating, "The Duke Street/Wheeler Avenue site is the preferred option of the Task Force recognizing that community discussions and a comprehensive traffic impact analysis must be performed." Based on the recommendations of the Task Force, staff is bringing forward the current proposal.

## ***C. Need for Facility & Funding***

Formatted: Bullets and Numbering

In 2001, the City conducted a study of current conditions at the existing City Public Safety Center at 2001 Mill Road, which was built in 1984. The review and analysis were initially prompted because of a settlement of the first floor slab at the existing facility. Analysis revealed that the first floor would need to be vacated. Leased spaces at 309 Hoofs Run Drive, 2034 Eisenhower Avenue, and 2960 Eisenhower Avenue were acquired and police operations relocated. Additionally, the analysis revealed the facility's inability to support the existing and long term operational requirements of the current user groups.

Currently, police operations take place at the existing Police Safety Center and three satellite locations. The dispersion of operations creates difficulty in communication and coordination of operations, as well as costly duplication of security systems and other support services. Police requested that the new facility consolidate uses within a single location, including adequate parking and accessibility for users and staff. The site needed to be in an area that allowed for adequate response times to all parts of the City, and able to be securely designed, consistent with the federal guidelines published subsequent to September 11, 2001.



In parallel to this effort, the International Association of Chiefs of Police (IACP) was commissioned by the City to update their previous 2001 staffing analysis and provide a projection of staff growth through 2025. Building and parking program requirements were revised to accommodate space needs through 2020, with a future building and parking structure expansion to accommodate needs through 2025. An issue paper documenting these conditions and requirements was prepared. In 2002, the City Council concurred that a new police facility was needed.

Leases for the satellite police operations will not be extended past August 2011 due to anticipated property redevelopment by the property owners. Funds were budgeted for site acquisition in the City's Fiscal Year 2004 Capital Improvements Plan (CIP) budget with the intent of acquiring land in Fiscal Year 2005. Funding for the design and construction elements of the project were initially provided for in the Fiscal Year 2006 CIP budget and revised to allow for inflation, construction costs escalation, and more precise design.

## ***D. Project Description***

← Formatted: Bullets and Numbering

### ***Program***

The program for the proposed police facility includes an 119,000 sq. ft., four-story building to house approximately 540 sworn and support staff. The building is approximately 50 feet tall and has a floor area ratio of 0.87. The lower level of the facility is entirely below grade and contains an exercise room, lockers and shower areas, offices, interview rooms, report writing space, and storage. The first floor is at grade and contains a public meeting space, reception area, fingerprinting, offices, conference and break rooms, property and evidence space, drug vault, storage, and technical support. The second level consists of offices, a library, laboratories, interview rooms, and imaging spaces. The third floor houses a break room, interview rooms, offices, and work stations. The state-of-the-art facility also holds a combined police/fire emergency communications center and a modern criminal investigation laboratory.



Figure 5. View from Wheeler Avenue

A five-level, 500-space parking structure provides secure parking for police vehicles and staff, as well as special command vehicles, is planned for the southern portion the site with covered connections providing entry to and egress from the central facility. A 50-space visitor surface parking area is planned to be adjacent to the main facility entrance.

The building is targeted to achieve a minimal Silver Certification from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program with a goal of Gold Certification. The proposed facility achieves points towards certification for sustainable design techniques such as site selection, water efficiency, energy performance, recycled content, and indoor environmental quality.

Future expansion of the facility and parking identified by the IACP report is planned for the west of the proposed building. The building and parking structures were all sited, programmed, and designed with the intent of future expansion. The expansion is not included in the requested approvals; thus any future additions will require review and approval of a separate development special use permit and any other applicable approvals.



Figure 6. Future Expansion

The facility functions primarily as an office building open twenty-four hours a day, seven days a week, with employees working three shifts: daylight, evening, and midnight. The majority of employees will work during the day; however there are six shift changes for patrol officers, approximately 25 people, throughout the day. Communications officers, about 12 people in each shift, change shifts three times during the day. Detectives work varying hours but primarily during evenings.

The facility and the overlapping shift schedules were considered in the traffic impact study, discussed below. Since the facility's peak hours occur during normal off-peak travel times, findings indicate that the proposed facility will not significantly impact the flow of traffic on Duke Street.

### ***Site Plan and Security Measures***

The following is a listing of security elements that have been included as part of the site plan and building:

- 82 foot security setback from its nearest unsecured neighbor; thus total hardening (blast-protection) of the facility will not be required. The first floor is recommended to be of reinforced concrete block construction with the upper floors constructed with steel studding and brick. The windows for the Emergency Communications Center will be bullet resistant.
- Secured exterior entry doors; secured staff-only interior doors accessing secured areas inside the building, as well as controlled access systems throughout the building to allow for various levels of access-authority to parts of the building not normally accessible to the public.

- A post and cable security fencing system at the visitor parking and pedestrian passage area located at the front plaza of the building, and along the Wheeler Avenue side of the building. This fencing system is proposed to be combined with landscaping to soften the effect.
- Three drop-type “Delta” vehicle barriers at vehicle access points. Three access points are located off of Wheeler Avenue, including the new garage access road. Similar to the barriers at the current Public Safety Center, these can be deactivated and retained in the down position in non-emergency situations.



Figure 7. Post and Cable Security Fencing

- Perimeter fencing (eight feet high) for the perimeter boundaries not immediately accessible to pedestrians. This fencing will be anti-ram construction on the vehicle accessible perimeters located to the east and west of the site and of general anti-personnel construction to the south and interior portions of the site.



Figure 8. Anti-Personnel Fence

- A low security wall/bollard system along the area adjacent to the visitor parking area to the east entrance of the facility to prevent possible vehicle incursion onto the site from that area.
- Close captioned television (CCTV) coverage for the entire site and the parking garage.
- Two of the three motor vehicle access points along Wheeler Avenue are restricted. The non-restricted access point is for the existing Board of Education school bus facility, as well as the other nearby City facilities.

The siting of the building and parking garages was driven by several factors. In addition to the previously discussed security measures, the existing framework of Wheeler Avenue, the east drive aisle, and the resource protection area (RPA) were existing site constraints that influenced the positioning of the three structures. The police facility is placed to be as close to Wheeler Avenue as the 82-foot security buffer allows to give the facility a relationship with the street and provide an open lawn that evokes the character of a town green. The structured parking for police personnel and special vehicles are hidden to the extent possible behind the facility at



Figure 9. Site with Security Buffer (red) and RPA Buffer (blue)

the rear of the site. The visible portions are treated with high-quality materials and the massing denotes the structures as secondary functions to the facility. The visitor parking is placed east of the facility so as to direct visitors from Wheeler Avenue into the surface parking lot. The entrance to the visitor parking was assigned great visibility to decrease the possibility of visitors accidentally traversing into the restricted access areas of the site.

Vehicular access to the site is from Wheeler Avenue via a new driveway along the northern edge of the site which will provide access to the existing Board of Education school bus facility, the T&ES Fleet Maintenance Facility, as well as the new police facility. A second access point is located approximately 100 feet south of the new driveway for access to the visitor parking lot. The third access point is located along the western property line for access to the special vehicle garage and fleet parking structure.

#### IV. ZONING

Subsequent to the land’s annexation in 1952, the land was zoned Industrial 1 (I-1). This zone allowed such uses as light manufacturing, storage, warehousing and distribution, and commercial development such as office, retail and services. Residential uses could also be developed on I-1 land if approved as a Planned Unit Development. The land retained its industrial zoning classification throughout the adoption of the Seminary Hill/Strawberry Hill Small Area Plan, as well as the updates to the Zoning Ordinance. Today, the Industrial (I) Zone permits developments that include service, distribution, manufacturing, wholesale, and storage facilities at low densities. Public buildings, such as the proposed police facility, are permitted in the industrial zone with a special use permit (SUP).

**Table 1. Zoning Tabulations**

Property Address:	3534 Wheeler Avenue	
Total Site Area:	6.64 acres (289,240 sq. ft.)	
Zone:	Industrial (I)	
Current Use:	Stockyard and Maintenance Facilities	
Proposed Use:	Public Building (with SUP)	
	<u>Permitted / Required</u>	<u>Proposed</u>
FAR	0.85 (1.25 with SUP)	0.87*
Yards**		
Front Yard:	N/A	85 feet
Rear Yard:	N/A	72 feet
Side Yard:	N/A	86 feet (east) 239 feet (west)
Height	50 feet	50 feet***
Open Space		
Ground Level:	N/A	3.09 acres (134,601 sq. ft.)
Above Grade:	N/A	N/A
Parking		
Compact:	N/A	0
Standard:	282	545
Handicapped:	2	9
Total:	284	554

\* SUP requested for FAR exceeding 0.85 in the Industrial Zone.

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

\*\*\*SUP requested for increase in building height.

## V. STAFF ANALYSIS

### A. *Public Building Special Use Permit*

The proposed police facility is compatible with the other industrial uses directly adjacent to the site because of its proximity to the railroad corridor to the south. A large proposed security setback along Wheeler Avenue (approximately 90 feet) will provide a green buffer and setback to the Normandy Hill multifamily development across the street. The nearest residential building will be approximately 200 feet from the police facility.

Additionally, police facility functions will consist of primarily office and administrative uses. The hours of operation will be 24-hours a day, seven days a week, with visitor hours from 9 a.m. to 5 p.m. Monday through Friday. There are approximately 540 employees and 100 visitors per day. Approximately 270 employees are expected to work during visitor hours, with a second and third shift of employees working later in the day. A traffic study (see Traffic section) indicates that the surrounding neighborhood will not be significantly impacted by traffic from the new facility.

Based on the surrounding context of the site, the distance from residential uses, and the traffic study, staff believes that the proposed police facility will be compatible with existing surrounding development and recommends approval of the development special use permit.

#### *Floor Area Ratio Special Use Permit*

The maximum permitted floor area ratio (FAR) in the Industrial Zone is 0.85, except that the FAR may be increased to an amount not to exceed 1.25 with an SUP. This application includes a modest request for a special use permit to increase the permitted FAR to 0.87.

There are several reasons for the increase in FAR for the facility. First, the above-grade parking structure and special vehicle facility parking add approximately 140,000 sq. ft. of floor area to the development. Second, the three-story atrium in the building, designed to allow natural light into the facility and enhance the quality of the indoor environment cannot be excluded from the gross floor area, adding square footage to the project. Last, large roof overhangs, designed to shade the interior of the structure, are also required to be included in the floor area calculations.

The site area consists of approximately 6 acres and is part of a larger tract of land owned by the City. The entire tract of land consists of approximately 23 acres and 7 lots of varying shapes and sizes. The tract of land is used for the Board of Education school bus facility, the T&ES Fleet Maintenance Facility, and open space (Lockett's Field). None of the City facilities within the entire compound are located on separate recorded lots. They all straddle the lot lines in one form or another. Even Lockett's Field straddles two lots, placing a portion of the smaller lot in the POS Zone.

The lots on which the proposal is located are City owned and there is no need to consolidate the existing lots for the police facility. FAR calculations will be determined by the size of the area that is the project site.

### ***Building Height Special Use Permit***

The zoning ordinance permits a maximum building height of 50 ft. provided that in the case of a use that requires greater height for a tower, stack, or other feature due to the inherent nature of its operations, the additional height needed to accommodate such feature may be approved with a special use permit. The atrium portion of the building exceeds the permitted 50 feet by an additional 15.



Figure 10. East Elevation and Atrium and Penthouse Height

The atrium is an integral component of the building's operation based on several factors. First, as discussed in the Building Design section, a unique design solution to the topography of the site and viewsheds onto the roof of the facility was to encapsulate the penthouse mechanical units under one roof form. In order for the penthouse to function properly, the atrium was heightened to assist with natural ventilation. Second, the atrium is the primary source of passive solar energy for the building. As one of the major credits towards LEED certification, the daylighting assists with heating and cooling of the building, reduction in energy use and cost, and improves the overall interior quality of the space. Furthermore, the building is setback from Wheeler Avenue and other buildings that would otherwise necessitate building height compatibility.

Staff supports the increase in building height and recommends approval of the special use permit based on the City's commitment to innovative sustainable design solutions and the atrium's intrinsic value to the operations of the facility.

## ***B. Civic Building Design***

### ***Site Plan***

A challenge with this proposal was incorporating the necessary security requirements while creating an attractive and well-planned civic building within the context of the existing neighborhood. Since the City owns the adjoining properties, staff comprehensively evaluated the building's siting and site design as they relate to neighboring City uses, the historic Brown's Mill, and the five-acre Lucketts Field located in the northeastern portion of the site.



Figure 11. Green Space Relating to Historic Brown's Mill (in red)

Formatted: Bullets and Numbering

To address all of these issues, staff incorporated the idea of a green “ribbon” for the Wheeler Avenue and Duke Street frontage that integrates the building with the adjoining park, provides a security setback, and respects and maintains the adjacent historic mill. In addition, the resulting open space frames the building and celebrates the civic nature of its use, similar to Market Square at City Hall. In order to improve the pedestrian environment and to connect Luckett’s Field on Duke Street with the historic Brown’s Mill south of the police facility, the open space includes a greenway along Wheeler Avenue. The greenway includes a ten-foot-wide sidewalk and a 14-foot-wide landscape strip with grass, a double row of street trees, and low-growing shrubs including locating the above grade utilities below grade.

### ***Building Design***

The design approach for the building was to incorporate elements typical of Alexandria’s architecture but with a contemporary interpretation. A modern building in its overall concept, the design employs materials, forms, and details that make a connection to many of Alexandria’s historic structures and create a sense of civic presence. The use of durable, solid materials such as brick and limestone-colored precast, varied roof forms, and punched window openings, recalls the traditional, tectonic quality of many of Alexandria’s civic structures.

The building’s civic function is underscored by several design elements:

- Visitors enter the building’s signature four-story atrium through a stone portal element that serves to signal and formalize the public entry;
- The prominent colonnade that forms the Wheeler Avenue façade recalls the scale and rhythm of the pilasters on City Hall, or the columns on the Federal Courthouse or the Atheneum; and
- The design of the broad landscaped plaza leading to the public entry creates a formality in the approach, appropriate for a public facility.



Figure 12. View from Wheeler Avenue



Figure 13. City Hall



Figure 14. Atheneum

A challenge was created by the elevation of Wheeler Avenue to the east, which potentially allows views down on the roof of the building. In contrast to the typical rooftop penthouse structure that results in a small, separate “shoebox” on top of the main building, the proposed design creates a single, unified, roof form, containing both mechanical and other functional space, as well as the upper portion of the atrium. This design accomplishes several goals simultaneously: it creates a single, unique roof form, and eliminates the potential visual clutter typical of rooftop functional elements.

Overall, staff believes the proposed police facility will add to the already historic and award-winning compilation of civic buildings in the City.

### ***C. Parking***

← Formatted: Bullets and Numbering

As mentioned earlier, the majority of parking for the project is provided in a 500 space parking structure located behind the main building and a 50 space visitor surface parking lot at the entrance to the building. Staff acknowledges that the proposal provides significantly more spaces ( $\pm 300$ ) than are required by the zoning ordinance. However, 150 of the parking spaces will be used for the storage of fleet vehicles, resulting in the total number of practical spaces being approximately 400 spaces for non-storage vehicles. Of the 400 spaces provided, 50 will be used for visitors and approximately 350 spaces will be available for use by the office users, which is comparable to the 250 spaces required by the zoning ordinance. While the amount of parking is slightly more than required by the zoning ordinance, staff supports the additional parking based on the following:

- The consolidation of all police operations requires all fleet and special vehicles be located at the new facility;
- Overlapping shifts (patrol officers have six shift changes). All patrols originate from the facility and attend roll call at varying times;
- 24 hour operation with 540 total employees. 270 employees are present during normal business hours; and
- The majority of police officers must drive to work because of the equipment they have to carry on a daily basis.

### ***D. Traffic and Circulation***

← Formatted: Bullets and Numbering

Due to the area in which the project is located and the proposed use, a traffic and parking study was conducted by Baker and Associates in May of 2005. Trip generation for the proposed police facility is based on 560 employees. A total of 1120 daily trips are expected to be generated by the proposed facility. Approximately 132 AM peak hour trips are expected to be generated and 120 trips during PM peak hour. Trip generation throughout the workday for the proposed site is more staggered than the normal office building due to the nature of the employment. It is also expected that with City incentives and nearby transit route, it is likely that some of the trips generated by the employees will occur by transit. However, to be conservative no reduction in trips for transit usage was assumed in this analysis.



Traffic analysis results (summarized in the table below for key areas intersections) indicate that the proposed development on this parcel *will not significantly change* traffic conditions on Duke Street.

**Table 2. Comparison of Peak Hour Traffic Conditions**

Intersection	Existing conditions		Future conditions (2015)	
	LOS* (delays in seconds/vehicle)			
	AM	PM	AM	PM
Duke Street and Wheeler Avenue	B(15)	B(12)	B(18)	B(14)
Duke Street and North Quaker Lane	C(27)	C(24)	C(22)	B(19)
Duke Street and South Quaker Lane	B(11)	B(12)	B(10)	B(11)

*\* LOS is a quantitative measure describing operational conditions within a traffic stream. Levels of service are based on measures such as travel time, freedom to maneuver, traffic interruptions, comfort and convenience. The values range from A to F. Level of service A is considered the best. Values from B to E represent increasing levels of delay. Level of service F is considered the worst level and indicates unacceptable delays.*

In addition to the traffic study completed in 2005, as part of the new DASH facility proposal (DSUP#2006-0025), which was recently approved in May of 2008, and the Witter Fields project (DSUP#2007-0014) that was approved in October 2007, additional traffic studies were conducted to measure the capacity of the Duke Street corridor with the proposed development. The original level of service calculations were amended to consider the new trips generated by the facilities, the uses occurring in the facilities, and the number of employees at each facility. The results of all three studies concluded that with the additional development, the Duke Street corridor would not be significantly impacted.

Despite these conclusions, several traffic improvements are planned for Duke Street. The left-turn lane for west-bound traffic will be extended to accommodate additional stacking of cars turning left onto Witter Drive as part of the Witter Fields project. A new signalized intersection at Witter Drive and Duke Street will be provided as part of the Alexandria Animal Hospital (DSUP#2004-0033) approval. Furthermore, the I-495/Telegraph Road interchange is being reconstructed as part of the Woodrow Wilson Bridge reconstruction project. The intersections of Duke Street and West Taylor Run Parkway and Duke Street and Roth Street operate poorly due to traffic queuing from Telegraph Road. Traffic congestion at these two intersections is expected to be alleviated by the I-495/Telegraph Road improvements.

Duke Street is one of three transit corridors being proposed on Transit Concept Plan. This corridor will provide access to the Landmark Mall, Foxchase, Alexandria Commons, and the King Street Metro Rail Station. Currently, the City is conducting a traffic study to determine the feasibility of providing dedicated transit lanes on these three transit corridors. At this time, the specific concept design would be subject to results of the feasibility study. Therefore, they were not included in the traffic impact study for the proposed police facility.

### ***Transportation Management Plan***

Technically, because of the size of the project, a transportation management special use permit is required. However, since the City has its own transportation benefits program, a separate Transportation Management Plan (TMP) is not needed for this application.

Through this program, the City's employees are eligible for up to \$75 per month towards DASH and Metrobus passes, Smart Benefits for Metrorail and Virginia Railroad Express riders, \$75 Metrochecks for Vanpool members and Smart Benefits towards parking at Metro Rail stations and bus rides.

The Police Headquarters Building is within a short walk of DASH (AT8) and WMATA service (29K and 29M) on Duke Street. The facility is also served by on-street bikeway connecting to the City's bike network.

The City's Transit Benefits program will provide the primary vehicle for decreasing single-occupant vehicles from this facility. The City's benefits will be supplemented by regional carpool matching and Guaranteed Ride Home (taxi rides in case of emergencies or unforeseen overtime for those using public transportation), which is administered by the Washington Metropolitan Council of Governments (COG). Because the City as an overall transportation management plan for City employees, staff has not added specific recommendations as part of this proposal.

### ***E. Modification for Penthouse Height***

The proposal includes a request for an increase in the height of the building's penthouse, from 15 feet to 20 feet tall based on the dimensions of the mechanical units it houses. The penthouse is integrated with the unique roof form of the building and provides screening of the mechanical equipment from the public right-of-way. Additionally, the increased height will not negatively impact adjoining properties. The topography of the site, the distance from neighboring buildings, and the inconspicuousness of the penthouse subdue the height. For these reasons, as well as the compatibility of the overall project with the surrounding area, staff recommends approval of the special use permit.

### ***F. Modification for Fence Height***

The application also includes a request for approval of a modification to install an eight-foot security fence around the perimeter of the site. As a result of the nature of the project, a variety of anti-ram and anti-personnel security fences are required to secure the building. A six-foot fence, as permitted in the Zoning Ordinance, does not provide sufficient security for the proposed facility. Possible negative impacts of the increased height of the fence are mitigated by the high-quality design and materials of the fence, and dense landscaping to screen the fence. Additionally, staff has recommended relocation of the west security gate and fence to be further away from Wheeler Avenue, as generally depicted in Attachment #1, to reduce the impact on the street. To ensure the security of the facility and the employees, staff supports the modification to install an eight-foot security fence around the perimeter of the site.

## G. Community

Over the past few years, the Department of General Services and the Police Department have met with the neighboring civic associations and other interested parties to discuss the proposed police facility, as well as other adjacent City development projects such as the Witter Recreational Fields and the DASH bus facility. Table 3 provides a brief summary of the meetings which have occurred to date.

**Table 3. Community Meetings**

May 2005	Public information meeting to discuss plans for proposed City Complex, which included the proposed Alexandria Police Facility, DASH operation and maintenance facility, City operation facility, and Witter Recreational Fields
May 2008	Public Information Meeting for police facility – Update provided for other City development projects in the area.

During the community meeting in May 2008, the prominent issues raised were traffic related; specifically the car stacking on Duke Street, hauling routes during construction, and cut-through traffic in the neighborhoods. Staff believes the conclusions of the traffic studies that indicate traffic improvements along the Duke Street corridor combined with the scheduling of the police facility will alleviate the congestion and not significantly impact traffic conditions on Duke Street. Staff is also recommending conditions of approval that require a community meeting to discuss the hauling routes, construction hours of operation, and any other community concerns prior to ground disturbance on the site.

The proposal has evolved to achieve a site plan that respects the environment, meets the challenges of the site, and provides the police department with the much-needed space. The proposed project has been positively received and the community input has helped to considerably improve the proposal.

## VI. CONCLUSION

Staff recommends *approval* of the DSUP for the construction of a police facility subject to compliance with all applicable codes and the following recommended conditions.

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:

### **A. PEDESTRIAN IMPROVEMENTS**

1. The level of pedestrian improvements shall be provided as depicted on the preliminary site plan dated April 21, 2008, and the applicant shall also provide the following to the satisfaction of the Directors of P&Z and T&ES:
  - a. The streetscape on Wheeler Avenue between the visitor parking entrance and the special vehicle parking entrance shall consist of a 14 ft. wide landscape strip from the face of curb and a 10 ft. wide concrete sidewalk outside of the public right-of-way. Within the landscape strip there shall be a maximum 30 inch high anti-ram post and cable fence (or other comparable design) with a variety of low flowering and evergreen shrubs and grasses on either side of the fence. A double row of street trees spaced 30 feet on center shall be provided within the landscape strip and on the outside of the sidewalk, as shown on the preliminary plan.
  - b. The 14 ft. wide landscape strip and 10 ft concrete sidewalk shall continue north of the visitor's entrance to the service drive with 4 additional shade trees provided in a double row, 30 ft. on center; and south of the special vehicle entrance with one additional shade tree provided south of the entrance.
  - c. The existing overhead electric/telephone lines and poles along Wheeler Avenue shall be located underground.
  - d. Street lights shall be provided along the Wheeler Avenue frontage and the internal service drive to the satisfaction of the Director's of T&ES and P&Z.
  - e. ADA accessible pedestrian crossings shall be installed for all crossings serving the site.
  - f. Provide thermoplastic ladder style pedestrian cross walks at all crossings at the proposed police facility, which must be designed to the satisfaction of the Director of T&ES.
  - g. All pedestrian and streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit.
  - h. Bike lanes shall be provided on Wheeler Avenue as shown on the Preliminary Plan. (P&Z) (T&ES)
2. 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)
3. Seven visitor and employees bicycle parking racks (fourteen spaces) shall be provided on surface to the satisfaction of the Director of T&ES. The bicycle rack locations shall be preferably covered, grouped, and located within 50 feet of the main entrance. Additional ten bicycle parking racks (twenty spaces) shall be provided in the underground garage to

the satisfaction of the Director of T&ES. The 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: <http://www.alexandriava.gov/localmotion/info>. (T&ES)

**B. OPEN SPACE/LANDSCAPING**

4. A revised landscape plan shall be provided with the final plan submission to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the plan shall provide the amount, location and quantity of landscaping depicted on the preliminary landscape plan and shall also provide the following:
  - a. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
  - b. Provide planting plan that includes 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.
  - c. Coordinate above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts.
  - d. Ensure positive drainage in all planted areas.
  - e. Provide crown area coverage calculations in compliance with City of Alexandria Landscape Guidelines.
    - i. Street Trees may not be included in crown coverage calculations.
    - ii. Provide pre-development and post development calculations.
  - f. Provide detail sections showing above and below grade conditions for plantings above structure.
  - g. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
  - h. Indicate limits of grass and planting areas including bed lines.
  - i. Provide City Standard notes as listed in the City of Alexandria Landscape Guidelines.
  - j. Indicate limits of grass sod & seed.
5. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA that incorporates the following:
  - a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
    - i. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
    - ii. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
    - iii. 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. (RP&CA)

6. The plaza area and other ground-level open space areas 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. The plaza and other open space areas shall be revised as follows to the satisfaction of the Director of P&Z and RP&CA:
  - a. All walls and planters shall consist of brick, stone or precast concrete.
  - b. Paving materials for the plaza shall consist of high-quality decorative pavers such as brick or stone.
  - c. All planters within the plaza shall be irrigated.
  - d. The vent/air duct on the southeast side of the plaza shall be screened from view of the public with plant materials.
  - e. The area of plaza to the south of the main entrance shall be revised to be a planter with decorative stones/cobbles as depicted in *Attachment #2*.
  - f. Provide two additional shade trees along the south side of the north service drive near the intersection of Wheeler Ave.
  - g. A minimum 6 ft wide landscaped bed shall be provided along the north face of the special vehicle garage.
7. The City's construction designer/consultant shall integrate aspects of the historic character of the property into the design of plaza open space for this project and shall provide and erect interpretive signage that highlights the history and archaeology of the site. The archaeological consultant shall provide information about the history of the site for use by the designers. The archaeological consultant shall also provide text and graphics for the signage subject to approval by Alexandria Archaeology, the Department of Recreation, Parks and Cultural Activities and Planning and Zoning. (ARCH.)(RP&CA)(P&Z)

### **C. SITE PLAN**

8. A freestanding sign for the proposed building shall be prohibited. A monument sign that is incorporated with the building design and surrounding landscape may be permitted at the entrance to the visitor parking and to the south employee entrance. A detail of the monument sign shall be provided at the first submission of final site plan. (P&Z)
9. Retaining walls shall be constructed of high-quality materials and treated with a similar material, color, and finish as the building to the satisfaction of the Director of P&Z.
10. Railings above retaining walls shall be treated with a similar material, color, and finish as the building to the satisfaction of the Director of P&Z.

11. 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 RPC&A, 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. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. The lighting for the parking garage shall be a minimum of 5.0 foot candle minimum maintained. The fixtures shall not be flushed against the ceiling, unless there are no crossbeams, but should hang down at least to the crossbeam to provide as much light spread as possible.
  - k. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (RPC&A) (T&ES)(P&Z) (Police)
  
12. The south employee entrance drive, grading and fencing along the west lawn shall be revised to be in general conformance with *Attachment #1* and shall include the following to the satisfaction of the Director of P&Z:
  - a. Security fences and gates shall not exceed 8 feet in height and shall be black in color. Details of all fence types, gates, and barriers shall be provided at the first submission of the final site plan.
  - b. The employee access/security gates shall be relocated away from Wheeler Avenue as far as possible.
  - c. The median at the entrance shall be planted with ornamental trees and shrubs.

- d. The anti-ram post and cable fence along the drive aisle shall be extended from the south side of the 10 ft sidewalk to the EVE.
  - e. Removable anti-ram bollards shall be provided for access to the EVE .
  - f. The grading of the driveway shall be revised so that the low point is as close to Wheeler Avenue as possible.
  - g. Consider eliminating the small drainage pond on the east side of the driveway and providing a drainage inlet instead. (P&Z)
  - h. Provide plantings on the west side of the special vehicles structure to screen structure from Wheeler Ave. (P&Z)
13. Dense plantings shall be provided on the east side of the parking garage to screen viewsheds from Duke Street into the parking structure. (P&Z)

#### **D. BUILDING**

14. The massing, articulation, and general design of the building shall be consistent with the drawings, colored elevations, and renderings dated April 21, 2008. The final design of the building shall be revised to incorporate the following, or comparable, design refinements, to the satisfaction of the Director of P&Z:
- a. The materials shall be brick, pre-cast concrete, glass, and metal.
  - b. The soffit and fascias of the projecting feature roof shall be similar in color and appearance to the roof and shall be detailed to the satisfaction of the Director of P&Z.
  - c. The roof color shall conform to samples approved by the Director of P&Z.
  - d. The louvers shall be of high-quality materials to match the roof, as shown in the color renderings, and to conform to samples approved by the Director of P&Z.
  - e. The windows shall be of high-quality glass with metal mullions. Where the windows have expressed sills and lintels, the sills and lintels shall be of a material and finish compatible with the building.
  - f. On the secondary, typically punched wall, consider aligning the vertical control joints for the brick components with the left or right edge of the windows to create a more contemporary expression. Similarly, consider locating the horizontal soldier courses at the window sills rather than the floor levels for a less predictable expression.
  - g. Consider continuing the vertical control joints on the north façade into the pre-cast concrete base.
  - h. Explore design options for the four-story feature column, which is a key compositional element in the entry sequence, to the satisfaction of the Director of P&Z.
  - i. Design and detailing of the projecting bays on the north façade of the facility, as shown in the color renderings, shall be of high-quality materials and conform to samples approved by the Director of P&Z.



- j. On the parking garage, consider converting the proposed horizontal expression of the north façade of the parking structure from line 7 to line 13 from brick to pre-cast concrete spandrels. The spandrels should match the base of the parking structure and be designed to relate to the facility and special vehicles parking structure.
  - k. On the parking garage, on the west facade, consider wrapping the proposed punched-brick expression to line 8. Similarly, on the east façade, consider wrapping the proposed punched-brick expression approximately 16 feet.
  - l. The pre-cast concrete color shall be to the satisfaction of the Director of P&Z.
  - m. On the special vehicles parking structure, provide pre-cast concrete with banding on the north facade and consider wrapping the precast approximately 8 feet around the west elevation. The found bicycles area shall be enclosed with black, vinyl-coated chain link fence, recessed into the building.
  - n. Provide details of the covered skywalk from the facility to the parking garage at the first submission of final site plan.
  - o. Provide details (plan, section, elevation) of the sun shades or fins at the first submission of final site plan.
  - p. Color architectural elevations (front, sides, and rear) shall be submitted with the first and subsequent submissions of the final site plan, with all materials and finishes called out.
  - q. Samples of all major building materials and finishes shall be provided at the first submission of the final site plan.
  - r. Mock-up panels shall be constructed on site prior to vertical construction and approval of wall checks.
  - s. The building shall achieve points towards LEED Silver Certification with the goal of achieving LEED Gold Certification under the United States Green Building Council point system. A checklist and specific examples of the sustainable design technologies incorporated shall be provided on the final site plan, prior to release of a building permit. (P&Z) (T&ES)
15. As part of the request for a certificate of occupancy permit, a building, garage, and site location survey shall be submitted to the Department of P&Z for all site improvements. A certification of height for the building as part of the certificate of occupancy for each building(s) shall be submitted. 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 base on all applicable provisions of the Zoning Ordinance. (P&Z)
16. A wall check shall be submitted 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)

17. 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 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. Acknowledged by applicant. (Code)

## **E. STORMWATER**

18. 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)
19. 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)

20. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
21. The storm water collection system is located within the Cameron 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)

**F. SOLID WASTE**

22. The plan shall provide locations of the solid waste disposal and recycling containers along with the turning movements of a trash truck. (T&ES)
23. Trash receptacles shall be provided to the satisfaction of Director of Transportation and Environmental Services. (T&ES)

**G. STREETS/TRAFFIC**

24. Provide a total turning radius of 25 feet for vehicular access to the garage to the satisfaction of the Director of T&ES. (T&ES)
25. If the curb, gutter, side walk, and street light are in a state of disrepair or missing adjacent to the proposed development or damaged during construction then the City's infrastructure, including but not limited to, curb, gutter, sidewalk, driveway aprons, and patch work required for utility installation, and street lights, etc., shall be designed and constructed as per the City of Alexandria standards and specifications. (T&ES)
26. A Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be submitted to the Director of T&ES along with the Permit Application. (T&ES)
27. 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)
28. 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)

29. The slope on parking ramp to garage entrance shall not exceed 10 percent. 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)

**H. UTILITIES**

30. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES)

**I. WATERSHED, WETLANDS AND RPAS**

31. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments before the submission of the first final site plan. 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 prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

**J. CONSTRUCTION**

33. 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)
34. 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)
35. 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)

36. The construction staging plan shall be submitted and discussed with the Director of Transportation and Environmental Services (T&ES) prior to release of any permits for ground disturbing activities. (T&ES)
37. Prior to the release of the final site plan, have a meeting with the community to review an appropriate Traffic Control Plan for construction, detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.(T&ES)(P&Z)
38. Safe and convenient pedestrian access shall be maintained during all phases of construction along Wheeler Avenue. (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 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)
41. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)
42. Temporary construction trailers shall be permitted and be subject to the approval of the Directors of P&Z, T&ES, and Code Enforcement. The trailer(s) shall be located on the final site plan and removed prior to the issuance of a certificate of occupancy permit. (P&Z) (T&ES) (Code)

**K. BMP FACILITIES**

43. 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 BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)

44. 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)
45. 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)
46. The Alexandria Police Facility, 3502-3610 Wheeler Avenue, shall be added to the Memorandum of Understanding dated July 2007 concerning maintenance responsibilities for the City-owned stormwater management best management practices. Page 3 of 3 lists departmental responsibilities of facilities and their addresses. The Alexandria Police Facility, with four bioretention areas and two cisterns shall be added to the responsibilities of the Department of General Services." Amending this document shall be accomplished prior to mylar approval. (T&ES)
47. Prior to certificate of occupancy, 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)

**L. CONTAMINATED LAND**

48. Plan does not indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)

49. Due to historic uses at the site and potential for contamination, the following condition shall be included:  
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)
50. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

**M. MISCELLANEOUS**

51. All exterior building mounted loudspeakers are prohibited. (T&ES)
52. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

**N. ARCHAEOLOGY**

53. To insure that significant information is not lost as a result of the current development project, the City's construction consultant shall hire an archaeological consulting firm to complete a Documentary Study, as outlined in the October 19, 2007, Scope of Work prepared by Alexandria Archaeology.
54. If the Documentary Study indicates that the property has the potential to yield significant buried resources, the construction consultant shall hire an archaeological consulting firm to complete an Archaeological Evaluation. If significant resources are discovered, the archaeological consultant shall complete a Resource Management Plan, as outlined in the

*City of Alexandria Archaeological Standards.* Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.

55. The statements in the archaeology conditions below 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, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements.
  - a. 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.
  - b. The construction consultant/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.
  - c. The construction consultant shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.  
(Note: Statements must be on all pages involving ground disturbance.)
56. 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.
57. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.

---

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 Since using the EVE located within the parking lot will require an area for emergency vehicles to turn around, the applicant could connect the EVE located within the parking lot with the EVE access located between the Police Headquarters building and the garage. This will provide the required turn around area for emergency vehicles as well as minimize the amount of curb cuts for the project. Finding resolved per Preliminary Plan Submission dated 4/21/2008.
- F-2 The applicant may remove the rear FDC of the Headquarters Building and the rear FDC of the Parking Garage. The remaining FDC's on the Headquarters Building, Parking Garage and the additional FDC on the proposed Special Vehicle Facility building (See C-8) provide adequate Fire Department Connections and access to the proposed structures.
- C-1 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Acknowledged by applicant.
- C-2 Construction permits are required for this project. Plans shall accompany the permit application that fully details the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems. Acknowledged by applicant.
- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant. The current edition of the USBC is the only building code that shall be used. Applicant has acknowledged the use of the 2006 USBC.
- C-4 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.
- C-5 Roof drainage must not run toward adjacent property. If the footprint area of the addition: (1) exceeds the footprint area of the existing structure, or (2) the roof drainage of the existing structure is hard piped, or (3) the roof drainage from the addition will cause erosion or damage to an adjacent property, then run-off water must be hard piped (schedule 40 PVC pipe;  $\geq 3$ " in diameter) to the storm, sewer, inlet box, building sub drain, street flume or curb. Acknowledged by applicant.

- C-6 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. Acknowledged by applicant.
- C-7 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. Acknowledged by applicant. The applicant indicates the easement sign guidelines were not attached during the previous departmental comment response. The easement sign guidelines have been attached to this set of departmental comment response.
- 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. Acknowledged by applicant. Refer to Sheet C-102. The Fire Service plan shall be separate from the Site Plan and shall comply with the above requirements. Provide the locations of the Fire Hydrants. The applicant shall add one FDC to the Special Vehicle Facility building that is located between 40 feet and 100 feet from the fire hydrant shown on the plans.
- 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. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Acknowledged by applicant. The applicant has shown compliance with the USBC with the provided information shown on the submitted fire service plan, Sheet C-111.
- C-11 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1019.1.7. Acknowledged by applicant.
- C-12 Building Code Analysis: The following minimum building code data is required on the drawings: a) use group, b) number of stories, c) construction type, d) tenant area. Acknowledged by applicant.

- C-13 Rooftop anchorage/installation details must be submitted (USBC 109.1). Acknowledged by applicant.
- C-14 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.9). Acknowledged by applicant. Only the below grade portion of the parking garage is required to be sprinklered and mechanically ventilated since the above grade portion will be considered an open garage.
- C-15 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-16 The developer shall declare on the plans if the parking structure is considered a public parking structure complying with Chapter 4 of the USBC or an open parking structure. If the structure is declared as an open parking structure, the developer shall submit information detailing how the structure meets the openness criteria. If the structure is declared a public parking structure, the plans shall reflect required water and sewer lines, FDC's and oil / water separator locations. Acknowledged by applicant.
- C-17 ~~The proposed building must comply with the requirements of HIGH RISE building (USBC 403.1).~~ Condition Deleted.
- C-18 Fire suppression systems shall be installed in building and structures of Use Group B, when > 50' in height. Building height shall be measured from the point of the lowest grade level elevation accessible by fire department vehicles at the building or structure to the floor of the highest occupiable story of the building or structure (USBC 905.3.1). Acknowledged by applicant.
- C-19 A fire protective signaling system is required in the B, Business use group area (offices) which are located two or more stories above the lowest level of exit discharge (USBC 907.2.2). Acknowledged by applicant.
- C-20 A Certificate of Use of Occupancy is required prior to opening (USBC 116.1). Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts (USBC 116.2). Acknowledged by applicant.
- C-21 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC 302.3. Acknowledged by applicant.
- C-22 A soils report must be submitted with the building permit application. Acknowledged by applicant.

- C-23 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-24 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.
- C-25 Toilet Rooms for Persons with Disabilities:
  - (a) Water closet heights must comply with USBC 1109.2.2
  - (b) Door hardware must comply with USBC 1109.13Acknowledged by applicant.
- C-26 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2). Acknowledged by applicant.
- C-27 Required exits, parking, and facilities shall be accessible for persons with disabilities. Acknowledged by applicant.
- C-28 Handrails must comply with USBC 1009.11. Acknowledged by applicant.
- C-29 A fire prevention code permit is required for the proposed operation. Acknowledged by applicant.
- C-30 A separate tap is required for the building fire service connection. This can be shown on the Fire Service Plan. Acknowledged by applicant.
- C-31 Required fire department access ways over 100 feet in length shall have provisions for turning apparatus Acknowledged by applicant.around according to the requirements referenced in Figure A106.1 for emergency vehicle easements in the City Code of Alexandria. Acknowledged by applicant.

## **TRANSPORTATION & ENVIRONMENTAL SERVICES**

- F-1 Since applicant does not have a Phosphorous removal requirement Worksheet C is not needed. (T&ES)
- F-2 Applicant should consider a water recapture system to use with the cisterns. (T&ES)
- F-3 Details of Bioretention areas and expanded planting designs shall be required with Final 1. (T&ES)

- F-4 Portions of this project lie within an area described on historical maps as containing marine clays.
- F-5 The project is located within an existing RPA or mapped wetland area.
- F-6 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-7 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-8 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-9 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-10 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)
- F-11 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)

- F-12 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-13 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-14 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-15 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-16 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

- F-17 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F-18 The applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F-19 The City of Alexandria encourages the use of green/sustainable building technology. Provide specific examples as to how this development will incorporate this technology, including low impact development (LID) measures, green roof technology, and energy efficient materials into the design. (T&ES)
  
- C-1 All streets and alleys must comply with the City's Minimum Standards for streets and alleys. (T&ES)
- C-2 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-3 All downspouts must be connected to a storm sewer by continuous underground pipe. (T&ES)
- C-4 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-5 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-6 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-7 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-8 All utilities on the subject property and along the frontage of Wheeler Avenue shall be placed underground. (T&ES)
- C-9 Provide site lighting plan. (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. (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](http://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. ADA accessible pedestrian crossings shall be installed at all crossings. (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 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-16 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-17 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)



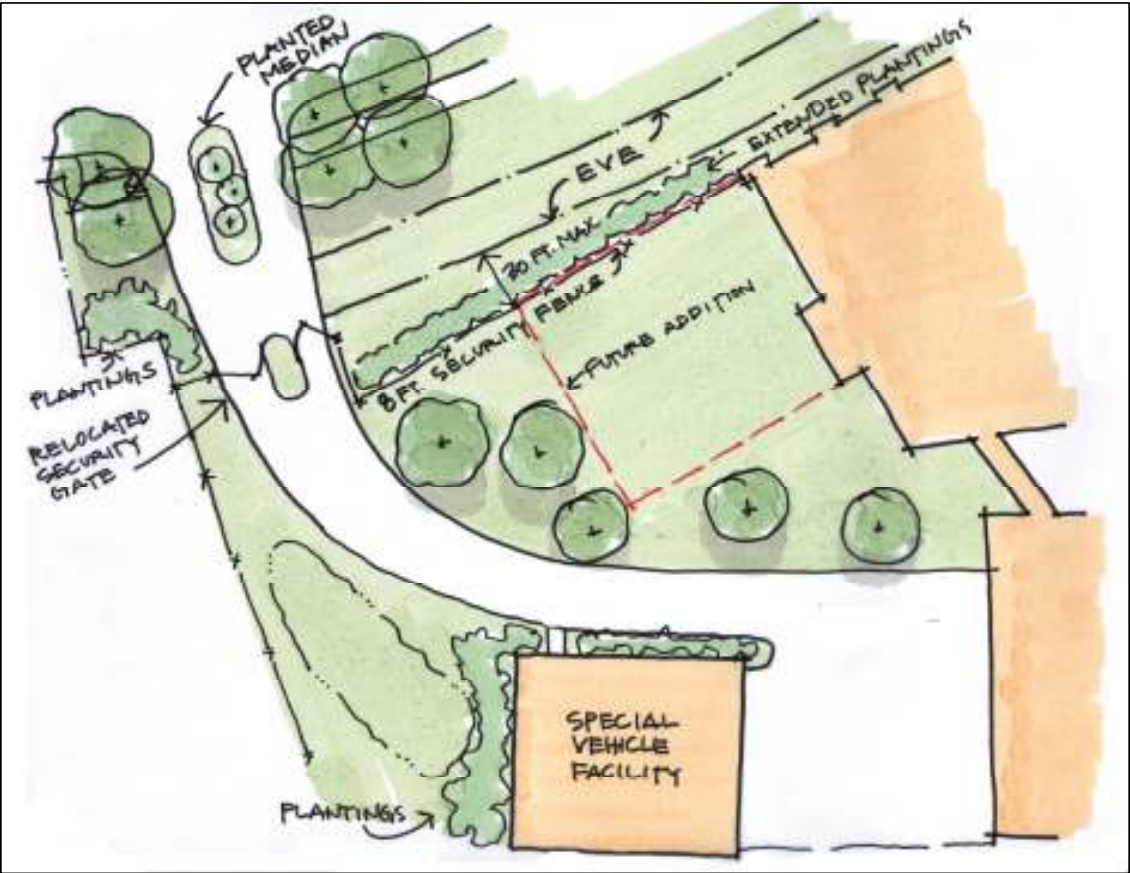
- C-18 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered 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)
- C-19 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)
- C-20 Provide City standard pavement for Emergency Vehicle Easements (EVE). (T&ES)
- C-21 All driveway entrances, sidewalks, curbing, etc. shall meet City design standards. (T&ES)
- C-22 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.
- C-23 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)

## **ARCHAEOLOGY**

- F-1 Civil War period maps show a structure on or near this property, and Brown's Mill is situated to the west. The property may have potential to yield significant archaeological resources that could provide insight into the history of this area during, and perhaps prior to, the 19<sup>th</sup> century. A Documentary Study is needed to shed more light on the history of the property in order to determine the need for archaeological investigation.
- F-2 If this project is a federal undertaking or involves the use of any federal funding, the City shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. Alexandria Archaeology will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project.

C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

ATTACHMENT #1



**ATTACHMENT #2**

