



***Docket Item #7 A-E - The Calvert Apartments
 Master Plan Amendment #2009-0005
 Rezoning #2009-0003
 Development Special Use Permit #2009-0006
 Transportation Management Plan #2010-0002
 Vacation #2009-0001***

Application	General Data	
Project Name: The Calvert Apartments Location: 3110 Mount Vernon Avenue Applicant: UDR Calvert, LLC Represented by Duncan Blair	PC Hearing:	September 7, 2010
	CC Hearing:	September 25, 2010
	If approved, DSUP Expiration:	September 25, 2013 (36 months)
	Plan Acreage:	3.41 acres 3.49 acres (with vacation)
	Zone:	CRMU-M
	Proposed Use:	Residential with retail
	Gross Floor Area:	Residential: 283,426 sf Retail: 10,914 sf Total: 294,340 sf
	Dwelling Units:	Existing: 187 Units Proposed: 332 Units
	Small Area Plan:	Potomac West
	Green Building:	Compliance with Green Building Policy – LEED Certification

Purpose of Application
Approval for redevelopment of the existing Calvert Apartments site with the addition of 145 new units. The proposal requires approval of the following applications: <ol style="list-style-type: none"> 1. Master Plan Amendment (to remove proffer) #2009-0005 2. Rezoning (to remove proffer) #2009-0003 3. Development Special Use Permit, with modifications to setbacks and a parking reduction #2009-0006 4. TMP Special Use Permit #2010-0002 5. Vacation #2009-0001

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Katy Parker, AICP, LEED AP katy.parker@alexandriava.gov Gary Wagner, RLA gary.wagner@alexandriava.gov

CITY COUNCIL ACTION, SEPTEMBER 25, 2010: City Council approved the Planning Commission recommendation.

PLANNING COMMISSION ACTION, SEPTEMBER 7, 2010: On a motion by Mr. Jennings, seconded by Ms. Fossum, the Planning Commission voted to adopt Resolution MPA #2009-0005. The motion carried on a vote of 6 to 0. Mr. Komoroske was absent.

On a motion by Mr. Jennings, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of REZ #2009-0003, DSUP #2009-0006, TMP-SUP #2010-0002, and VAC #2009-0001, subject to compliance with all applicable codes, ordinances, and conditions, including an amendment to condition #35 regarding the timing for designation of a TMP Coordinator, an amendment to Attachment #4 (TMP). The Planning Commission generally supported the Del Ray Land Use Committee's request that residents of the building be prohibited from obtaining on-street residential parking permits, however this wasn't specifically included in the motion as a new condition. There is no residential parking district in that area at this time. The motion carried on a vote of 6 to 0. Mr. Komoroske was absent.

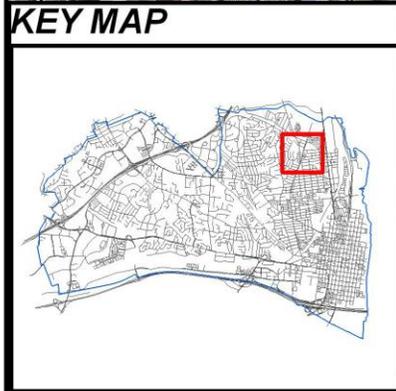
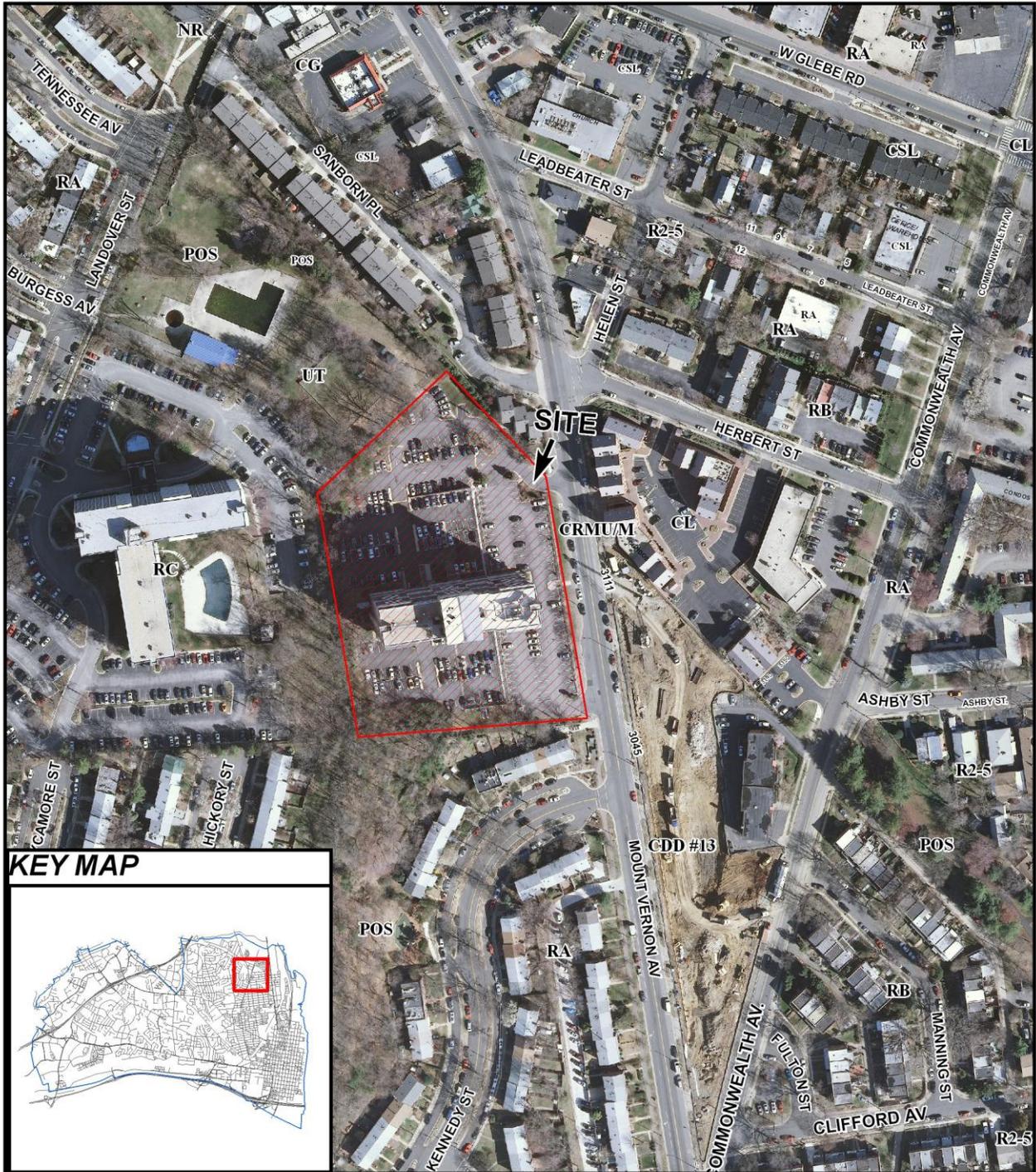
Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers:

Duncan Blair, attorney, representing the applicant.

Pat Miller, Chair of the Alexandria Commission of Arts, spoke in support of the development. She noted that this particular project provided an exciting opportunity for art in Alexandria since the proposal includes a fountain in the central plaza, unique paving patterns to create ribbons of color in the plaza, and an interesting screening panel to hide the back of house area from patrons of the plaza.

Sarah Haut, Co-Chair of the Land Use Committee for the Del Ray Citizens Association, spoke in support of the development. She noted that the applicant has met with their Association a number of times over the last year. The Committee believes the development will enhance the mixed use and walkable environment within Del Ray. She asked that three points be taken into consideration for this development: (1) the public open space should be available for use by the retail tenants, (2) a landscape plan shall be prepared that ensures the open space is well planned and designed to be environmentally sustainable, and (3) the residents of the building should not be allowed to obtain on-street residential parking permits.



MPA #2009-0005
REZ #2009-0003
DSUP #2009-0006
TMP-SUP #2010-0002
VAC #2009-0001

09/07/10



I. SUMMARY

A. *Recommendation*

Staff recommends **approval** of the development applications proposed for the Calvert Apartment site, subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- An improved façade for the existing high-rise and compatible architecture for the 5-story addition.
- Enhanced streetscape along Mount Vernon Avenue with the elimination of surface parking in front of the retail areas and the creation of a street level plaza;
- Retention of retail for a predominately residential neighborhood;
- Rental housing; and
- Reduction of impervious surface and addition of more usable open space through the removal of a surface parking lot;

B. *Summary of Issues*

The applicant and developer, UDR Calvert, LLC, has submitted a proposal for redevelopment of the existing Calvert Apartment building on Mount Vernon Avenue. The proposal consists of renovating and refacing the existing 16-story high rise, adding a new 5-story building along the Mount Vernon Avenue frontage, and constructing an underground parking garage. The proposal will result in 145 additional residential units for a total of 332 units and a slight reduction of retail space from 16,000 sf to 10,914 sf. To construct this project, the applicant has requested approval of the following:

- Master Plan amendment (to remove a proffer from 1994);
- Rezoning of the subject property (to remove a proffer from 1994);
- Development Special Use Permit with Site Plan, with modifications to side and rear setbacks and a parking reduction;
- Transportation Management Plan; and
- Vacation of right-of-way.

There are several key issues that were considered with this proposal as discussed in more detail later in the report, including:

- Justification for removing the proffer;
- Architecture and building design;
- Upgrading the pedestrian environment and streetscape;
- Design and function of open space;
- Providing adequate parking in appropriate locations; and
- Addressing potential traffic issues.

II. BACKGROUND

A. *Site Context*

The 3.4 acre site is located on the west side of Mount Vernon Avenue, on the stretch between Commonwealth Avenue and Glebe Road. Currently the site is developed with a very distinctive, 16-story apartment building that was constructed in the 1960's. There is also 16,000 sf of ground level retail space (occupied by several restaurants and other retail uses) attached to the apartment building that is set back from the Avenue behind a surface parking lot. The remainder of the site is essentially paved for parking for the residents of the building.

West of the site (behind the Calvert building) is another high rise apartment building, Aspen House, which was also constructed around this time period. The grade change between the two sites makes the Aspen House appear much taller, although they are both roughly the same height. To the north and south of the site along Mount Vernon Avenue are two townhouse developments, Mount Vernon Court and Warwick Village, respectively. Also adjacent to the property but not accessible from the Avenue is property owned by the water company to the north and Goat Hill Park to the south. Finally, to the east across Mount Vernon Avenue, are the Vernon Square office complex and the new Del Ray Central residential development (previously called the Triangle site).

The topography of the Calvert property is rather significant. From Mount Vernon Avenue to the western property line there is a change in elevation of 72 feet, with Mount Vernon Avenue being the low side. Approximately 30 feet of the grade change occurs at the southwest corner where there are retaining walls that will remain with the proposed development. No development is proposed in this area given the steep slopes. The grade change across the remainder of the site, though still considerable, is used to bury the parking garage (discussed further in the Project Description).

The Calvert property falls within the Potomac West Small Area Plan. There are two neighborhood plans in this area, the Mount Vernon Avenue Business Plan and the Arlandria Neighborhood Plan, although the Calvert property falls outside of both of these planning areas. However, there are many consistent features between the plans that the Calvert proposal takes into consideration. The location of this property between the two planning areas could provide an opportunity to create a link or transition between the neighborhoods.

B. *Site History*

The site was originally developed in 1962 under the C-2 zone. This zone allowed for the 187 unit, 16-story high-rise with a full range of commercial uses. In 1992, the property was designated as Residential High in the Potomac West Small Area Plan and was subsequently rezoned to RC-Residential High. This zone, being more residential in nature, restricted the commercial uses to those more supportive and related to residential neighborhoods. In order to broaden the scope of uses allowed in the commercial space, in 1994, the owner at that time requested a rezoning to Commercial Residential Mixed Use Medium (CRMU-M). Rather than

changing the zoning for the entire property, a proffer was approved as part of the master plan amendment and rezoning to allow the 16,000 sf of commercial space to be subject to the CRMU-M zone, while the remainder of the site to be subject to the RC zone. Today, the property continues to be rental with various retail uses in the designated commercial space.

III. PROJECT DESCRIPTION

The proposal for the Calvert property includes three main components. First, is the retention and renovation of the existing 16-story apartment building. Keeping the high-rise building is a key element of this proposal, but the developer is well aware of the less than favorable opinion that is generally held of the original building design. As a result, the proposal includes significant architectural improvements and enhancements to the exterior of the building to improve the building and give it a more modern appearance (discussed further in the Building Design/Architecture section).

The second part of the proposal is the addition of a building along the Mount Vernon Avenue frontage that connects to the existing high-rise. The developer has proposed to demolish the existing one-story retail wings and surface parking lots on either side of the high-rise and in its place construct a 5-story residential building with ground floor retail. This new building would flank each side of the high-rise and create a central street level plaza in the middle. By shifting the building closer to Mount Vernon Avenue, a more pedestrian and urban streetscape is accomplished, which is comparable to the Del Ray Central development across the street and other recent developments along the Avenue. With this addition, the number of units increases from 187 units to 332 units. Of these, approximately 40 will be studios, 209 will be one-bedrooms, and 83 will be two-bedrooms. The existing 16,000 sf of retail will be slightly reduced to 10,914 sf and there will also be a 1,400 sf leasing office adjacent to the new retail space.

The final component of this development is the creation of an underground garage. Currently, the parking for the apartment building is all uncovered, surface parking that occupies a most of the site. Given the change in grade across the property, much of this parking actually sits on top of the existing one-story retail buildings that are buried into the site. With this proposal, using the grade change, the applicant will construct a three-story underground garage on the north side of the high-rise, which will accommodate 501 parking spaces for the residents and retail patrons. Access to the garage will be through the north and south entrances to the site that exist today. By locating the garage on the north side of the buildings, the south side becomes available for open space.

In order to develop at the proposed density, the applicant is requesting approval of a master plan amendment and rezoning to remove the 1994 proffer that limits the site to the RC zoning parameters. If these are approved, a development special use permit is needed to construct to the proposed FAR of just under 2.0. In addition, the parking is slightly below what is required by the Zoning Ordinance, thus requiring a parking reduction, and the size of the development also triggers a Transportation Management Plan. Finally, the applicant is requesting a portion of the right-of-way be vacated to incorporate into the overall design of the development. More details on each of these are provided in the Staff Analysis.

IV. ZONING

Property Address:	3110 Mount Vernon Avenue	
Total Site Area:	3.41 Acres (148,778 sf) 3.49 Acres (152,227 sf) – with land from the ROW vacation	
Zone:	Existing: CRMU-M with RC proffer Proposed: CRMU-M	
Current Use:	Residential with ground floor retail	
Proposed Use:	Residential with ground floor retail	
	Permitted/Required	Proposed
FAR:	1.25 – under RC 2.0 – under CRMU-M	1.98 – without vacation 1.94 – with vacation
Floor Area:	185,973 sf – under RC 297,556 sf under CRMU-M	294,340 sf
Height:	150 feet	162.2 feet – existing building* 53 feet – addition
Setbacks:	Front: 10 feet Side – North: 1:2, min. 16 feet Side – South: 1:2, min. 16 feet Rear: 1:1, min. 25 feet	Front: 11.4 feet Side – North: 43.5 feet** Side – South: 42.9 feet** Rear: 43.7 feet**
Open Space	Required: 60,890 sf (40%) Existing: 45,668 sf (30%)	64,750 sf (43%)
Parking:	1.3 spaces per studio and 1-bed units (249 units): 324 spaces 1.75 space per 2-bed unit (83 units): 146 spaces 1.1 spaces per 220 sf of retail (10,499 sf): 53 spaces Total: 523 spaces	501 spaces***
Loading spaces:	1 space per 20,000 sf of retail (10,499 sf): 1 loading space	1 loading space
<p>* The height of the existing building exceeds the 150 foot height limit, but is grandfathered. Revisions to the existing building will not exceed the grandfathered height. ** Modification to setbacks requested *** Parking reduction for 22 spaces requested</p>		

V. STAFF ANALYSIS

A. Master Plan Amendment and Rezoning Request

As discussed in the Site History section, there is a proffer associated with this property. In 1994, the owner of the property requested the site be rezoned to allow more flexibility for the commercial uses that had traditionally been part of the development, but were then limited by the 1992 rezoning. The owner agreed to a proffer that allowed CRMU-M zoning for the commercial portion of the site but restricted the remainder to the RC zone. Under the RC zone, a maximum FAR of 1.25 is permitted which would allow a building up to 185,973 sf for this site. Since the existing building is 184,920 sf, this essentially precludes additional development. In order to proceed with the current development proposal, the new owner is requesting a master plan amendment and rezoning to remove the proffer so the entire site can be developed to the 2.0 FAR permitted by the CRMU-M zone.

Elimination of the proffer could allow an additional 111,000 sf of development on this site and such a request should be carefully considered. The current proposal is only viable if the additional floor area is allowed since it includes a 106,000 sf addition. Despite the additional development on this site, the improvements as a result of the proposal will provide significant benefits to the City and neighborhood (discussed in the sections below). In addition, the design supports many of the principles identified by the Mount Vernon Avenue Business Plan, including the enhancement of Mount Vernon Avenue as a vibrant commercial corridor, encouraging mixed use development, and enhancing public spaces.

B. Building Design/Architecture

The improvements to the façade of the existing building are a significant part of this development proposal. As noted earlier, the design of the original building is typical of the architecture of the 1960s and appears dated in comparison with other buildings along the Avenue. The applicant proposes to enhance the design by altering and adding to the building. The most notable change is to the roof element. The essence of the element is maintained by drawing from the unique shape and enlarging it. Whereas the original element is enclosed and comprised of older, heavier materials, the new piece uses a lot of glass and a metal trellis to create a light and airy feel. Additionally, the piece becomes asymmetrical, extending further towards the east and the Avenue, which relates to the asymmetrical redesign of the building skin. The use of glass windows framed by five vertical fins in the center of the north and south facades draws the eye up the building to the signature top. Additionally, several of the existing balconies and sunrooms will be removed and the remainders are tied together with a series of horizontal metal bands that terminate in the center glass piece.

The mid-rise addition will incorporate many of the improvements of the new façade while being comparable to the architecture along Mount Vernon Avenue, particularly immediately across the street at Del Ray Central. The height is five stories, which one story taller than Del Ray Central, and the use of different building materials (brick, glass, and metal) and plane changes creates the illusion of a set back top floor. The addition is tied into the existing high-rise by using a similar

treatment of glass and vertical fins extending from the top floor of the mid rise to the ground in the plaza.

As discussed in the project description, the grade change across the site is used to create a predominately underground parking garage on the north side of the high-rise. The top level will be uncovered, but hidden from view from Mount Vernon Avenue by the new addition. Access to this level will be via the northern entrance from the Avenue and around the new building or through the garage. The next level will essentially be at street level, but will be enclosed by the addition and concealed from view. There will be three entrance and exit points to this level: from both of the Mount Vernon Avenue entrances to the site, as well as from the top level of the garage. Finally, there will be two additional levels completely underground to provide the remaining parking.

One area that staff and the developer spent some time discussing dealt with the treatment of the plaza area leading into the entrance to the high-rise building through garage. Staff was concerned that a major entrance to the building would be located in a dark and uninviting space within the garage. The developer acknowledged this concern and has worked with staff to develop a more pedestrian friendly environment. *Attachment #2* provides an updated design for the plaza and high-rise entrance that significantly improves the original design. In the new plan, the use of paving patterns draws a pedestrian from the plaza across the drive aisle, which is raised to be flush with plaza, to the entrance and building lobby. The lobby is predominately glass allowing more visibility and light for this area. The mechanical room to the right of the entrance uses an illuminated panel to create more light while screening the uses behind it. Finally, where possible, doors from stairways and tenant spaces were reoriented to open into this space, creating even more activity and visibility for the area.

C. Pedestrian and Streetscape Improvements

Currently, the site is more automobile-oriented with surface parking between the retail area and the street, large surface parking lots on the north and south sides of the building, and a lack of open space. However, there are a number of pedestrian and streetscape improvements that are created by this proposal.

First and foremost is the elimination of the surface parking at street level and construction of the addition closer to the street. By shifting the new buildings towards the front property line and directing vehicles behind them to a concealed garage, the retail space is more visible and engaging to pedestrians. The conflicts between vehicles and pedestrians are eliminated by clearly defining the areas for both. The design of the new building provides ample room for outdoor dining in front of the retail space without impacting the public sidewalk. In addition, the center of the new building is recessed providing space for a large plaza, which will be open to the public through a public access easement. A water feature will be designed for the space to create an interesting and inviting focal element.

Another improvement is the grading and redesign of the transition between the public sidewalk and the private property. Currently, the site is separated from the public space by a retaining

wall and fence. With the new proposal, the retaining wall will be removed and series of planters and stairs will be added to create a welcoming entrance to the site.

Improvements along the Mount Vernon frontage are also proposed. Presently, the sidewalk is immediately adjacent to the on-street parking and drive lanes. A typical sidewalk section will be provided that includes street trees between the sidewalk and street, which will match the conditions across the street. The existing right turn lane into the southern entrance will be eliminated to provide a continuous sidewalk and streetscape to the adjacent property. Finally, a bulb-out will be installed near the southern entrance to provide room for a new bus shelter as well as accommodating bus loading/unloading. This bus shelter will be relocated from the private townhouse lot north of the site to a more central location in front of the Calvert.

D. Parking

By adding an additional 145 units to this site, additional parking is a necessary factor to consider. Currently there are 275 parking spaces on the site for the 187 units and existing retail. If the existing building were developed under today's Zoning Ordinance, the site would require 388 parking spaces. Although the existing building is more than 100 spaces short of complying with the parking standards, a parking demand study showed that even at peak periods, the parking lot was only 86% occupied. An analysis of the parking permits issued by the City for residents of the Calvert indicates that there are approximately 1.10 permits, or cars, per unit, which is less than the minimum parking ratio of 1.3 spaces per unit.

Under the new proposal, the Zoning Ordinance requires 470 parking spaces for the residential units and 53 spaces for the retail, for a total of 523 parking spaces. Additionally, staff typically recommends that developments provide an additional 15% of the total residential requirement for visitor parking, which would be an additional 71 spaces – although it is important to note that these spaces are not required by the Zoning Ordinance. If one added in the visitor spaces, it would bring the total to 594 parking spaces. A total of 522 spaces will be provided in the garage, but 21 of these will be tandem spaces which are not counted as legal spaces, leaving a total of 501 spaces.

Since the proposal does not meet the Zoning Ordinance-required 523 parking spaces, the applicant is requesting approval of a parking reduction for 22 spaces. There are several justifications for approving this request. First, a reduction is consistent with the actual parking counts that occur for the site today based on the parking study. In fact, the parking situation at the site will be improved from the existing conditions since it is short 22 spaces rather than 113. Second, the developer will be implementing an aggressive Transportation Management Plan (TMP) (see the following section) which will help reduce the number of vehicles and trips to and from the site. Third, staff anticipates that many of the patrons for the on-site retail will be coming from the building itself, as well as the new residential buildings across the street or the adjacent townhouse communities, and would therefore be walking rather than driving to the site. Finally, this area is well served by Metro and Dash bus, which helps the developer as well as the City to encourage the residents to use alternate transportation.

E. Traffic and Transportation Management Plan

There is no doubt that additional traffic will be generated by this development. As part of this development application, a traffic impact study was provided. This study considered the impacts from the two new developments in the area that will likely be occupied once this site is complete (Del Ray Central residential across the street and Del Ray Greens office/retail building south of the Commonwealth/Mount Vernon intersection). The study found that an additional 22 AM peak trips, 34 PM peak trips, and 328 daily trips would be generated by this development. The results also indicate that all of the study area intersections would continue to operate at acceptable levels of service.

As part of the study, the consultant also evaluated the need for the existing dedicated right turn lane into the southern entrance. Based on their analysis, there would not be enough traffic using this entrance to warrant the retention of this lane. This supports staff's recommendation and the developer's agreement to eliminate this lane and create a more typical sidewalk and street front in this section.

Since the development will consist of more than 250 residential units, a transportation management plan is required. The developer will be subject to typical TMP conditions that have been required of other developments including elements such as providing transit information to the residents, selling transit fare media on site, and providing annual reports. To carry out the TMP, the City recommends an account be funded at an annual rate of \$80 per occupied residential units and \$0.40 per square foot of retail.

F. Open Space

The open space that will be provided with this proposal is a huge improvement from the existing conditions and will be a great benefit for the residents and community. As depicted in the Zoning Table, the site currently falls short of the 40% open space requirement for the zone by approximately 15,000 sf. Furthermore, the open space that is provided is not high quality or very usable as it falls in steep portions of the site or adjacent to parking lots. Under the new proposal, open space for the site will be increased to over 40% and it will be situated and programmed to be more functional and enjoyable.

There are several clusters of open space with this development. One is the central street level plaza off Mount Vernon Avenue. By moving the building closer to the street and eliminating the parking, there is room to provide a plaza area next to the retail and the apartment building entrances. Most of this area is located behind the planters and stairs at the property line, which creates a public space that is removed from the public sidewalk and street. The plaza will use similar paving materials as the public sidewalks to reinforce the public nature of the area. At the center of the property's frontage is a recessed area measuring approximately 30 feet deep by 60 feet wide. This area will include a water feature and different paving patterns and materials to create an interesting space and entrance to the building.

As discussed, the existing surface parking lot on the south side of the building will be removed with this proposal, which leaves a large portion of the site, approximately 140 feet by 100 feet,

available for open space. While the final design of this space is still being developed, the idea for this space is to be a passive spot for the enjoyment of the residents. Currently the plans show a landscaped area with sitting areas and a Koi pond for most of this area. In the rear corner of this space in the area that abuts the existing retaining walls that will remain, the developer has proposed a fenced area to create a small, private dog park.

The developer has also created open space areas on several of the buildings' roofs. The roof covering the drive aisle leading into the parking garage on the south side of the building will be another outdoor amenity area for the residents, which is at the same grade as the open space discussed above. It also provides the added benefit of covering the driveway and hiding it from view indoors. Initial plans also include using part of the roof of the new addition for usable open space available to the residents. Additionally, as provided in the original high-rise, a pool and fitness area will be re-constructed on the top floors of the building.

G. Green Building

The applicant for this development has committed to complying with the City's Green Building Policy as indicated in the conditions of approval. Being a residential building, this means the development will be constructed to obtain a minimum rating of LEED Certified, or an equivalent rating system. There are a number of ways the applicant plans to achieve this. Most notably is the reduction in impervious area and creation of more open spaces by removal of the parking lot south of the high-rise. The developer is also considering installing a green roof for the new building, a portion of which will be amenity space for the residents and the remainder being vegetated. In the garage, the developer plans to provide a few spaces that are equipped for electric car recharging.

H. Vacation

In 1959, land fronting Mount Vernon Avenue (approximately 10 feet deep for the length of the property for a total of 3,562 sf) was dedicated to the City by the then property owner to accommodate future widening of the street. However, Mount Vernon Avenue was never widened. The current owner and applicant for this development proposal have requested the property be vacated by the City and returned to the Calvert property. The planters and stairs leading into the property are proposed in this portion, which would typically not be approved on City right-of-way.

Staff supports the requested vacation as there are no plans to widen the street at this time. By granting the vacation, the property line will be consistent with the property lines to the north and south of the site. The applicant has requested the land be vacated and reconveyed to the property owner at no cost to the applicant. Staff is supportive of this request since the property was part of the original Calvert property. Additionally, the improved streetscape created by the new planters and stairs the in vacated area will be a great improvement for this site and the overall pedestrian environment.

I. Community

The development proposal has been presented to the community groups in the area, including Del Ray Civic Association, Warwick Village, Mount Vernon Courts, and Hume Springs. In general, the community is very supportive of the proposal and favors the improvements to the existing building in addition to the enhanced streetscape for this portion of Mount Vernon Avenue. There have been some concerns about the lack of a safe crossing across Mount Vernon Avenue in this location, and as a result staff has added a condition to require the installation of a bulb-out and crosswalk near the north entrance to the site.

VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.

Staff: Faroll Hamer, Director, Planning and Zoning;
Gwen Wright, Chief, Development;
Gary Wagner, RLA, Principal Planner;
Katy Parker, AICP, LEED AP, Urban Planner.

VII. GRAPHICS



North elevation



East (Mount Vernon Avenue) elevation



Site Plan – Ground Level



Site Plan – Lower Level

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated December 17, 2009, as amended by the updated zoning tabulations (*Attachment #1*), the Conceptual Study Plaza Plan dated July 23, 2010 (*Attachment #2*), and revised elevations of the mid-rise building dated July 23, 2010 (*Attachment #3*), and shall comply with the following conditions of approval.

A. PEDESTRIAN/STREETScape:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of the final certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all sidewalks along City right of way to City standards using brick in the running bond pattern. The minimum unobstructed width of newly constructed sidewalks in the City right of way along Mount Vernon Avenue shall be 6'. The sidewalks throughout the development shall be brick or concrete.
 - d. Sidewalks shall be flush across all site entrance crossings.
 - e. Align and connect the new sidewalks with the existing sidewalks north and south of the site along Mount Vernon Avenue.
 - f. The street level plaza on private property shall use the same bricks as used along Mount Vernon Avenue, but should also incorporate different paving materials and patterns to create a more interesting design and space.
 - g. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to VDOT standards as outlined in a City Memo to Industry (3/07) available on-line: alexandriava.gov/tes/info/default.aspx?id=3522
 - h. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - i. Provide a mid-block pedestrian crossing with a rapid flash beacon at the north driveway entrance. Crosswalk shall be laddered and shall include a bulb-out and ADA accessible ramp on the east side of Mt. Vernon Avenue, and an ADA accessible ramp on the west side of Mt. Vernon Avenue.
 - j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - k. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - l. Provide details for the proposed planters along Mount Vernon Avenue. Materials for planter walls shall be brick or pre-cast concrete in coordination with materials on the buildings.

- m. Provide more details for all of the retaining walls throughout the site, including the existing walls that will remain.
 - i. The portion of the retaining wall along the southern property line that is visible from Mount Vernon Avenue (approximately 40 feet back from the street) shall incorporate some architectural treatment or detailing to lessen the visual expanse of concrete.
 - ii. The new low retaining walls/planters around the perimeter of the building shall be constructed of brick, pre-cast concrete, or stone and shall be compatible with the design of the building.
 - iii. The existing retaining walls and the proposed retaining walls along the southern, western and northern property lines may be concrete (except as noted in (i) above). Where possible, plantings shall be provided to minimize the visibility of these walls. (P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

- 3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure. Soil depth for plantings above structure shall conform to City of Alexandria Landscape Guidelines.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - f. Provide enlarged and more detailed plans of the street level plaza, the amenity area over the driveway to the garage, and the open space area in the southwest corner of the site. Provide details of all features within these areas, including but not limited to benches, trellises, water features, fences, lighting, paving materials, etc. (P&Z)(RP&CA)
- 4. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Depict tree protection on all grading plan and demolition plan sheets.
 - b. Provide a tree trench for the street trees along Mount Vernon Avenue.
 - c. Provide groundcover in all tree wells.
 - d. Provide a detail of the grass pave area and indicate the seeding mix.
 - e. All grass areas shall be sod. (P&Z) (RP&CA)

5. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (RP&CA)
6. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features and be developed to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
7. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, fences, and screen walls consistent with Condition #2(m). Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)

C. *TREE PROTECTION AND PRESERVATION:*

8. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed outside the limits of clearing and disturbance that was not identified as in poor condition and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. (P&Z)(RP&CA)
9. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated December 17, 2009 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

D. BUILDING:

10. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Continue to refine the area between the street level plaza and the entrance to the high rise through the garage to provide a more inviting and pedestrian friendly environment. The area should be generally consistent with *Attachment #2* and consider the following for the final design:
 - i. Provide adequate lighting for the area and incorporate it into the design;
 - ii. Design the treatment of the piers to be compatible with the overall design.
 - iii. The paving from the plaza to the entrance of the high rise shall continue across the driveway.
 - b. Shift selected brick masses outward on the mid-rise building two feet away from the building (towards Mount Vernon Avenue) to create a setback for the top floor, as generally depicted in *Attachment #3*.
 - c. Provide detailed design drawings (enlarged plan, section, and elevation studies) to evaluate the building base, entrance canopies, balcony rails, and roof element, including the final detailing, materials, finish, and color of these elements, during final site plan review.
 - d. Color architectural elevations shall be submitted during final site plan review.
 - e. No visible wall penetrations or louvers for HVAC equipment are permitted on the Mount Vernon Avenue façade of the low-rise building. They are permitted on the north and south facades of the existing tower as well as on the western façade of the mid-rise building. All such equipment shall be rooftop-mounted and louvers provided at that level.
 - f. No wall penetrations shall be allowed for kitchen vents. These shall be carried through the roof and located where they are not visible from the public right-of-way.
 - g. Outside air, dryer and bathroom vents, if not carried through the roof, shall be painted to match the building and integrated within the façade design.
 - h. Provide samples of all proposed building materials during final site plan review and provide on-site mock-up panels during construction to ensure consistency of materials. (P&Z)

11. Provide the following for the retail space within the development:
 - a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along Mount Vernon Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. Retail leases shall prohibit the placement of storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, and similar items which block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
 - d. Provision shall be made for constructing exhaust vent shafts within the residential buildings to accommodate future ground floor restaurant uses. Grease traps will be located to the rear of any restaurant tenant space and outside of the conditioned building envelop. (P&Z)

12. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy.
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC within one month of obtaining certification.
 - e. Failure to achieve LEED Certification for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies in place as of September 2010 and as may be amended with regard to enforcement will apply. (P&Z)(RP&CA)(T&ES)
13. Provide more details about the design and construction of the proposed green roofs on the new building. (P&Z)
14. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, leftover, unused, and/or discarded building materials.(T&ES)
15. Energy Star labeled appliances shall be installed in all multi-family residential units. Substitution of alternative labeled appliances shall be to the satisfaction of the Director of T&ES. (T&ES)
16. The applicant shall use EPA-labeled WaterSense fixtures, or equivalent (to the satisfaction of the Director of T&ES), to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
17. Elevators, corridors, stairs and other building elements with direct contiguous placement at the parking garage shall be visible from the parking garage and further identified with locational signage. The design should provide a clear view of the garage by persons inside of the building to minimize the likelihood of crime occurring in the building. As a minimum, glass lites which conform to building code requirements shall be provided within all doors leading to the garage parking areas. (Police)

E. RETAIL USES:

18. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care uses, and restaurants, as defined below, with the exception of one space allowed for a leasing office for the building:
 - a. retail shopping establishments as defined in Section 2-191 of the Zoning Ordinance, excepting appliance stores, auto parts stores, lawn and garden supply stores,
 - b. personal service uses as defined in Section 2-183 of the Zoning Ordinance, excepting appliance repair and rental, contractors’ offices, laundromats, and pawnshops;
 - c. day care centers, as defined in Section 2-133 of the Zoning Ordinance,
 - d. restaurants, as defined in Section 2-190 of the Zoning Ordinance, and
 - e. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses. (P&Z)

19. The retail uses existing at the site on March 13, 2010 do not require new special use permits to reopen in the new retail space. However, such uses shall be limited to the previous special use permit conditions and any changes must comply with these conditions of approval or be approved through a new special use permit. (P&Z)

20. Day care centers may be approved administratively by the Director of P&Z, provided that any day care center approved under this provision complies with the conditions listed below. Day care centers that do not meet these criteria may be approved subject to a special use permit.
 - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users.
 - b. Adequate exterior and/or interior active play/recreation space must be provided.
 - c. Day care uses must not occupy more than 1/3 retail square footage. (P&Z)

21. Restaurants shall be permitted without a separate special use permit provided they comply with the conditions below. Restaurants that cannot meet these conditions may apply for a separate special use permit.
 - a. The hours of operation for the indoor restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
 - b. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour. All patrons must leave by one hour after the closing hour.
 - c. Non-amplified, low scale, acoustic entertainment may be permitted, but must be accessory to the restaurant use. No admission or cover fee shall be charged. Any advertising of the entertainment shall reflect the subordinate nature of the entertainment by featuring food service as well as the entertainment. If low scale,

- acoustic entertainment is proposed, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. The use of loudspeakers or musicians outside is prohibited.
- d. Deliveries to the business shall not take place between the hours of 11:00 pm and 7:00 am.
 - e. If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be nonvehicular (made on foot, via bicycle, etc.). Delivery of nonalcoholic beverages shall only be in association with food deliveries.
 - f. Alcoholic beverages may be sold for on-premises consumption only and shall clearly be accessory to food sales.
 - g. Grease traps shall be located to the rear of the leased restaurant tenant space outside the conditioned building envelope. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
 - h. No food, beverages, or other material shall be stored outside.
 - i. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.
 - j. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
 - k. Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.
 - l. The restaurant operator shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.
 - m. The restaurant operator shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and on how to prevent underage sales of alcohol.
 - n. The Director of P&Z shall review each restaurant established under this development special use permit for review one year after the use becomes operational and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the Director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed.(P&Z)(T&ES)
22. Outdoor dining for restaurants is encouraged and may be permitted administratively by the Director of P&Z subject to the following minimum criteria and conditions:
- a. All outdoor dining areas shall be accessory to an approved indoor restaurant.

- b. The hours of operation for the outdoor dining area shall be between 11:00 am and 10:00 pm daily.
- c. An unobstructed sidewalk pathway with a minimum width of 4 feet shall be provided at all times.
- d. Any permanent structures which are required for the outdoor seating area shall be subject to review and approval by the Director of P&Z.
- e. Any outdoor seating areas shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
- f. The outside dining area shall be cleaned at the close of each day of operation.
- g. All conditions associated with the primary restaurant use noted above, continue to be in force for the outdoor dining use. (P&Z)(T&ES)

F. SIGNAGE:

- 23. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, RP&CA, and T&ES.
 - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage. Coordinate signage with the building design,
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - e. Installation of building mounted retail tenant signage shall not significantly damage the building and signage shall comply with all applicable codes and ordinances.
 - f. Building identification signage for the property name shall be included and coordinated with the architecture of the project. Location and design to be determined prior to approval of the final site plan. The current property name of The Calvert will be changed as part of the redevelopment effort. (P&Z) (RP&CA) (T&ES)
- 24. A freestanding subdivision or identification sign shall be prohibited. (P&Z)
- 25. Install a temporary informational sign on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES)

G. HOUSING:

26. A voluntary contribution of \$421,710 for affordable housing would be consistent with the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. (Housing)
27. The developer voluntarily agrees to provide the Office of Housing with a written description of the process for terminating leases and dislocating residents of occupied units. (Housing)

H. PARKING:

28. Provide a minimum of 501 parking spaces in the garage, of which a minimum of 427 parking spaces will be designated for residents or visitors of the residents and a minimum of 53 parking spaces will be designated for retail. Residential/visitor parking spaces shall be distinguished from retail spaces. The 21 remaining spaces shall be prioritized for residential use if needed. (P&Z)(T&ES)
29. Provide sixty (60) bicycle parking space(s) per Alexandria’s current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Provide six (6) of the required bicycle spaces within the plaza area. (T&ES)
30. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan. The plan shall include at a minimum:
 - a. Provide controlled access into the bottom two levels of the underground garage for the residential spaces. The controlled access shall be designed to allow convenient access to the underground parking for residents. The residential spaces on the same level as the retail spaces shall be signed for residential use only.
 - b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
 - c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons. (P&Z)(T&ES)

I. TRANSPORTATION MANAGEMENT PLAN:

31. According to Article XI of the City’s Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in *Attachment #4* to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

32. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the City Council. (T&ES)
33. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
34. The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this DSUP. (T&ES)
35. A TMP Coordinator shall be designated for the entire project upon application for the first Certificate of Occupancy. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES) (PC)
36. An annual TMP fund shall be created, based on the TMP reduction goal of 20% of people not using single occupant vehicles, established for the Calvert Apartments, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$80 per occupied residential unit and \$0.40 per square foot of retail. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for the approved transportation activities detailed in *Attachment #4*. (T&ES)
37. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

38. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Office of Transit Services and Programs (OTS&P) as detailed in *Attachment #4*. The annual contribution rate for the residential buildings may be reduced with approval from the Director of T&ES provided that the applicant maintains the reduction goal of 20% for single occupant vehicles through the applicant's transportation demand management strategies. (T&ES)

J. *BUS STOPS AND BUS SHELTERS:*

39. The ADA accessible bus stop passenger loading pad shown as “Handicap Pad” on Sheet 5 of the Preliminary Plan shall connect to the back-face of the curb along the bump-out. (T&ES)
40. Show all existing and proposed bus stops with associated features, to include bus shelter(s) adjacent to the site on the final site plan. All proposed features of the bus stop(s) shall be ADA compliant; bus shelters must include a bench and solar illumination. The final bus shelter design shall meet City standards and the approval of the Director of T&ES. (T&ES)
41. Remove the bus shelter north of the Calvert property located at 3290 Mount Vernon Avenue after the new bus shelter is installed as part of this approval. Provide notification to the property owner and coordinate as necessary. (P&Z) (T&ES)

K. *SITE PLAN:*

42. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
43. Provide a public access easement for the street level plaza in front of the retail bays that includes the central area with a portion of the water feature, but does not include the areas under the building overhang and garage parking deck. The plat shall be approved by the City prior to release of the final site plan. (P&Z)
44. Submit the plat of the vacation and all applicable easements prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan. (P&Z)
45. Approval of the requested vacation of a portion of the existing Mount Vernon Avenue right-of-way (approximately 3,400 sf in area and approximately 10 feet in depth along the entire front property line), shall be subject to the following:
- a. Utility easements for all public and private utilities shall be provided within the vacated right-of-way and such easements are to be shown on the plat of consolidation.

- b. The sanitary sewer lateral upstream of the existing sanitary manhole located in the existing right-of-way that will be located in the future sanitary easement shall be maintained by the applicant.
 - c. The vacated right-of-way shall be consolidated with the adjoining lot, and the plat of consolidation approved by the Directors of P&Z and T&ES prior to release of the final site plan. The approved plat shall be recorded in the Land Records of the City of Alexandria.
 - d. The applicant shall be responsible for perpetual ownership, development and maintenance of the improvements constructed in the vacated right-of-way.
 - e. The property owners may not use the vacated land area to derive any increased above and below grade development rights for the lands adjacent to the vacated area, including increased floor area, subdivision rights or additional dwelling units; however, the property owner may construct the planters and steps as shown on the Preliminary Site Plan. The above and below grade restrictions shall appear as part of the deed of vacation and shall also appear as a note on the consolidation plat, both of which shall be approved by the Directors of P&Z and T&ES.
 - f. The City shall own and maintain the sidewalk constructed in the public right-of-way and the property owner shall own and maintain the improvements constructed in the vacated right of way. This area shall be covered by a public access easement that allows the public to use the improvements constructed in the vacated public right-of-way. (T&ES) (P&Z)
46. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate new above grade utilities in dedicated open space areas. However, there are existing above grade utilities on site servicing adjoining property owners, which are intended to stay in service. (RP&CA)(P&Z)(T&ES)
47. 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 RP&CA 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 all 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 adjacent streets and/or 20 feet beyond the property line on all

- adjacent properties and rights-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 to 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 underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - k. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
 - l. Provide a note to indicate that the lights along the Mount Vernon Avenue frontage will be located on private property and will be maintained by the property manager or owner. (P&Z)(T&ES)(RP&CA)(Police)
48. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
49. For all first floor bays with a street-facing door providing their primary access, coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined and an appropriate address based on the location of the primary entrance door of the new space will be assigned. (P&Z)
50. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
- L. CONSTRUCTION:**
51. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final 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 Director of T&ES. (T&ES)

52. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include the overall schedule for construction and the hauling route;
 - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)(Code)
53. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers for the development will not be permitted to park on public streets. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)
54. The sidewalks shall remain open during construction or alternate pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
55. No major construction staging shall be allowed within the public right-of-way on Mount Vernon Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
56. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
57. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection 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)

58. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
59. Identify a person who will serve as a 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, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
60. Implement a waste and refuse control program during the construction phase of this development. 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 T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
61. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z)
62. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
63. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance, as shown in *Attachment #5*. (P&Z)
64. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

M. WASTEWATER / SANITARY SEWERS:

- 65. Discharge from pool shall be connected to the sanitary sewer. (T&ES)
- 66. Include data from third sanitary sewer monitoring point with the First Final Site Plan submission. (T&ES)

N. SOLID WASTE:

- 67. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles along Mount Vernon Avenue Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

O. STREETS / TRAFFIC:

- 68. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
- 69. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
- 70. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
- 71. 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)
- 72. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

73. The slope on parking ramp to garage entrance shall not exceed 12.5 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES:

74. Locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)

Q. WATERSHED, WETLANDS, & RPAs:

75. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
76. The storm water collection system is located within the Four Mile Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
77. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)

R. BMP FACILITIES:

78. 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 or alternative in accordance with Article XIII of the Zoning Ordinance. (T&ES)
79. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
80. 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)
81. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
82. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
83. If units will be sold as individual units and a homeowner's association (HOA) established, the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

84. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. (T&ES)
85. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems identified as critical on the E&S plan or in a pre-construction meeting were not adversely affected by construction operations. 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)

S. CONTAMINATED LAND:

86. 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, Office of Environmental Quality. (T&ES)

T. NOISE:

87. All exterior loudspeakers shall be prohibited, except in the pool area, the rooftop amenity area, the internal residential plaza, and the drive aisle, and no amplified sound shall be audible at the property line. (T&ES)
88. Commercial supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. Residential moves will not be scheduled by site management between the hours of 11:00 pm and 7:00 am. (T&ES)

U. AIR POLLUTION:

89. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
90. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

V. CONTRIBUTIONS:

91. The inclusion of a fountain in the street level plaza and specialty paving materials and paving patterns shall satisfy any contribution level for the property as a public art element for the development. The work shall be generally consistent with what is represented in *Attachment #2*. (P&Z) (RP&CA)

W. DISCLOSURE REQUIREMENTS:

92. In the event the building is converted to a condominium, the condominium documents shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP. The language in the documents shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council. Additional language, including the use of the underground garage, visitor parking, landscaping maintenance, and building improvements, may be required to be included in the documents upon review by City staff. (P&Z)

CITY DEPARTMENT CODE COMMENTS

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

Transportation and Environmental Services

- F - 1 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 - 2 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 - 3 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 4 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 5 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be 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 D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 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 - 6 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10” in the public Right of Way and sanitary lateral 6” for all commercial and institutional developments; however, a 4” sanitary lateral will be acceptable for single family residences. The acceptable pipe

materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, 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); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals 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 - 7 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 - 8 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm 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 - 9 No water main pipe shall pass through or come in contact with any part of sanitary / storm 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 - 10 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 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm 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 - 11 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 - 12 The applicant has provided a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F - 13 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 14 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 16 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C - 1 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 - 2 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. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, 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. (T&ES)

- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer 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)
- C - 7 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 - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007

with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)

- C - 10 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 plan shall show the turning movements of a trash truck and the trash truck shall not back up in the City right of way to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 11 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan. (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan. (T&ES)
- C - 17 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 - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 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 - 20 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 DELETED (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 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 - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall 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)

Code Administration

- R - 1 An automatic sprinkler system is recommended. (Code)
- R - 2 It is recommended that the owner present a notarized affidavit to the Building Official stating when (to his best knowledge) the current usage was established. (Code)
- R - 3 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code)
- R - 4 In lieu of strict compliance with ladder truck access requirements specified in item C-_, an alternative compliance proposal is recommended. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features were built into the buildings.
- a. Enclose all elevator lobbies in smoke tight construction
 - b. Stair capacity to be designed without taking the sprinklered building exception.
 - c. Fire phones installed on every level in the elevator lobby and the stairs.
 - d. Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.
 - e. Full automatic sprinkler system designed to NFPA 13. (Code)

Police

Parking Garage Recommendations:

- R - 1 It is recommended that the stairwells within structured parking garages shall be visible, without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42” in height along open sides of the stairways and landings which are located 30” above the floor or grade below. The width between the balusters shall be no wider than 4” and the handrails are to be a minimum of 34” and a maximum of 38”. (Police)
- R - 2 During the Final Plan Review process the applicant shall work with the Police Department to resolve issues relating to the safety and security of the users of the parking garage:
- a. Segregation of the retail parkers and the resident parkers so that retail parkers do not have access to the stairs and lobbies that serve the residences
 - b. Control of access to the residential parking, lobbies and stairs
 - c. Unobstructed visibility into the elevator lobbies from the parking garage
- R - 3 It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident’s vehicles and other crimes.
- R - 4 It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

- R - 5 Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 6 The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations:

- R - 7 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks:

- R - 8 It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous:

- R - 9 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 10 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 11 It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 1 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

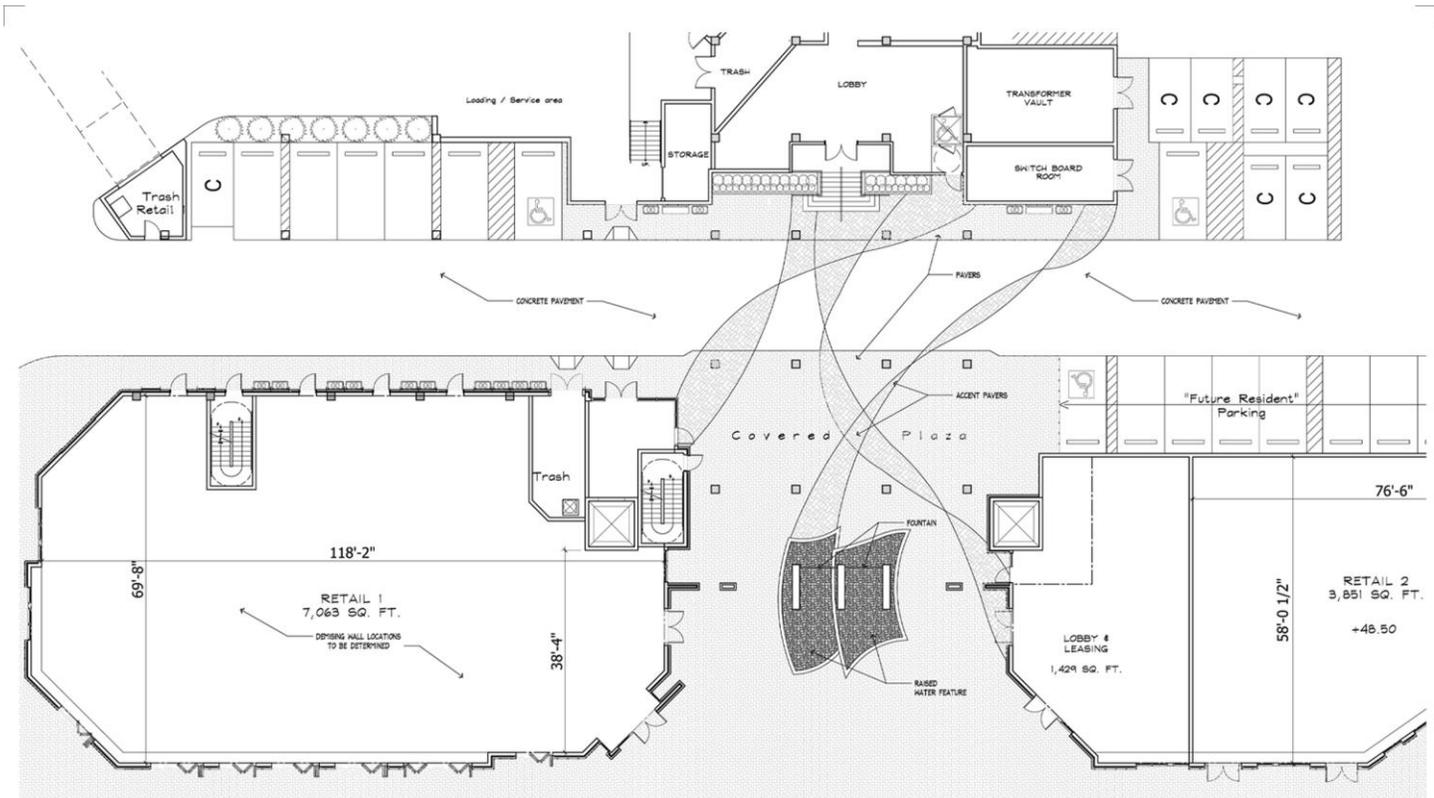
Attachment #1 – Revised Zoning Tabulations

SITE TABULATIONS

EXISTING ZONE:	CRMU-M (COMMERCIAL/RESIDENTIAL MIXED USE -MEDIUM) WITH PROFFER TO RC RESIDENTIAL
EXISTING PRINCIPAL USE: RESIDENTIAL	184,920 s.f./187 UNITS
EXISTING SECONDARY USE: RETAIL/RESTAURANT	17,640 S.F.
EXISTING GROSS SITE AREA (G.S.A.):	3.41 Ac. ± OR 148,778 s.f. ± MAX FAR ALLOWED: 297,556 sf/148,778 sf =2.0
PROPOSED AREA FROM VACATED ROW:	0.08 Ac. ± OR 3,450 s.f. ±
PROPOSED GROSS SITE AREA (P.G.S.A.):	3.49 Ac. ± OR 152,227 s.f. ±
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED:	304,454 s.f. / 152,227 s.f. = 2.0
EXISTING F.A.R.:	1.36 *
PROPOSED F.A.R.:(BASED UPON 3.41 AC (G.S.A))	1.98
PROPOSED F.A.R.:	1.94 **
(NUMBERS DO NOT INCLUDE STAIRS, ELEVATORS, ETC.) BASED UPON 3.49 AC (P.G.S.A.))	
PROPOSED TOTAL GROSS FLOOR AREA:	294,340 GROSS SQUARE FEET (G.S.F.)
EXISTING G.F.A. TO REMAIN	184,920 s.f.
PROPOSED G.F.A.	(DOES NOT INCLUDE 9,464 s.f. BASEMENT) 109,420 s.f. (DOES NOT INCLUDE 13,844 s.f. BASEMENT)
PROPOSED PRINCIPAL USE: RESIDENTIAL UNITS:	332
UNITS PER ACRE:	332/3.49 = 95 UNITS/ACRE
PROPOSED SECONDARY USE(S):	
SOUTH RETAIL AREA:	7,063 S.F.
NORTH RETAIL AREA:	3,851 S.F.
TOTAL RETAIL/MISC.	10,914 G.S.F.
EXISTING OPEN SPACE (30% OF P.G.S.A)	1.04 AC. ± OR 45,668 S.F. ±
LANDSCAPED OPEN SPACE REQUIRED (40.0% OF P.G.S.A.):	1.39 AC. ± OR 60,890 S.F. ±
PROPOSED LANDSCAPED OPEN SPACE PROVIDED (42% OF P.G.S.A.):	1.48 AC. ± OR 64,750/ S.F. ±
CROWN COVERAGE REQUIREMENT: (25% OF P.G.S.A.)	0.87 AC.± OR 38,056 S.F.
PROPOSED CROWN COVERAGE PROVIDED: (36% OF P.G.S.A.)	1.26 AC. OR 55,000 S.F.
MAXIMUM BUILDING HEIGHT ALLOWED:	150'
PROPOSED MAXIMUM BUILDING TOWER HEIGHT:	
- EXISTING BUILDING HEIGHT	162.2'
- PROPOSED BUILDING HEIGHT	159.5' ***
LOW RISE HEIGHT:	53'

* EXISTING F.A.R. BASED ON EXISTING SITE AREA OF 148,778 S.F.±.
 ** 2.0 MAXIMUM F.A.R. PERMITTED WITH A SPECIAL USE PERMIT ON THE CONDITION THAT AT LEAST 50 PERCENT OF THE FLOOR SPACE OF THE PROPOSED DEVELOPMENT IS FOR RESIDENTIAL USE AND IF THE COMMERCIAL USE WITHIN SUCH A DEVELOPMENT DOES NOT EXCEED A F.A.R. OF 0.75. THIS DEVELOPMENT SEEKS A REZONING TO REMOVE THE EXISTING PROFFER.
 ***REFER TO SHEETS 8 & A2.1

Attachment #2– Revised design for the plaza and entrance to high-rise



LESSARD GROUP INC.
8521 LEESBURG PIKE, SUITE 700 | VIENNA, VA 22182
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CONCEPTUAL STUDY
PLAZA PLAN

JULY 23, 2010

CALVERT APARTMENTS
ALEXANDRIA, VA

UDR
UDR.003A.00
1/16" = 1'

1 of 5

Attachment #3 – Revised elevations for mid-rise building



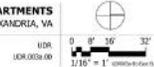
LESSARD GROUP INC.
8521 LEESBURG PIKE, SUITE 700 | VIENNA, VA 22182
P: 703.760.9344 | F: 703.760.9328 | WWW.LESSARDGROUP.COM

**CONCEPTUAL STUDY
EAST ELEVATION**

The colors and materials depicted on these elevations are preliminary and are shown for illustrative purposes only and are subject to change on the final Architectural Plans for the building set advanced to Construction Drawings.

JULY 23, 2010

**CALVERT APARTMENTS
ALEXANDRIA, VA**



1 of 5



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**CONCEPTUAL STUDY
WEST ELEVATION - LOW RISE**

The colors and materials depicted on these elevations are preliminary and are shown for illustrative purposes only and are subject to change on the final Architectural Plans for the building set advanced to Construction Drawings.

JULY 23, 2010

**CALVERT APARTMENTS
ALEXANDRIA, VA**



2 of 5



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CONCEPTUAL STUDY
NORTH AND SOUTH ELEVATIONS - LOW RISE

The colors and materials depicted on these elevations are preliminary and are shown for illustrative purposes only and are subject to change as the final Architectural Plans for the building are advanced to Construction Drawings.

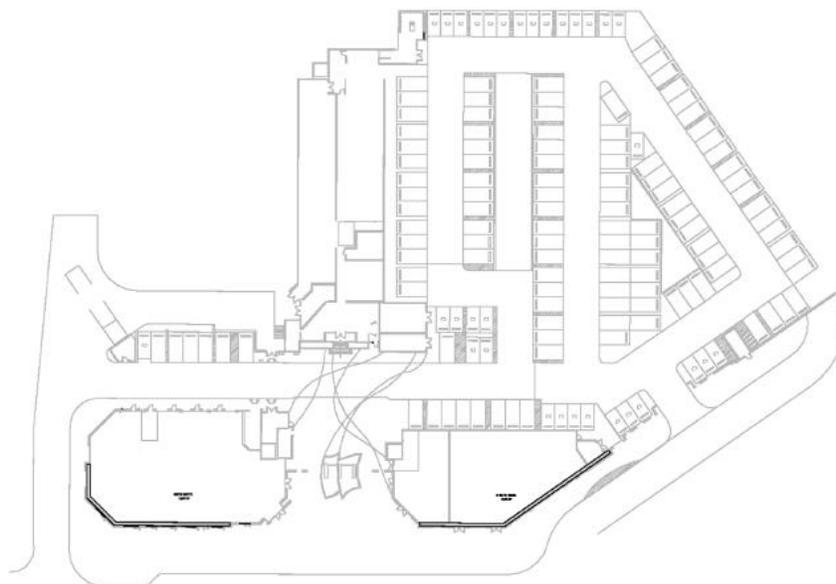
24.V.23.3002

CALVERT APARTMENTS
ALEXANDRIA, VA



3 of 5

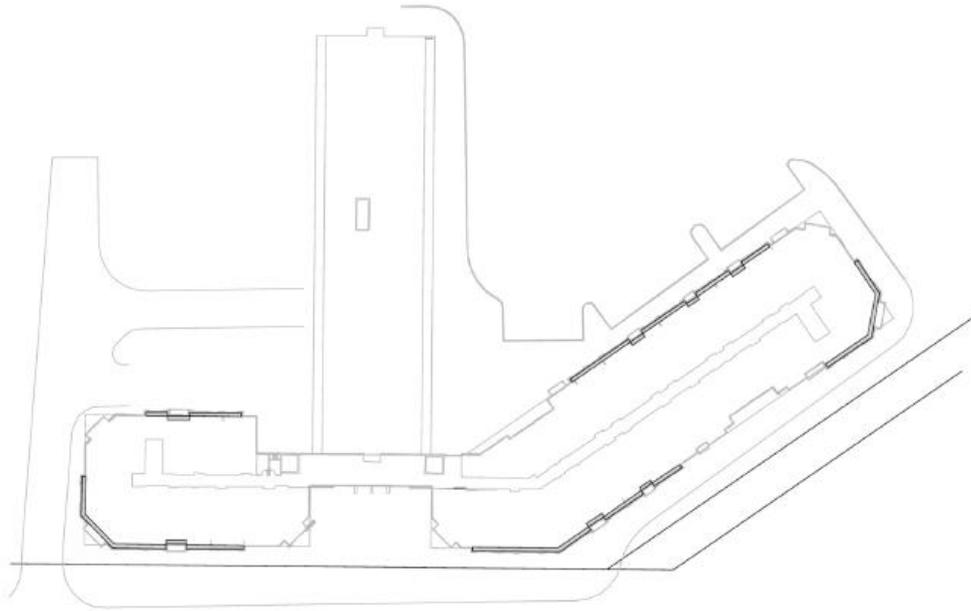
**HATCHED AREA
INDICATES AREA OF
BUMP-OUTS**



4 of 5

JUNE, 2010
SCALE: 1"=60'

 HATCHED AREA
INDICATES AREA OF
BUMP-OUTS



5 of 5
JUNE, 2010

Attachment #4 – Transportation Management Plan

DSP # 2009-0006 — The Calvert Apartments (Redevelopment)

**3110 Mt. Vernon Avenue
Alexandria, VA 22305**

The Calvert Apartments site is located at a distance of over 2 miles from King Street and National Airport Metro stations. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Transportation Planning Division proposes for The Calvert Apartments mixed use redevelopment:

The Transportation Management Program for The Calvert Apartments consists of 5 parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization and Funding
- 3) Transportation Management Plan
- 4) Evaluation of the Effectiveness of the TMP
- 5) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Calvert Apartment site is located at a distance of over 2 miles from the nearest Metro stations. The DASH line AT10 and Metro bus lines 10A, 10B, and 10E service the site providing connection to Braddock Road and King Street Metro Stations and the VRE commuter train station. Metro lines 10A and 10E also provide connections to the Pentagon Metro station. In addition, the City of Alexandria is proposing to build a Bus Rapid Transit line along Route 1 – Jefferson Davis Highway and a potential future Metro Station at Potomac Yard. In view of this accessibility to transit, the TMP goals were established as 20% non-SOV for mixed uses beyond 1,500 feet of the Metro Station.
- b. The achievement of this goal will be demonstrated by the performance of the TMP based on the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal, which is 20% non-SOV. The fund report and survey are covered under paragraph 3., sections c., d. and e.

- c. The TMP fund rate and program shall be evaluated 2 years after the issuance of the first certificate of occupancy and every 5 years thereafter. The rate shall be increased or decreased (as appropriate) based on factors including: ability to achieve goals, varying transit costs, etc. and programs adjusted as appropriate. All adjustments to the rates and programs shall be approved by the Director of T&ES.

2. TMP Organization and Funding

- a. The developer has agreed to appoint a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the residents of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Work Plan will be developed by the TMP Coordinator and approved by the Transportation Planning Division. This work plan will be due on January 15 of every year. To fund the ongoing operation and management of the TMP, the property owner will contribute a yearly amount of \$80.00 per occupied residential unit and \$0.40 per square feet of retail space. The annual rate for the fund is established in paragraph 3.c. of this same document. The rate will be adjusted yearly as per the consumer price index (CPI).

3. Transportation Management Plan

- a. The Special Use Permit application has been made for the following uses:

Use	Units	Square Feet
Residential	332	—
Retail	—	10,914

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan may include the following elements:
 - i. A TMP Coordinator shall be designated for the entire project *upon application for the first certificate of occupancy*. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.

- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements may be promoted to prospective tenants and to employers and their employees.
 - iii. Information about transit, ridesharing, and other TMP elements may be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program may be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program may be established as part of the ridesharing and transit marketing efforts for the building. Currently, Zipcar has vehicles in the Alexandria area. For those residents who take transit, carpool, vanpool, walk, or bike to work, the City of Alexandria Rideshare Program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media may be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund:** Based on a 20% non-SOV goal for the proposed project, annual rates of \$80.00 per occupied residential unit and \$0.40 per square feet of retail uses are established for the project. *The first payment to the fund shall be made with the issuance of the initial Certificate of Occupancy.* Payments shall be the responsibility of the property owners. The rate will be adjusted annually, to begin one year after the initial CO is issued, as per the consumer price index (CPI) of the United States for the previous year. The TMP fund shall be used exclusively for these approved activities:

- i. Purchase, installation, maintenance, and operation of electronic data centers for transit information to facilitate and promote the use of public transportation and, therefore, the TMP goals.
 - ii. Initial capital costs may be capitalized over up to 3 years with replacement reserve allocation being counted towards annual expenditure of TMP.
 - iii. The purchase of Smartrip cards loaded with at least \$25.00 in fare to be included in move-in package for new residents.
 - iv. Up to 20% of the annual contribution, or \$6,000.00, should be used as reimbursement of the salary cost for the TMP Coordinator.
 - v. Costs of operating a shuttle van to metro stations for residents and employees, if an on-site shuttle is provided.
 - vi. Discounting the cost of bus and transit fare media for on-site employees and residents. The fund should not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
 - vii. Subsidies to transit providers.
 - viii. Marketing activities, including advertising, promotional events, etc.
 - ix. Bicycle lockers for residents.
 - x. Participate in air quality action day programs.
 - xi. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures, such as administration of necessary TMP audits and survey.
- d. **Unencumbered Funds:** As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
- e. The TMP Coordinator will provide semi-annual TMP Fund reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. *The first report will be due six months following the issuance of the first certificate of occupancy.* Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of

T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made reasonable effort to use the funds for TMP activities.

- f. The TMP Coordinator shall provide annual reports to the Transportation Planning Division, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the summary results of the annual survey, together with the raw data, and a work program for the following year. *The initial report shall be submitted 1 year from the time of 60% occupancy of The Calvert Apartments.* The annual report shall identify, as of the end of the reporting period, the amount of square footage of occupied office and retail space. In conjunction with the survey, the TMP Coordinator shall provide an annual report of the TMP program to the Director of T&ES, reviewing this TMP condition as well as compliance with the approved parking management program for the project. An outside independent consultant, approved by T&ES, shall perform the audit and will certify to its findings.
- g. **Administrative Fee for Non-Compliance:** An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports (fund reports with supporting documentation, annual reports, survey results and submission of raw data). The fee shall be in the amount of five hundred dollars (\$500.00) for the first thirty (30) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

4. Evaluation of the Effectiveness of the TMP

- a. The goal of 20% non-SOV for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of The Calvert Apartments in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the Annual Work Plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Annual Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP has flexibility to respond

to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. Revision to the Transportation Management Program

The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this DSUP. (T&ES)

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. *Prior to any lease/purchase agreements*, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such *language to be reviewed and approved by the City Attorney’s office*.
- c. The Director of T&ES may approve modifications to agreed TMP activities and funds, provided that any changes are consistent with the goals of the TMP.
- d. In the case of any conflicts between the conditions of approval for DSUP #2009-0006 and this attachment, the conditions will govern.

