

***Master Plan Amendment #2018-0005***  
***Text Amendment #2018-0006***  
***CDD Concept Plan Amendment #2018-0004***  
***Development Special Use Permit #2017-0019***  
***TMP Special Use Permit #2018-0065***  
***Special Use Permit #2018-0082***  
***Monday Properties – 2000 N. Beauregard Street***

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<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> Monday Properties	PC Hearing:	October 2, 2018
	CC Hearing:	October 13, 2018
	If approved, DSUP Expiration:	October 13, 2021 (three years)
	Plan Acreage:	3.52 acres (152,208 SF) (After dedications)
<b>Location:</b> 2000 N. Beauregard Street	Zone:	CDD #21/Coordinated Development District #21
	Proposed Use:	Multi-family Residential
	Dwelling Units:	292 Multi-family units
	Gross Floor Area:	495,602 square feet
<b>Applicant:</b> 2000 Beauregard LLC, C/O Monday Properties, represented by Jonathan Rak, attorney	Small Area Plan:	Beauregard Small Area Plan
	Historic District:	Not applicable
	Green Building:	LEED Certified or equivalent

<b>Purpose of Application</b>
The applicant requests approval of a Master Plan Amendment, Text Amendment, CDD Concept Plan Amendment, Development Special Use Permit with site plan and modifications, and associated Special Use Permits, including an additional penthouse, a coordinated sign program and a Tier 2 TMP, in order to construct a multi-family building with 292 units, sitewide landscaping and pedestrian improvements, new vehicular infrastructure and a 2,500 square foot amenity building.
<b>Special Use Permits and Modifications Requested:</b>
<ol style="list-style-type: none"> <li>1. Master Plan Amendment to Beauregard Small Area Plan Chapter to amend the use to include residential uses at the site and to increase the height and to amend the framework streets to remove the parallel road in the Adams Neighborhood;</li> <li>2. A text amendment to the Zoning Ordinance to amend the provisions of Section 5-602(A) for CDD #21 to change the height reference from the Beauregard Urban Design Standards and Guidelines to the Beauregard Small Area Plan;</li> </ol>

3. An amendment to a previously approved (CDD #2012 0003) CDD #21 Concept Plan to amend the Adams Neighborhood Development Summary, Interim Transitway Plan and Proposed Transportation Improvements to reflect conversion of office to residential uses, revised street alignments and the removal of the parallel road in the Adams Neighborhood;
4. A development special use permit and site plan with modifications to construct a multi-family residential building, including a special use permit request for more than one mechanical penthouse
5. A special use permit for a transportation management plan for Tier 2 (multi-family building); and
6. A special use permit for a coordinated sign program.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

Robert M. Kerns, AICP, Division Chief, [Robert.Kerns@alexandriava.gov](mailto:Robert.Kerns@alexandriava.gov)  
Maya Contreras, Principal Planner, [Maya.Contreras@alexandriava.gov](mailto:Maya.Contreras@alexandriava.gov)  
Sara Brandt-Vorel, Urban Planner, [Sara.BrandtVorel@alexandriava.gov](mailto:Sara.BrandtVorel@alexandriava.gov)

**CITY COUNCIL ACTION:**

On a motion by Vice Mayor Wilson, seconded by Councilman Chapman, the Council voted to approve the project, with amendments to the DSUP, including revisions to Condition 20 and a new Condition 141. The motion carried on a vote of 6-1, with Councilman Smedberg voting against.

**PLANNING COMMISSION ACTION:**

***Master Plan Amendment #2018-0005:***

On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted to initiate Master Plan Amendment #2018-0005. The motion carried on a vote of 4-1, with Commissioner Brown voting against and Commissioners Wasowski and Koenig absent. On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted to approve the Master Plan Amendment #2018-0005. The motion carried on a vote of 4-1, with Commissioner Brown voting against and Commissioners Wasowski and Koenig absent.

***Text Amendment #2018-0006:***

On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted to initiate Text Amendment #2018-0006, to amend the CDD #21 zoning table. The motion carried on a vote of 4-1, with Commissioner Brown voting against and Commissioners Wasowski and Koenig absent. On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted to recommend approval of



Text Amendment #2018-0006. The motion carried on a vote of 4-1, with Commissioner Brown voting against and Commissioners Wasowski and Koenig absent.

***CDD Concept Plan Amendment #2018-0004:***

On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted recommend approval of CDD Concept Plan Amendment #2018-0004. The motion carried on a vote of 4-1, with Commissioner Brown voting against and Commissioners Wasowski and Koenig absent.

***Development Special Use Permit #2017-0019; TMP Special Use Permit #2018-0065; and Special Use Permit #2018-0082:***

On a motion by Vice Chairman Macek, seconded by Commissioner Lyle, the Planning Commission voted to recommend approval of DSUP #2017-0019, TMP Special Use Permit #2018-0065, and Special Use Permit #2018-0082 and subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 4-1, with Commissioner Brown voting against and Commissioners Wasowski and Koenig absent.

Reason: The Planning Commission felt that new investment in the Beauregard Small Area Plan was important and agreed with staff analysis and supported staff's recommendations.

Commissioner Brown noted that he had circulated to his colleagues and staff a number of concerns with the project's consistency with the Beauregard Small Area Plan. He discussed the differences in the development envelope for the site if the applicant had utilized the underlying OC zoning instead of the proposed CDD #21 zoning and if the value of the right-of-way calculation was commensurate to the value of the land. Staff replied that the use of the CDD Zoning resulted in a different building design than the OC zone would have permitted but allowed for implementation of other Small Area Plan goals, such as investments in transportation infrastructure, open space, and contributions for the Beauregard Implementation Fund. Staff further highlighted that the use of the CDD enabled the City to obtain the right-of-way for the West End Transitway at an earlier stage than it would have otherwise. Commissioner Brown voiced his belief that development proposals should align with approved Master Plans and Amendments to Plan documents should not be done piecemeal. He advocated for the City to review the Beauregard Small Area Plan and make necessary updates before development requests were considered. He declined to support the applicant's request as it did not align with the approved Beauregard Small Area Plan and came at the wrong time in the planning process.

Commissioner Lyle commended the Beauregard Design Advisory Committee for their extensive work with the applicant to refine the proposal and acknowledged that the market realities of the region have drastically changed since the approval of several Master Plans. Ms. Lyle stated her support of the project and emphasized the importance of obtaining the right-of-way for the West End Transitway in advance of other West End planning efforts and encouraged the applicant to continue working with neighbors and the community through project design and construction.

Vice-Chairman Macek stated his agreement with Commissioner Lyle's comments and that a new planning process would delay the potential community benefits of ongoing development in the City. Vice-Chairman Macek stated he was comfortable supporting the project as the applicant had reasonably addressed community concerns.

Commissioner McMahon agreed with Commissioner Lyle and Vice-Chairman Macek that setting aside a well-developed proposal to revisit a small area plan was unrealistic. Commissioner McMahon indicated that aspects of the Small Area Plan were still strong, including the transportation infrastructure. She stated that the applicant's proposal to concentrate density along a future transportation corridor upheld plan goals and additional residential density could serve as a foothold to support additional uses in the area. Commissioner McMahon acknowledged the applicant's site-specific design sensitivities to the community and stated her support for the proposal.

Chairwoman Lyman acknowledged Mr. Brown's points about the need to uphold Master Plans but agreed with the points made by other Commissioners for the need to be responsive to market conditions and responsive to projects which fulfill basic plan principles. Vice-Chairman Macek echoed Chairwoman Lyman's respect for Commissioner Brown's statements and identified the need to evaluate potential conflicts between approved plan documents versus larger citywide policies and the desire for an approach to ensure consistency between documents to reflect the evolution of policies.

Speakers:

Mr. Jonathan Rak, attorney for the applicant team, provided a summary of the project, the site ownership history and the applicant's community engagement. He also responded to questions about the applicant's vision for the Adams Neighborhood for the next five to ten years. Mr. Rak provided additional clarification on the value of the right-of-way for the Adams Neighborhood.

Ms. Donna Fossum, Vice-Chair of the Beauregard Design Advisory Committee and a member of the original Beauregard Small Area Plan Stakeholder group, provided a summary of the extensive community process to develop the small area plan and an overview of current market conditions and housing stock in the West End. Ms. Fossum identified some challenges with implementing the Beauregard Small Area Plan but voiced her support for the applicant's proposal and comfort with the proposed amendments to the plan.

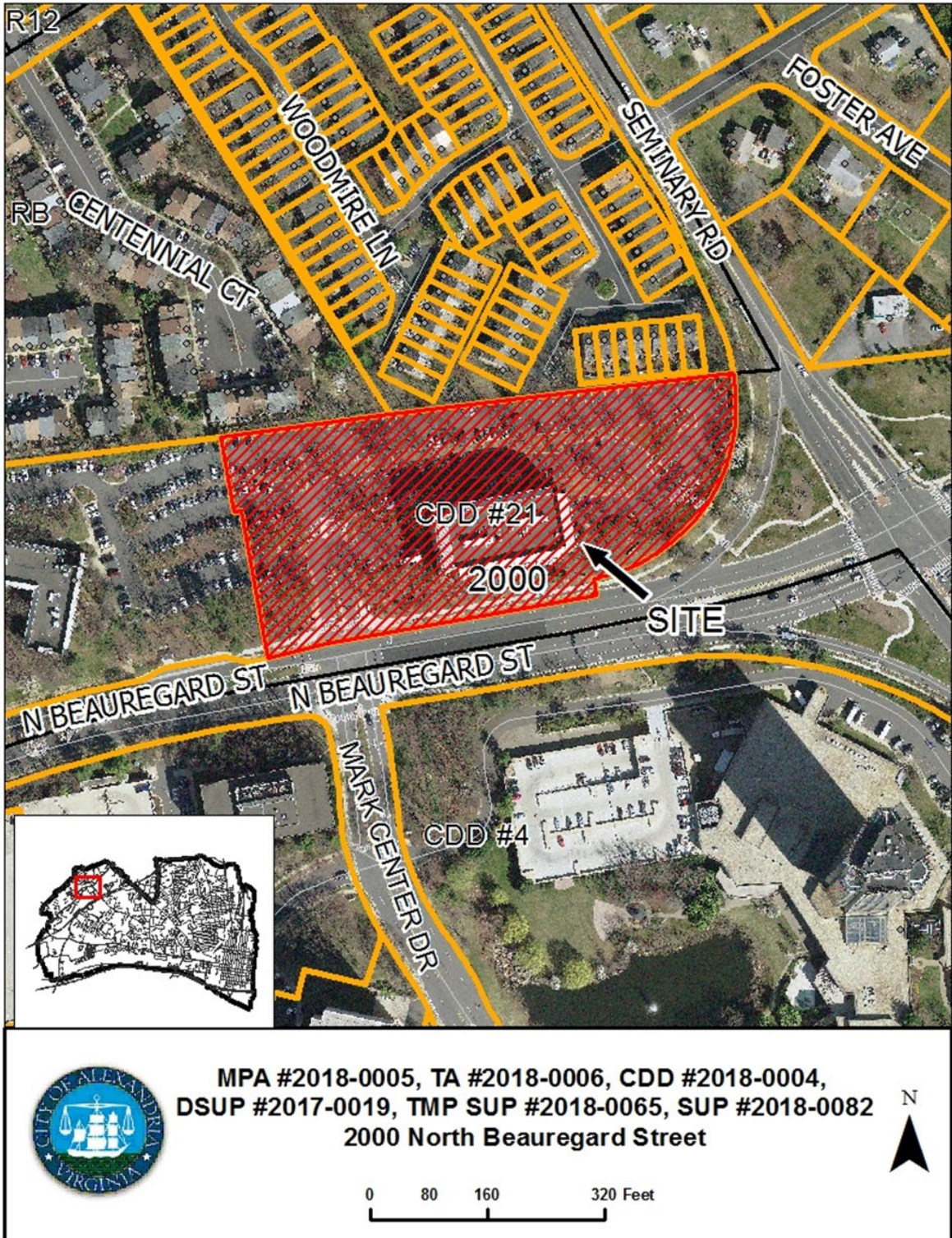
Mr. Pete Benavage, Chair of the Beauregard Design Advisory Committee and a member of the original Beauregard Small Area Plan Stakeholder group, summarized BDAC's letter of recommendation for the applicant's proposal and highlighted the applicant's efforts to coordinate with the community.

Mr. Bud Jackson, member of the Beauregard Design Advisory Committee and nearby resident, commended applicant for community engagement and voiced community concern over the change from hotel to residential. Mr. Jackson was supportive of the redevelopment

Master Plan Amendment #2018-0005; Text Amendment #2018-0006;  
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2000 N. Beauregard Street

efforts for this site but voiced concerned about the process and the addition of residential uses and for the long-term vision of the Adams Neighborhood.

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2000 N. Beauregard Street



PROJECT LOCATION MAP



## **I. SUMMARY**

### ***A. Recommendation***

Staff recommends **approval** of the proposed redevelopment requests from 2000 Beauregard LLC, subject to compliance with the Zoning Ordinance and all applicable codes, adopted policies, the Beauregard Small Area Plan, the Beauregard Urban Design Standards and Guidelines, CDD #21 and staff's recommendations.

The proposed development is one of the first projects brought forward to hearing under the Beauregard Small Area Plan and CDD #21 which were approved in 2012 and 2013, respectively. When approved in 2012, the Beauregard Small Area Plan called for a mix of commercial uses in the Adams Neighborhood with a combination of office, hotel and some optional retail, while other defined neighborhoods within the boundaries of the small area plan were envisioned with residential redevelopment at higher levels of density. Since 2012, the overall region has seen a change in market conditions and previously strong regional office markets have struggled to maintain occupancy. With ongoing uncertainty and weakness in the office market, staff has supported the conversion of existing office buildings into other uses, including the recent conversion of office into the Ferdinand T. Day Elementary School, office into flexible office/residential uses at E-Lofts, and the recently approved office to residential conversion at Park Center; all proximate to the applicant's site.

Cognizant of the challenges facing the office market, staff was open to introducing a new and compatible use of residential multi-family in the Adams Neighborhood to enable the applicant to develop a market-competitive use and continue investing in the City's West End. In addition to generating new economic activity and providing additional housing options along N. Beauregard Street, a growing corridor of economic activity the applicant has invested in the remaining office buildings in the Mark Center, including building upgrades, new signage and landscaping to preserve and stabilize the remaining office uses. While the introduction of residential uses in the Adams Neighborhood is a change to the previously established Beauregard Small Area Plan, staff believes the proposed changes are still in compliance with the City's goals and objectives and will provide benefits to the City and surrounding community, including:

- A collaborative agreement with neighborhood groups to remove a proposed road in the Adams Neighborhood and replace with a publicly-accessible multi-use trail to increase pedestrian connectivity and create a permanent buffer to the residential communities to the north.
- Dedication of right-of-way on N. Beauregard Street for most of the length of the Adams Neighborhood for the forthcoming West End Transitway.
- Dedication of right-of-way for the Ellipse at the intersection of Seminary Road and N. Beauregard Street and a building design which does not preclude the Ellipse.

- Streetscape improvements per the Beauregard Small Area Plan including a shared 10' multi-use trail for pedestrians and cyclists along the frontage of 2000 North Beauregard Street.
- Contemporary building design in compliance with the Beauregard Small Area Plan Design Guidelines with strong gateway elements to acknowledge a prominent City intersection.
- Contributions of over \$1,000,000 to the Beauregard Implementation Fund to support city objectives, including the preservation and provision of affordable housing.

### ***B. Project Description & Summary of Issues***

The applicant, 2000 Beauregard LLC, is proposing to demolish the existing 102,000 square foot office building and 300 space surface parking lot located at 2000 N. Beauregard Street and construct an approximately 308,500 square foot multi-family building, with an internally wrapped parking garage and accompanying 2,500 square foot amenity building. The applicant also updated the CDD Concept Plan to improve the internal road network to access the site. For this project, the applicant will construct an extension of Mark Center Drive, the beginning of a new internal public road, and a small drive aisle along the rear of the property to provide loading and unloading access for residents and building services. The six- and seven-story multi-family building of 292 residential units will wrap around an internally located six-story parking garage of 492 parking spaces.

To construct this project, the applicant has requested approval of:

- A Master Plan amendment;
- An amendment to the previously approved Coordinated Development District Concept Plan for CDD #21;
- Development Special Use Permit with site plan and modifications; and
- Special Use Permits for an additional mechanical penthouse, a coordinated sign program, and a Transportation Management Plan.

Key issues under consideration and discussed in greater detail in this report include:

- Appropriateness of the Master Plan amendment and Coordinated Development District amendment requests;
- Evolution of the site and building design;
- Compatibility with the Beauregard Urban Design Standards and Guidelines;
- Open Space design and utilization;
- The Adams Neighborhood Parallel road; and
- Streetscape improvements and site access.



## **II. BACKGROUND**

### ***A. Site History***

The subject site, 2000 N. Beauregard Street, is one parcel within the Beauregard Professional Center, a 19.2-acre site which contains six commercial buildings, five office buildings and one restaurant, which are surrounded by a network of surface parking lots with vehicular access provided through two privately-owned entrances to North Beauregard Street and one privately-owned entrance to Rayburn Avenue. The five office buildings primarily consist of medical office tenants, in addition to a small café and the City's Workforce Development Center, and the restaurant building, known as Clyde's. The six existing buildings were constructed in the late 1970s and early 1980s as a coordinated office park development and 2000 N. Beauregard Street was constructed per Site Plan #78-0020.

The subject site, was included within the boundaries of the Beauregard Small Area Plan which was adopted by City Council in June 2012. Under the Beauregard Small Area Plan, the Beauregard Professional Center was identified as the Adams Neighborhood and designated an area of planned redevelopment as a long-term office uses with hotel and accessory retail uses. The site was subsequently rezoned to CDD #21 in April 2013, however no new development within the boundaries of CDD #21 has occurred. The proposed redevelopment of 2000 N. Beauregard Street, under the CDD zoning, would activate the overall CDD.

In June 2017, Monday Properties acquired the properties through a portfolio deal. In April 2018, the Adams Neighborhood, was formally subdivided through SUB #2018-0001 into individual parcels for 1500, 1600, 1700, 1800, 1900 and 2000 N. Beauregard Street. Prior to the formal subdivision, lease lines as depicted on the original site plans had been inadvertently equated with property lines and the parcels had been historically taxed as separate entities. However, after the properties were purchased in June of 2017, land record research revealed the parcel lines had not been formally recorded and the subdivision was subsequently requested to officially subdivide the property into the historically identified parcels.

### ***B. Site Context***

The project site is one lot of record measuring 4.16 acres (181,088 square feet) and is in the northwestern portion of the city, at the northwest corner of the intersection of Seminary Road and North Beauregard Street. The parcel is the eastern-most portion of the "Adams Neighborhood," a neighborhood of five contiguous parcels, as defined by the Beauregard Small Area Plan. The northern portion of the site is bounded by the Seminary Park Community Association and the Seminary Heights Condominium Association, the eastern boundary of the parcel is formed by Seminary Road, the southern boundary is formed by North Beauregard Street while the western boundary is formed by an adjacent parcel of 1900 N. Beauregard Street which contains a surface parking lot and office building. The site is currently occupied with a six-story office building of approximately 102,000 square feet and a surface parking lot. The site is accessed through a

signalized double-wide curb cut from North Beauregard Street which becomes a private drive aisle with access to surface parking lots.

The site is surrounded by a rich mix of uses, including residential townhomes to the north including the Seminary Park and Seminary Heights communities; single-family homes to the northeast including the Seminary West community; high-rise multi-family residential to the southeast known as Southern Towers, and the Mark Center Development is directly south of the parcel which contains office and hotel uses. The diversity of uses results in a diversity of heights surrounding the subject parcel, with a maximum permitted height of 45 feet for the townhomes to the north, up to a maximum permitted height of 150 feet for the taller residential uses such as Southern Towers.

This area of the City has a varied topographical character with significant grade changes in the surrounding area. However, as the subject was previously developed during the 1980s the entire parcel was previously graded and has a gradual change in elevation of approximately eight feet; gently sloping from a higher elevation of 250 feet along the northern property boundary to a low of 242 feet along N. Beauregard Street. Portions of the site which are not used as surface parking lots have been landscaped with a variety of trees on islands in the parking lot and concentrated in a grassy area north of the parking lot, along the southern property line of the Seminary Park Community Association and the Seminary Heights Condominium Association.

The site is well served by vehicular access as North Beauregard Street and Seminary Road are primary transportation corridors within the City and the site is proximate to I-395 which provides strong regional connectivity. The subject site is also within a quarter-mile of 17 DASH and WMATA bus routes, including the heavily used AT1 and AT2 with service to the Van Dorn Metro and Braddock Metro stations, respectively. The site is also within close walking distance to the Bus Station at Mark Center with regional connectivity to the Metrorail System, VRE, the Pentagon, Ballston, and Tysons Corner. The planned West End Transit Way has a proposed stop adjacent to the subject site and will further connect the site to a regional transportation system. Future improvements, such as an enhanced bicycle network and pedestrian trails are called for in the Beauregard Small Area Plan.

### ***C. Project Evolution***

#### ***Evolution of Site Zoning***

The Beauregard Small Area Plan was adopted by City Council in June 2012 after a three-year planning process including residents, businesses, community organizations, property owners, developers and the City. The Small Area Plan established a long-term vision to guide up to 12.4 million square feet of development within seven designated redevelopment areas (neighborhoods) of the Greenway, Garden District, Town Center, Adams, Upland Park, Southern Towers and Seminary Overlook. In addition to new development, the plan identified new open space, infrastructure improvements, affordable housing contributions, and other design parameters for new development.

To implement the vision, the Small Area Plan recommended rezoning the land within the designated redevelopment areas (neighborhoods) to the Coordinated Development District (CDD) zone classification. The creation of CDD #21 included the Greenway, Garden District, Town Center, Adams, Upland Park, and Southern Towers neighborhoods while CDD #22 included the Seminary Overlook neighborhood. A CDD Concept Plan was developed to establish the general framework for land uses, streets, and open space, and serves as the basis for future redevelopment which is consistent with the vision of the Bearegard Small Area Plan. Concurrent with the CDD Concept Plan, the Bearegard Urban Design Guidelines and Standards were developed to build upon the vision identified in the Bearegard Small Area Plan and provide a more detailed implementation of the physical form of development within the boundaries of the Small Area Plan. Concurrently, the Bearegard Design Advisory Committee (BDAC) was established to review preliminary DSUP applications for compliance with the Bearegard Urban Design Standards and Guidelines and provide recommendations to Planning Commission and City Council.

#### Evolution of Project Design

Since submitting an initial Concept proposal in January 2018, the applicant has worked iteratively with staff, the community and the Bearegard Design Advisory Committee on the site design, building architecture, and the overall vision for the Adams neighborhood. Changes to the design, based on months of feedback and revisions include:

- *Changes in the Adams Neighborhood:*
  - The applicant team has agreed to remove the “Parallel Road” from the Adams Neighborhood which had been proposed to run along the northern border of the neighborhood and was located directly south of the Seminary Heights and Seminary Park communities. The previously planned for parallel road will instead be replaced with a 10’ wide multi-use trail for pedestrians and cyclists. A previously identified and more centrally located road through the Adams Neighborhood will be maintained to ensure vehicular connectivity and upgraded to provide the level of necessary vehicular service through the Adams Neighborhood at full-development levels. See Figure 10.
  
- *Changes in Site Design:*
  - Relocating the entrance of the parking garage from the private drive aisle on the northern property line, to an entrance located on Mark Center Drive on the building’s western wall. The relocation reduces the frequency of vehicular traffic approaching the Seminary Heights and Seminary Park neighborhoods and the potential impacts of vehicle noise and headlights.
  - Adjusting the location of the amenity building and outdoor pool to bring the structure to the southern boundary of the parcel along N. Bearegard Street to create a uniform street wall with the adjacent multi-family building and to reduce the impact of potential noise upon the Seminary Heights and Seminary Park communities.
  - Increasing screening along the northern parcel boundary, including the use of earthen berms, fencing, and the preservation of existing trees, where possible, to

create a mature screen of trees to enhance the screening of the proposed development.

- *Changes in Building Design:*
  - Replacing a perforated metal screen wall of the northern garage wall with a solid wall of dark-colored panel material to reduce the potential impact of vehicular headlights upon the Seminary Heights and Seminary Park communities and designed in a manner to encourage the wall to visually recede from view.
  - Increasing the overall size of residential windows in the multi-family building.
  - Altering the ratio of façade materials and selecting complimentary material colors to highlight the complementary and distinct east and west building wings.
  - Relocating the primary building lobby to the prominent corner intersection of Mark Center Drive and N. Beauregard Street to create an active street front and encourage eyes on the street.
  - Refining the curved building façade using subtle architectural hyphens and a dramatic parapet wall to emphasize the building’s designation as a gateway element.

### **III. ZONING**

The subject site is zoned CDD #21 and falls within the boundaries of the Adams Neighborhood, as defined in the Beauregard Small Area Plan and CDD Concept Plan. Per CDD #21, Condition 37, the proposed Land Use Table for the Adams Neighborhood (Table 4 in CDD Conditions) calls for a mix of office, hotel and retail uses with publicly accessible open space. The residential multi-family building proposed for this site and realignment of proposed framework streets in the Adams Neighborhood, per the request of adjacent residential communities, will require:

- A Master Plan Amendment to the Beauregard Small Area Plan to permit the residential use and proposed building height for the multi-family building;
- A Master Plan Amendment to the Beauregard Small Area Plan to remove the proposed parallel road;
- A CDD Concept Plan Amendment to reflect the reallocation of office square footage to residential units within the Adams Neighborhood; and
- A CDD Concept Plan Amendment to reflect updated street alignments for the intersection of N. Beauregard Street and Mark Center Road, and the removal of the parallel road in the Adams Neighborhood.

Staff proposes to amend the “Maximum Height” section in the CDD #21 Zoning Table to replace the reference to the Beauregard Urban Design Standards and Guidelines with a reference to the Beauregard Small Area Plan. The two documents utilize the same height maps and building heights should be regulated through a master plan document instead of the design guidelines, which are an advisory document.

The applicant has requested a Development Special Use Permit with site plan to construct the proposed multi-family building with an amenity building and special use permits are being requested for an increase in the number of penthouses, a coordinated sign program and the application of the Tier Two Transportation Management plan for the project. Zoning modifications have been requested for the vision clearance triangle and centerline setback requirement along N. Beauregard Street.

Property Address:	2000 N. Beauregard Street		
Total Site Area:	4.16 Acres (181,088 square feet)		
Zone:	CDD #21		
Current Use:	Office		
Proposed Use:	Multi-Family		
	Existing Conditions	CDD #21	Proposed Redevelopment
Parcel Area	181,088 SF (4.16 AC)		152,208 SF (3.52 AC)
FAR	0.56	N/A	2.03
Height	75 Feet	Max 45 Feet (West) Max 110 Feet (East)	94.5 Feet
Setbacks			(Multi-Family Building)
N. Beauregard St	44 Feet	10 Feet	10 Feet from Prop ROW
Mark Center Dr.	N/A	14.5 Feet	7 Feet
North Property Line	131.8 Feet	45 Feet	45 Feet
Parking			
Office Use:	300 Surface Spaces	N/A	N/A
Residential Use:	N/A	Max: 1.75 sp/Unit= 511 Spaces Min: 80% of Max = 409 Spaces	505 Spaces (82% of Max) 492 Garage 13 Surface
Total:	300 Spaces		505 Spaces
Loading spaces:	N/A	0	1

**Table 1: CDD #21 Zoning Table with Proposed Revisions**

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum F.A.R. and/or Development Levels	Maximum Height	Uses
21	Beauregard	<p>The RA zone shall apply to the existing residential portion of the Garden District, Greenway and Town Center neighborhoods. The CG zone regulations shall apply to the existing shopping center in the Town Center neighborhood. In addition to the requirements herein, in the Greenway, Garden District and Town Center neighborhoods, the following shall apply:</p> <ul style="list-style-type: none"> <li>- The FAR of the existing development shall not increase over the existing FAR.</li> <li>- No building shall be constructed within 50 feet of curb of North Beauregard Street</li> </ul> <p>The OC zone regulations shall apply to the Adams Neighborhood.</p> <p>The R-12 zone regulations shall apply to the Upland Park Neighborhood.</p> <p>The RC zone regulations shall apply for the Southern Towers Neighborhood.</p> <p>The neighborhoods as referenced herein, shall be the boundaries depicted in the CDD Concept Plan.</p>	<p>Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions.</p>	<p>Maximum heights shall be as depicted in the <del>Urban Design Standards and Guidelines dated March 18, 2013</del> <u>Small Area Plan 7 dated June 16, 2012, as may be amended.</u></p>	<p>Mixed-use development to include, office, residential, retail and personal service, hotel, parks and open spaces, public buildings and community facilities.</p>



## **IV. STAFF ANALYSIS**

### ***A. Master Plan Amendments***

#### **Beauregard Small Area Plan**

The proposed application for 2000 N. Beauregard proposes to amend the applicable governing exhibits of the Beauregard Small Area Plan (Plan), including the land use map, height map and framework streets. As with other Small Area Plans, governing exhibits include the key components of land use, building height, open space, and street framework. Specific to the Beauregard Small Area Plan, the following governing exhibits, if modified, would require a Master Plan Amendment.

- Figure 15: Framework Streets
- Figure 23: Land Use Strategy
- Figure 30: Building Heights
- Figure 33E: Neighborhood Open Space

All other maps, tables and figures in the Plan are illustrative and reinforce the intent and fundamental strategies of the recommendations as determined by the above-mentioned governing exhibits. Table 4: Development Summary in the Small Area Plan, is not a governing exhibit; it illustrated the general development parameters at the time of the Plan's original approval. Updates to this table will be made to the Coordinated Development District zoning table, found in the CDD Conditions, when applicable. A note to this effect will be added to Table 4 in the Small Area Plan.

Moreover, figures within the *Beauregard Urban Design Standards and Guidelines* are intended to support the intent and recommendations of the Small Area Plan, and as such, will not be amended. Future applicants may request deviations to the Design Standards and Guidelines that will continue to be reviewed by the Beauregard Design Advisory Committee for appropriateness and compatibility with the overall goals of the Beauregard Small Area Plan and Design Standards and Guidelines.

Language identifying the governing exhibits and explaining their use will be added to the Beauregard Small Area Plan, the Beauregard Urban Design Standards and Guidelines and the Beauregard Small Area Plan web page.

#### **2000 N. Beauregard Master Plan Amendments**

The 2000 N. Beauregard proposal will require master plan amendments to governing exhibits Figure 15: Framework Streets, Figure 23: Land Use Strategy, Figure 30: Building Heights of the Beauregard Small Area Plan, and Figure 33E: Neighborhood Open Space as follows.

##### ***a. Amendment to Figure 15: Framework Streets***

CDD 21, Condition 100-a requires that the parallel road (labeled as a Neighborhood Street in Figure 15: Framework Streets) along the northern boundary of the Adams Neighborhood be reviewed as part of the first DSUP for the Adams Neighborhood. The recommendation of the

Beauregard Design Advisory Committee for this proposal, the first DSUP for the Adams Neighborhood, is that while the parallel road is needed, it should be placed more centrally within the neighborhood to provide a greater distance to adjacent residential neighborhoods to the north. The intent of the parallel road is to provide a network of circulation within the Adams Neighborhood. The proposed amendment provides a centrally located street connecting Mark Center Drive to the east and Rayburn Avenue to the west. This change allows for conversion of the previous parallel road to a 10' multi-use trail with a 15' buffer along the north boundary of the neighborhood for pedestrian and bicycle use. Staff supports the proposed amendment to Figure 15: Framework Streets, to reflect the centrally located parallel road and the removal of the northern parallel road as the configuration continues to enable circulation and urban scale blocks consistent with the intent of the Plan and is supported by adjacent residential communities.

*b. Amendment to Figure 23: Land Use Strategy*

The applicant is proposing to construct a multi-family residential building while Figure 23: Land Use Strategy recommends hotel and office uses with optional retail along North Beauregard Street. The proposal for multi-family residential is a result of the significant market shifts in office locations since the approval of the Small Area Plan in 2012. Considering residential use in this location is also consistent with a recent analysis by the Urban Land Institute (see Attachment 7) that recommended the City permit flexibility for certain uses in the early phases of redevelopment to respond to market shifts and incentivize future redevelopment and Plan implementation. If residential use in the Adams Neighborhood is constructed, two thirds of the originally approved office and 100% of the originally approved hotel would remain. Staff recommends an amendment to Figure 23: Land Use Strategy to allow residential in addition to office, hotel and residential to add flexibility for residential use, while not precluding future office, hotel and retail at this location.

*c. Amendment to Figure 30: Building Heights*

Figure 30: Building Heights depicts heights on the western portion of the site to 45' (3-4 stories) and to 110' (six stories) on the eastern portion of the site. The proposed multi-family building is anticipated to exceed the recommended heights on the western portion of the site by 21' (two stories). The eastern portion of the site exceeds the six-story limit by one story but remains 15' below the maximum allowable building height.

The Plan intends for proposed development at N. Beauregard Street and Seminary Road to be urban in form and scale much like that of comparable developments along comparable size roads, while also providing adequate transition to the existing lower scale residential to the north. To fulfill this intent, a majority of the seven-story portion of the building is located along the intersection of N. Beauregard Street and Seminary Road as it hugs the curve of the road away from the adjacent residential to the north. The remainder of the building, closest to the adjacent northern neighborhood, steps down to six-stories. The applicant has provided a 45' setback along the northern boundary of the site as per CDD 21 condition 100-g, while also providing between 15' and 17' of landscaped and fenced screening along the northern property line. The applicant has also worked with Staff to provide building articulation, a courtyard and a mix of building materials

along the north façade of the building, including screening of the above grade garage, as recommended in the Plan and Design Standards. For these reasons, Staff recommends amending Figure 30: Building Height to allow the Maximum 110' (6-8 stories) zone for the entire parcel.

*d. Amendment to Figure 33E: Neighborhood Open Space*

Figure 33E: Neighborhood Open Space shows an illustrative arrangement of required open space among all neighborhoods in the Beauregard Small Area Plan, including the total open space per neighborhood and the minimum sizes of some open space areas. The Open Space Plan intends to ensure that all neighborhoods provide quality open space for residents, creates a cohesive open space network in the West End, and provides opportunities for a range of outdoor activities. As the proposed Amendment to Figure 15: Framework Streets, would update the street network in the Adams Neighborhood, Staff recommends amending Figure 33E: Neighborhood Open Space to show the same configuration of framework streets as Figure 15 to ensure consistency across governing exhibits. While the framework streets are being revised, there are no proposed changes to open space requirements in the Adams Neighborhood.

***B. CDD Concept Plan Amendment***

The applicant's site is governed by CDD #21 (CDD#2012-0003), which was approved by City Council in April 2013 as part of the overall rezoning of Beauregard (REZ#2012-0003) to align with the Beauregard Small Area Plan (MPA #2012-0003), which had been previously approved by City Council in June 2012. The CDD Concept Plan, dated February 2013 and approved in April 2013, included diagrams which were the distillation of many of the concepts of the Beauregard Small Area Plan, including:

- The boundaries and proposed development levels of each defined neighborhood within the Small Area Plan;
- Key environmental features of each neighborhood;
- Potential long-term development phasing by each neighborhood;
- A series of detailed interim transit way plans to show potential roadway alignments at key intersections necessary for long-term infrastructure improvements such as the West End Transitway and the Ellipse; and
- Proposed transportation improvements to be made as part of the Small Area Plan.

As part of the amendment request, the applicant would amend applicable pages of the CDD Concept Plan to align with the applicant's proposed development, including:

- An update to the mix of uses within the Development Summary for the Adams Neighborhood to show the conversion of previously approved office square footage to residential units;
- Revisions to the Interim Transitway Plan for the intersection of Mark Center Drive and N. Beauregard Street with updated streetscape designs which accommodate the new building footprint, necessary right-of-way for the future Ellipse and West End Transitway, and appropriately sized turning lanes and medians; and

- Update to the Proposed Transportation Improvements to remove the proposed parallel road to North Beauregard Street along the northern boundary of the Adams Neighborhood and enhance the planned for and internally located roadway in the Adams Neighborhood to maintain adequate levels of connectivity.

The Beauregard Small Area Plan and CDD #21 anticipated large-scale redevelopment with the phased redevelopment of entire neighborhoods, each consisting of several blocks. As such, many of the development conditions in CDD #21 were drafted in a manner to facilitate neighborhood-wide development. However, market conditions which would enable large-scale redevelopment have not emerged along the N. Beauregard Street corridor and recent redevelopment trends suggest a more moderate pace of redevelopment on a parcel-by-parcel basis. To accommodate the development realities within the boundaries of the Small Area Plan and CDD #21, staff proposes amendments to a targeted number of CDD Conditions applicable to the Adams Neighborhood and supports the applicant's proposed amendments to the CDD Concept Plan to accomplish the smaller-scale development proposed for 2000 N. Beauregard Street. Staff finds the proposed amendments to the CDD Concept Plan will bring the Concept Plan in alignment with the applicant's proposal. And staff finds the revisions compatible with the CDD Conditions and Small Area Plan:

- Conversion of uses within the neighborhoods are permitted up to 15% and revisions may be made to reflect extenuating market conditions; as the Adams Neighborhood previously had zero residential units, a conversion limited to 15% is not mathematically feasible. Therefore, staff finds the applicant's proposal for 292 units reasonable as the size and scale of the multi-family building is consistent with other proposals in the region. Furthermore, ongoing difficulties in the regional office market, resulting in high office vacancy rates for locations greater than a half-mile from metro stations has been well documented. Staff finds it reasonable for the applicant to convert permitted office use into residential units while preserving and investing in the remaining office stock within the Adams Neighborhood.
- Revised images of the Interim Transitway Plan show an updated lane alignment along N. Beauregard Street, Seminary Road and Mark Center Drive which accommodate the applicant's proposed building footprint and do not preclude the future right-of-way needed for the Ellipse and West End Transitway.
- The Beauregard Small Area Plan and CDD Concept plan left the question of a parallel road, along the northern perimeter of the Adams Neighborhood unresolved and CDD Condition #100 required the first Development Special Use Permit for the Adams Neighborhood to study and assess the need for a parallel road. The applicant team has utilized the Beauregard Design Advisory Committee (BDAC) as an appropriate venue to engage with the community to solicit feedback on the design of a future road network within the Adams Neighborhood. The applicant received unanimous support from BDAC to remove the proposed parallel road from the northern perimeter of the Adams Neighborhood and increase the capacity of a smaller, more centrally located road to simultaneously maintain overall traffic capacity and reduce the proximity of existing residents to potential roadway traffic.

### ***C. CDD Text Amendment***

Staff has drafted an amendment to the CDD Zoning Table, in Section 5-600 of the Zoning Ordinance as it relates to the zoning for CDD #21. This text amendment requires the initiation of the amendment by the Planning Commission and approval by City Council and is being processed in conjunction with the DSUP and the applicant's other requests. See Attachment 3.

### ***D. Modifications***

As part of this application, the applicant is requesting a modification to the Zoning Ordinance related to the following sections:

- Encroachment into the required 75-foot vision clearance triangle per section 7-801(B); and
- Relief from the required 80-foot setback from the centerline of N. Beauregard Street per Section 7-1006(E).

Per Section 11-426 of the Zoning Ordinance, Planning Commission may approve modifications to the site plan if the modifications are deemed:

- Necessary and desirable to good site development;
- Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought; and
- That such modification will not be detrimental to neighboring property or to the public health, safety, and welfare.

The modification request for encroachment into the required 75-foot vision clearance triangle (Section 7-801(B)) applies to a portion of the applicant's building which protrudes a maximum depth of 34-feet into the vision clearance triangle required at the intersection of Mark Center Drive, a future internal road, a proposed private drive, and the entrance to the applicant's internal parking garage.

The provision of the full 75-foot vision clearance triangle would require a redesign of a wing of the applicant's building, including a redesign of the vehicular entry into the parking structure, realignment of the main entrances to the building, and possible adjustments to the proposed massing and height of the structure to reallocate units. The reduction in the vision clearance triangle occurs in a location which will have low-levels of vehicular through traffic, as most anticipated vehicular traffic will enter the building's parking garage within the boundaries of the vision clearance triangle. Other vehicular traffic which may pass through the proposed vision clearance triangle will be limited to infrequent delivery and trash vehicles and residential traffic using the proposed private drive aisle to the north. Staff is amenable to the proposed building encroachment into the vision clearance triangle as the building design and specific garage entry location reflect a critical agreement between the applicant and adjacent neighbors for the garage entry location; directing potential vehicular traffic to enter the multi-family parking garage without driving upon the private drive which is located closer to existing residential homes. Furthermore, the design of the intersection, of which a portion falls in the vision clearance triangle, has been

fully designed with appropriate pedestrian and vehicular safety requirements, including signage, lighting and crosswalks and would therefore not be detrimental to nearby properties or to public safety.

The applicant is requesting relief from the required 80-foot setback from the centerline of N. Beauregard Street (Section 7-1006(E)) for a small segment of the building façade which protrudes two-feet into the required setback. Adjusting the location of the building two-feet, to avoid the intrusion into the required setback, would result in the loss of building design features and alter a strong building façade which has received unanimous support from the Beauregard Design Advisory Committee. Furthermore, the current building location which protrudes two-feet into the required portion of the setback along a small length of the building's southern frontage preserves the required 45-foot buffer between the proposed building and the parcel line along the north, per CDD #21 Condition 100g.

Therefore, to minimize the presence of the building upon existing residential communities and preserve the required buffer to the north, staff finds the minor intrusion into the required setback on the south a more desirable outcome than moving the building closer to existing residential communities. Furthermore, the applicant will be providing extensive plantings along N. Beauregard Street and adhering to the design guideline recommendations for streetscape improvements, including a 10-foot wide green space, a 10-foot wide trail and another 10-foot wide green space which will create an appealing streetscape and meet the intent of the centerline setback requirement to provide sufficient area for use for sidewalks. As the applicant is meeting the desired streetscape design and improving upon the current pedestrian experience and streetscape appearance at a critical intersection of N. Beauregard Street and Seminary Road, staff does not find the intrusion into the setback to be detrimental to nearby properties or public safety.

### ***E. Special Use Permit Requests***

#### *Additional Penthouse*

Section 6-403(A)(2)(a) of the Zoning Ordinance permits more than one mechanical penthouse per building through the use of a Special Use Permit; Per this application, the applicant is requesting a second mechanical penthouse. Given the relatively unique building design with two independent but connected building wings, each building wing has a separate elevator core and therefore a corresponding elevator overrun on the roof. As each elevator core provides critical access for residents to the upper floors of the building and the design of the penthouses has been incorporated into the overall rooftop design of the building, staff does not find the additional penthouse detrimental to nearby properties and helps enhance safety for building residents.

#### *Coordinated Sign SUP*

Section 9-103(C) of the City's Zoning Ordinance permits a coordinated sign special use permit within a Coordinated Development District if the proposed design provides the same or greater benefits to the public as the sign regulations otherwise applicable. Given the applicant's proposal for multiple structures, the linear length of the multi-family building, and the set-back being provided by the applicant to permit the dedication of right-of-way for the West End Transitway



and the Ellipse, the existing sign ordinance would not permit an arrangement and number of building identification signs which safely and properly identify the building. Staff has worked with the applicant to identify the location, lighting, square footage, and height of the proposed signage to safely identify the multi-family building with both the west and east wings, the amenity building, and directional wayfinding around the site.

Transportation Management Plan SUP #2018-0065

Section 11-700 of the City's Zoning Ordinance requires development projects with more than 20 units to participate in a Transportation Management Plan (TMP) to encourage residents to maximize transit use through alternative forms of transportation, including buses, bicycles, carpooling and other efforts to reduce the number of single vehicle occupancy trips. As the applicant is proposing a development with 292 units, the applicant is categorized as a Tier 2 use within the classification of the Zoning Ordinance and has developed a Transportation Management Plan and is required to participate in the plan through Section G. Transportation Management Plan, Conditions 39-48 of their approval. The applicant is also subject to TMP Conditions found in CDD #21 which requires the applicant to join a larger TMP established within the boundaries of CDD #21 (CDD Section Q. Transportation Management Plan) and to coordinate with the existing TMP at the Mark Center (CDD Condition 76). As future parcels within CDD #21 redevelop, the applicant will be subject to coordinated TMP efforts within CDD #21.

Section 11-500 of the Zoning Ordinance directs staff to review the potential impact of the Special Use Permit request to assess potential negative impacts of the request and to ensure the proposal: a) will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use; b) will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and c) will substantially conform to the master plan of the city.

- A) Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:
  - a. An additional penthouse on the roof of the proposed multi-family building will not adversely affect the health or safety of persons residing or working in the neighborhood as the structure will remain on the roof of the multi-family building and has been integrated with the overall building design to blend into the roof of the building. Furthermore, the additional penthouse provides building access for residents of the multi-family building and enhances the usability and safety of the multi-family building for tenants.
  - b. The coordinated sign program has been designed to provide tasteful and discreet signage for the building to enhance building identification for public safety and to enable visitors and residents to more easily navigate the site. Lighting, location, and size of the signs has been reviewed to ensure minimal visual impact while providing needed identification.
  - c. The transportation management plan will require the applicant to coordinate parking management and activities with existing TMPs on adjacent properties, to encourage greater efficiency, and will ensure the careful monitoring of on-site

parking to encourage a reduction of single-occupancy vehicle trips. A Tier 2 designation will not affect the health or safety of the neighborhood.

- B) Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:
- a. An additional penthouse in the multi-family building will provide greater usability for the multi-family building by providing a second elevator core for building residents to access upper floors of the building. As such, the greater investment in the building functionality increases the value of the multi-family building, provides greater investment in the Beauregard corridor, and raises the value of adjacent properties.
  - b. A coordinated sign special use permit will provide enhanced building identification and wayfinding which will facilitate easier navigation of the site for residents, visitors, and emergency services.
  - c. A transportation management plan will encourage strategic investments to reduce single occupancy vehicle trips and encourage shared transportation options such as bus rapid transit and carpooling. As more individuals participate in alternative forms of transportation, an overall reduction in vehicular congestion occurs which is beneficial to the surrounding community in the form of reduced environmental impacts and increased home values for properties proximate to a strong transportation network.
- C) Will substantially conform to the master plan of the city:
- a. A special use permit for an additional penthouse is not addressed in the Beauregard Small Area Plan, however the Beauregard Urban Design Standards and Guidelines does encourage a strong building design at the gateway intersection of N. Beauregard Street and Seminary Road and the bifurcation of the building into two wings, each requiring a separate elevator core and subsequent rooftop penthouse, enables the applicant to provide a dramatic and sweeping building façade at the prominent intersection per the Small Area Plan.
  - b. A special use permit for a coordinated sign program is not addressed in the Beauregard Small Area Plan, however the Beauregard Urban Design Standards and Guidelines does encourage high quality signage design which is integrated into the overall streetscape of a site. The applicant's overall sign plan has been reviewed by staff and presents a quality design that has been integrated into the site design to provide wayfinding and building identification.
  - c. The Beauregard Small Area Plan identifies district-wide Transportation Management Plans (TMPs) as an opportunity to reduce single occupancy vehicle trips and the applicant will remain a participant in any District-wide TMPs once other properties within CDD #21 redevelop and participate in the District-wide TMP.

## ***F. Beaugard Urban Design Standards and Guidelines***

Staff has reviewed the applicant's submission as it relates to the Beaugard Urban Design Standards and Guidelines and finds that the proposal is generally consistent with the guidelines. However, the applicant's proposal did include deviations from the Design Standards and Guidelines in the areas of land use, building height, signage, and the use of stoops at grade for residential proposals. (See Attachment 5 for a compiled list of deviations from the Beaugard Urban Design Standards and Guidelines).

- *Land Use*: Request to convert land identified as office and hotel to residential.
- *Building Height*: Request for permission to build up to 100' maximum across the parcel as the current height for the single parcel are set at a maximum of 45' on the western portion of the parcel and 110' on the eastern portion of the parcel.
- *Signage*: Request for two monument signs for building wayfinding and addressing.
- *Stoops*: Request to forgo individual stoops for ground level residential units as the design feature is incompatible with the scale of the applicant's proposal and prevented by site grade.

In each of the areas of non-compliance, staff reviewed the applicant's request and determined that:

- A request for a Master Plan Amendment would be the appropriate tool to address building heights and land use and is under consideration with this application.
- A Coordinated Sign Special Use Permit would be the appropriate tool to request the use of monument signs and additional building signage to create a cohesive sign plan for building wayfinding and addressing.
- The character and scale of Monday Properties' proposal was not conducive to individual entries or stoops for ground floor residential units.

These areas of non-compliance were also reviewed by the Beaugard Design Advisory Committee and the variations were deemed appropriate. Furthermore, the Beaugard Design Advisory Committee (BDAC) met five times during the spring and summer of 2018 to review the proposed building design and to assess compliance with the Beaugard Urban Design Standards and Guidelines. (See Table 5 for a list of BDAC meeting dates.) The applicant's building evolution and site plan were heavily influenced by requests from the community, including the realignment of site roadways, relocation of the building lobby, the location of the parking garage entrance, landscaping, and building design. After several iterative meetings where the applicant's proposal was refined through feedback, the applicant received a unanimous recommendation of approval from BDAC at their August 8, 2018 meeting and a letter from BDAC indicating their support is included as Attachment 6.

## ***G. Site Design and Architecture***

### ***Site Design***

The proposal includes demolishing the six-story office building and surface parking lots and constructing a six- to seven-story multi-family residential building with 292 residential units and an adjacent one-story amenity building with a fenced-in pool deck. The multi-family building will

be situated at the northeast intersection of Mark Center Drive and N. Beauregard Street and have frontage along N. Beauregard Street and span the length of the property frontage to the intersection with Seminary Road. The amenity building will be located to the west of the multi-family building, across Mark Center Drive and accessible through a signalized pedestrian crosswalk. Access to the site is provided through Mark Center Drive, a signalized intersection with three lanes and vehicular access to the parking garage and primary building entrance is through a curb-cut on Mark Center Drive, leading directly into the building. A secondary building entrance and a building loading dock are accessed through a private drive aisle of 22-feet which runs parallel along the northern building wall. To limit potential impacts of vehicular traffic on nearby townhomes to the north, the private drive aisle will be separated from the property line with a green space of 17-feet in width which will include a row of densely planted trees and shrubs and a fence. Additional landscaping, including an approximately 6,500 square foot park will be used to further screen the multi-family building from townhomes to the north. See Figure One for the proposed site design.

#### Building Architecture

The applicant proposes to construct an approximately 308,500 square foot multi-family building with 292 units which wraps around an internal parking garage. The garage structure of 492 spaces utilizes one level-of below-grade parking with six stories of above grade parking. The parking garage is screened from view through the building components on the east and west and with a decorative glass walkway along the South. The decorative glass hallway will connect residents between the two building wings. The northern-most wall of the parking garage will be heavily planted with landscaping along the lower levels and screened with a dark panel wall to prevent light and noise impacts on adjacent properties; the dark panel color was selected to encourage the garage wall to recede in to the background. The design of the above-grade parking garage was unanimously approved by the Beauregard Design Advisory Committee at their August meeting and as such, the above-ground parking is permitted and may be deducted from the site's overall FAR as permitted by CDD Condition 11(d i).

To create greater visual interest, the applicant has designed two distinct wings of the multi-family building, creating a West and an East Wing of the structure which utilize complimentary but distinct colors and materials. The East Wing of the building, located at the intersection of Seminary Road and N. Beauregard Street hugs the curve of the road and the curved building façade has been designed as a gateway element with a signature façade per the design goals of the Beauregard Small Plan. The Small Area Plan identified a curved building design as a preferred design iteration while the Design Guidelines permit additional height at this location through a signature parapet to further encourage a unique building design at this prominent location. The seven-story curved building utilizes a light grey brick along the base of the building which gradually steps upward along the building curve in a series of subtle terrace elements. The upper portion of the building is wrapped in a soft grey corrugated metal panel which waterfalls down and meets the grey brick below with a horizontal grey panel used to join the meeting of brick and corrugated metal. The verticality of the curved building is emphasized by columns of yellow fiber cement paneled balconies which span the height of the building and break up groupings of windows to emphasize the underlying window pattern language. The East Wing of the building takes advantage of the permitted signature parapet by gradually increasing the parapet wall along the curve of the building

to come to a pinnacle at the northernmost building wall, before gradually sloping down again. The highest corner of the parapet wall is emphasized using a recessed darker grey panel to indicate the flat roof demarcation and the height of the parapet wall above. The remainder of the East Wing, as seen from the north, utilizes the same combination of light grey brick, corrugated aluminum and yellow fiber cement accent panels to create a unified building design. The concave interior curve of the East Wing has been designed to accommodate an internal courtyard and vehicular drop-off area for building residents and will be landscaped with a mix of trees and groundcover.

The six-story West Wing of the building sits at the intersection of Mark Center Drive and N. Beauregard Street and the formal building lobby opens into the intersection. The formal building lobby utilizes floor-to-ceiling glass windows, separated by columns of light grey brick, to connect the building lobby with ground-level pedestrian activity, while a small flight of exterior stairs covered with a metal canopy provides the physical connection between the building and sidewalk. The material palette for the West Wing utilizes a combination of the same light grey brick as the East Wing and introduces a slightly darker grey brick at the ground floor to simultaneously differentiate and coordinate the two building wings. Furthermore, the West Wing utilizes a combination of a light brown Sto Panel and a light grey Sto panel as the primary colors of the building and has a more traditional rectangular building design to differentiate the two wings. Another feature providing connectivity between the building and street-level activity along Mark Center Drive is the proposed courtyard. The courtyard, accessed from a curb cut on Mark Center Drive, is envisioned as a shared pedestrian and vehicular area to be used during office hours as an attractive parking location for the leasing office, while primarily used for pedestrians after hours. An integrated design of permeable pavers and landscape planting will safely delineate the uses and spaces to create a welcoming environment.

A one-story amenity building of approximately 2,500 square feet is proposed across Mark Center Drive from the primary building lobby to provide a gym space for building residents and changing rooms for the outdoor pool. The one-story building utilizes a light grey brick base and floor to ceiling windows around the building. A similar metal canopy covers the entrance to the amenity building as the one seen on the primary building lobby, while a dramatic yellow panel fin creates energy in the amenity building and connects with the yellow accent panels used on the balconies along the East Wing.

#### Potential Design Revisions

Since submitting their final Completeness submission and receiving a recommendation of approval from the Beauregard Design Advisory Committee, the applicant has continued to refine their proposed development concept to identify greater cost efficiencies given recent market trends of rising construction costs for materials and labor. The applicant team has proposed three revisions to their current design concept:

- Removal of the below-grade level of parking;
- A reduction of approximately 40 parking spaces; and
- Flexibility in the final unit count to adjust unit configuration to respond to market demand, to include the provision of on-site affordable units.

Staff has considered the potential revisions to the applicant’s proposal and is generally supportive of the conceptual revisions proposed by the applicant as the changes would not alter the external design of the building. The removal of the underground parking level and reduction of total parking spaces would help right-size the parking on site as the parking ratio required in CDD #21 far exceeds the City’s recently approved parking ratios. By reducing their overall parking numbers by approximately 40 parking spaces, the applicant’s new garage design would contain approximately 450 parking spaces which still exceeds the minimum number of parking spaces required in CDD #21 and far exceeds the number of parking spaces which would be required of new multi-family development outside of CDD #21.

***Table 2: Comparison of Parking Ratios and Required Parking***

<b>Parking Requirement</b>	<b>Parking Ratio</b>	<b>Required Parking for Applicant’s Proposal</b>
CDD #21	Maximum Parking of 1.75 space/unit	511 parking spaces
CDD #21	Minimum Parking of 20% below Maximum	409 parking spaces
Citywide Standard for Multi-family outside the Metro Station walkshed	Maximum of 1 space/unit	292 parking spaces

Staff also finds the applicant’s request to nominally increase the total number of units from 292 up to 297 to be reasonable as the additional five units would still ensure there is adequate parking on-site for the residents and should not negatively impact any traffic patterns.

While staff is willing to support the proposed revisions to the internal building design for the removal of the level of below-grade parking, this change would require a presentation to the Beauregard Design Advisory Committee (BDAC) to ensure compliance with the Design Guidelines. To balance the applicant’s desire to maintain their hearing schedule and ensure that applicable building revisions are properly reviewed by BDAC, staff recommends the applicant proceed with their current design concept, which includes one level of below-grade parking, for consideration by Planning Commission and City Council. If approved, the applicant will return to BDAC for design review of the removal of the below-grade parking and if supported, the changes would be administratively processed by staff, as indicated in Condition 20.

### ***H. Consistency with City Plans and Policies***

#### ***Green Building Policy***

The City’s Green Building Policy was adopted by City Council in 2009 and applies to new construction. The policy requires new residential projects to achieve a minimum Certification in Leadership in Energy and Environmental Design (LEED), or an equivalent standard. Non-residential buildings are asked to achieve LEED Silver Certification from the United States Green Building Council (USGBC) or a recognized equivalent ratings system and equivalent authorizing



body. The applicant will be required to achieve a minimum of LEED Certified for the multi-family building and for the amenity building as stated in Condition 23.

Public Art Policy

The City's Public Art Policy, adopted by City Council in 2012, established a monetary contribution requirement from new development projects within the city which would fund new public art and encourage the growth of public art in the community. The contribution may be used for public art on site or dedicated to a fund to further the City's public art efforts in the surrounding community. If the applicant elects for a monetary contribution, instead of direct installation of public art on site, the policy requires a monetary contribution of \$0.30 per gross square foot of development, with a maximum contribution requirement of \$75,000 per building. Staff will continue to work with the applicant through the Final Site Plan process to finalize the public art contribution to either provide a monetary contribution or an on-site art installation.

***I. Affordable Housing***

To date, redevelopment within the boundaries of the Beauregard Small Area Plan has not occurred as envisioned at the time the Beauregard Small Area Plan and CDDs #21 and #22 were adopted. Seminary Hills continues to operate as garden style apartments and JBG's portfolio, once envisioned as a dense town-center mixed-use redevelopment opportunity was subsequently sold to Morgan Properties in 2017, with Morgan indicating its plans to renovate and maintain the properties, as garden style residential, through the foreseeable future. However, rents within the Beauregard Small Area Plan, and across the City have continued to rise beyond market affordability. While private development has stalled, the City has been successful in creating a variety of affordable housing resources envisioned in the Plan and CDDs, including placements into the 105 committed affordable units proffered by Southern Towers, and by providing financial support for nonprofit-sponsored tax credit affordable housing developments at St. James Plaza (93 units), the Gateway at King and Beauregard (74 units) and The Spire (113 units). These "leveraged" projects will be affordable to households with incomes between 40-60% of AMI and are being widely marketed to those Beauregard tenants on the City's database. In addition, the Housing Office continues a robust outreach program that includes provision of information about local housing affordability resources and city services, such as workforce development training and senior assistance to Beauregard's renter households.

The Applicant's proposal for 2000 N. Beauregard, which converts existing and planned office and commercial space, is consistent with market trends preferring residential development. To potentially spur other Beauregard redevelopment, secure right-of-way critical to the West End Transitway, and preserve the improvements and public benefits envisioned in the Plan and CDD #21 as redevelopment occurs in the future. As such, the City has agreed to treat the development proposal as a catalyst project and relieve it of some of the burdens of development incorporated in the Plan, including obligations related to the provision of onsite affordable housing (estimated as approximately 13 units based on the proposed conversion of uses and resulting bonus density) as well as the City's potential option to buydown affordability in up to 15% of the units proposed to be developed (around 42 units) for up to 15 years following completion of the Ellipse. Applicant

cited investor concerns regarding the future buydown as an issue for project feasibility and financing. While forgoing these housing benefits, it is important to note that preserving the CDD will generate a developer contribution with a value of nearly \$4 million, of which eventually \$1 million will be programmed for housing once funding and implementation of other infrastructure to support redevelopment is completed.

On September 6, AHAAC reviewed the Applicant's Affordable Housing Plan and approved it, in light of the project's role as a proposed catalyst, the fact that the redevelopment would not result in demolition of existing housing and/or displacement, and in recognition that the Beauregard Plan prioritized transportation and infrastructure improvements in early phases of implementation. AHAAC expressed appreciation for Monday Properties' pledge that "if future redevelopment (of the Adams neighborhood) includes conversion of planned office use to residential use, then the conditions requiring affordable housing will apply." Potentially, based on the CDD conditions that are being maintained regarding additional development and density, this could mean that future development on the site would proceed as "bonus density" with a significant yield of affordable housing. AHAAC discussed Applicant's reservations regarding investor concerns regarding the affordability buydown provisions and agreed to explore possible refinements to the conditions and/or the buydown formula to mitigate investor risk before the issue arises again.

### ***J. Open Space and Tree Preservation***

A stated goal of the Beauregard Small Area Plan is to enhance existing open space and create a more connected network of quality open space which provides recreational places where people can come together and enjoy the City. Whether creating active open spaces such as soccer fields, bike trails, or playgrounds or more passive spaces for walking and reading, a variety of open spaces encourage people of all abilities to participate in a healthy, active lifestyle. To support the phased integration of additional open space, CDD #21 conditions require the Adams Neighborhood to achieve a minimum of 15% open space and provide an additional 3.02 acres of publicly accessible open space after redevelopment of the entire neighborhood. As the applicant's proposal is limited to 2000 N. Beauregard, staff reviewed the parcel for compliance with CDD Conditions.

The parcel measures 152,208 square feet and the applicant would be required to provide 22,832 square feet of open space to achieve 15% open space; as the applicant proposes to provide 41,200 square feet or 27% of the parcel area, the applicant exceeds their open space requirement. Furthermore, to ensure neighborhood-wide compliance and provide up to 3.02 acres of publicly accessible open space, the applicant has submitted an open space plan for the entire Adams Neighborhood which shows one large publicly-accessible open space of 2.0 acres and a number of smaller publicly-accessible open spaces which achieve the 3.02 total acres and will be provided as the neighborhood redevelops on a parcel-by-parcel basis. The updated open space plan is seen in the revised CDD Concept Plan.

The open space provided at 2000 N. Beauregard is entirely located at ground-level and primarily designated as private open space to provide a mix of passive and active recreational uses for building residents. The passive open space consists of landscaped areas adjacent to pedestrian

pathways and several courtyards for resident use. Furthermore, the applicant has proposed a passive park space in the northwest corner of the parcel which will be heavily planted and slightly bermed to simultaneously provide a park space for residents of the multi-family building while providing an additional buffer from vehicular headlights for residential properties directly north of the subject site. Agreement reached at the Beauregard Design Advisory Committee meetings on the passive park indicated the space should be heavily landscaped and planted, and any design features should encourage passive uses. As such, design features such as benches or safety- or decorative-lighting should be focused on the southern border of the open space to limit the potential for activity closer to the residential homes located to the north. Active open space includes a private pool area for building residents which will be enclosed with a masonry wall to simultaneously meet code requirements for safety and provide a barrier to reduce potential noise from reaching residential properties to the north.

***Table 3: Open Space***

	Entire Site	Public Open Space	Private Open Space
Ground-Level Open Space	41,200 sf (27%)	0 sf (0%)	41,200 sf (100%)
<b>Total</b>	<b>41,200 sf (27%)</b>	<b>0 sf (0%)</b>	<b>41,200 sf (100%)</b>

A key component of the applicant’s open space plan includes the preservation of a number of existing on-site trees along the northern property line, south of the adjacent Seminary Park and the Seminary Heights Condominium Associations. As part of the applicant’s proposed redevelopment, the applicant will install a new fence to demarcate the property line and screen the multi-family building from the homes to the north. In addition to the fence, the applicant has agreed to preserve many existing trees along the new fence line, which will then be augmented with new plantings to create a mixture of new and mature trees to provide a denser screen more quickly. A small earthen berm is also proposed on the applicant’s property to elevate some new trees and provide enhanced screening. Staff will continue to work with the applicant team to identify trees which are most likely to survive the construction process, including the installation of a new fence and the safe integration of new plantings among existing trees.

***K. Pedestrian and Streetscape Improvements***

Per the Beauregard Urban Design Standards and Guidelines, the applicant is providing an enhanced streetscape along N. Beauregard Street which adheres to the Small Area Plan design guidelines. The applicant’s design includes a ten-foot landscaped buffer, a ten-foot pedestrian sidewalk, and a ten-foot landscaped buffer between the road and the sidewalk. The landscaped buffers will be planted with a mix of shade trees. A signalized crosswalk at the intersection of N. Beauregard Street and Mark Center Drive will be installed as part of the redevelopment, along with two additional pedestrian crosswalks along Mark Center Drive to provide numerous pedestrian pathways through the site. Pedestrian improvements along Seminary Road are similarly conditioned, such as realigning the curve of the slip lane, flashing pedestrian crosswalks and improved pavement striping to create a safer pedestrian experience.

Furthermore, the applicant will provide a 10-foot multi-use trail through the remainder of the Adams Neighborhood which will be constructed and operational by the release of the final certificate of occupancy for the next parcel in the Adams Neighborhood to redevelop. Per the Beauregard Small Area Plan, the applicant is amenable to providing a pedestrian access point at the base of N. Stevens Street to provide increased porosity through the neighborhood.

***L. Parking***

***Table 4: Residential Parking Requirements***

Number of Units	292	
Number of Bed Rooms	384	
CDD Maximum Parking Ratio	1.75 spaces/unit	Maximum of 511 Spaces
CDD Minimum Parking Ratio	80% of maximum spaces	Minimum of 409 Spaces
Provided Parking	1.73 spaces per unit	Total of 505 spaces*

*\*The applicant may seek approval to reduce the total number of parking spaces through a minor site plan process but will remain compliant with the required maximum and minimum parking requirements found in CDD #21.*

CDD #21 sets a maximum parking ratio of 1.75 parking spaces per residential unit prior to operational dedicated transit and a maximum parking ratio of 1.3 spaces per residential unit after operational dedicated transit. The minimum parking ratio for each is up to a 20% reduction of the maximum parking spaces. As the West End Transitway is not operation, the applicant has a maximum parking requirement of 511 parking spaces and a minimum of 409 parking spaces. The applicant exceeds the minimum parking requirement by providing 492 parking spaces in the seven-story parking garage with an additional 14 on-street parking spaces.

***M. Traffic & Transit Improvements***

Wells and Associates performed the Traffic Impact Study for this site. The development of a multi-family building is projected to generate a decrease of 36 AM peak hour trips, a decrease in 40 PM peak hour trips and overall daily reduction of 319 daily trips upon completion when compared to the existing office building use. This shows an almost 30% decrease in trip generation along one of the City’s primary transportation corridors.

In addition to reducing overall trips, the applicant is providing several improvements to the site further improve transportation levels and encourage alternative forms of transportation. Per Conditions of CDD #21 and the applicant’s DSUP, the applicant will participate in a Transportation Management Plan to encourage alternative forms of transportation and further reduce single occupancy vehicle trips. The applicant is also providing several site-wide features to improve the pedestrian and cyclist experience, including the installation of a wide sidewalk, buffered by plantings, along N. Beauregard Street and enhancements to the slip lane at Seminary

Road, including the realignment of the curve to increase sight lines and reduce vehicular speeds, flashing pedestrian crossings and improved pavement striping.

The applicant is providing a number of internal road improvements, including the extension of Mark Center Drive which will lead into a four-way intersection that will provide direct vehicular access to the parking garage and building courtyard on Mark Center Drive; connectivity to a private drive aisle of 22-feet which will run parallel to the northern building wall and provide access to a secondary building entrance and a building loading dock; connectivity to parcels to the west and will eventually serve as the connection to the internal, parallel road through the Adams Neighborhood.

### ***N. School Impacts***

The applicant proposes to construct 292 mid-rise apartments and the student generation rate for market-rate mid-rise apartments is 0.03 students per unit, or 9 students for the 292 market-rate apartments. This project is located within the John Adams Elementary School attendance area and Staff has coordinated with the Alexandria City Public Schools (ACPS) and will integrate the proposed development project in forthcoming school enrollment forecasts.

### ***O. Contributions***

As a condition of CDD #21, the applicant has agreed to provide developer contributions for public benefits as identified in the Beauregard Small Area Plan (BSAP). The public benefits (e.g., replacement affordable housing, the West End Transitway, the Ellipse) are to be funded by developer contributions and constructed by the City as development within the Beauregard Small Area Plan reaches levels identified in the Plan. Instead of providing an entirely cash-based contribution to the Beauregard Implementation Fund, the applicant has agreed to provide a portion of their required cash contribution through an in-kind dedication of right-of-way.

As the applicant controls a majority of properties within the Adams Neighborhood, the applicant has agreed to provide the necessary right-of-way along their property frontages on N. Beauregard Street for the implementation of the West End Transitway. Per Conditions of approval in the DSUP and amended CDD #21 conditions, the applicant will transfer the right-of-way to the City in conjunction with receiving a certificate of occupancy for the multi-family building. By receiving the right-of-way along almost the entirety of the Adams Neighborhood the City will be able to implement the West End Transitway in a more timely manner given the certainty of the needed right-of-way for construction. Furthermore, the acquisition of the right-of-way demonstrates the City's achievement towards implementation of the West End Transitway which increases the City's competitiveness for future transportation grants.

Per the Implementation chapter of the Beauregard Small Area Plan, developer contributions are to be allocated between various public benefits, and to ensure contributions more closely align with the allocations indicated in the small area plan, the applicant will be providing a cash contribution of \$1,059,443.00 to the Beauregard Implementation Fund. As the in-kind contribution of the right-

of-way goes towards supporting Transportation and Infrastructure goals within the Beauregard Small Area Plan, the cash contribution to the Implementation Fund should be credited towards affordable housing priorities and other non-transportation priorities identified in the Small Area Plan.

## **V. COMMUNITY**

Redevelopment of the site has been discussed with City Staff and the surrounding community since early 2018 and the applicant has made many revisions to the proposed site design, building design and long-term vision of the Adams Neighborhood to address the concerns of the community and the Beauregard Design Advisory Committee. Specific discussion has focused on vehicular access to the site and parking garage, road infrastructure and connectivity, building design, open space design and landscaping. Staff has worked extensively with the applicant and their architectural team to continuously refine the building proposal and achieve a design which adheres to the principles of the Beauregard Small Area Plan, Beauregard Urban Design Standards and Guidelines and addressed design concerns voiced by neighbors and the Beauregard Design Advisory Committee (BDAC). Major changes to the Site Plan included:

- Enhanced screening for the northern parking garage wall;
- Refinement of the curved building façade;
- Removal of the northern parallel road in the Adams Neighborhood;
- Relocate the amenity building further south to align with the southern building wall of the multi-family building;
- Adjustment of the primary building lobby to sit at the intersection of Mark Center Drive and N. Beauregard Street to create a lively streetscape;
- Enhanced screening along the northern property line to include, earthen berms, mature trees, new trees, fences and a passive open space park;
- Redesign of the parking garage entrance, moving from a location along the northern drive aisle to an entrance off Mark Center Drive on the building's western side.

The applicant team worked closely with the BDAC over a series of five public meetings to develop a design which addressed the concerns of BDAC and the community. In addition to the BDAC meetings, the applicant hosted two community meetings to present to the public and held a site tour of the Adams Neighborhood, highlighting the proposed site to be redeveloped and the ongoing reinvestment in the remaining office buildings. At the final BDAC meeting on August 6, 2018, BDAC voted unanimously (with one absent member) to approve the applicant's building design, site design, and indicated their support to amend the CDD Concept Plan to remove the parallel road along the northern boundary of the Adams Neighborhood. While BDAC unanimously supported the proposed redevelopment, some adjacent neighbors do not support the proposed design over concerns about increased noise and traffic from a new use. In response to these ongoing concerns staff has developed several conditions, included as part of the project approval, to mitigate ongoing concerns. Staff is confident that the proposed building design, site design, and

proposed conditions are a good compromise for the site and that the existing framework of conditions and City regulations can mitigate future concerns about noise and traffic.

Additionally, the project has been discussed with the Alexandria Affordable Housing Advisory Committee (AHAAC) whose meetings are advertised and open to the public. The project was presented to AHAAC on September 6, 2018 and received a vote of approval from the committee.

In addition to building and site design refinements to accommodate community concerns, the applicant has shown commitment to serving as a good neighbor within the community by agreeing to several conditions, such as:

- Agreeing to provide meeting space within their portfolio of office buildings in the Adams Neighborhood which will be available for use by established community groups.
- Designating a community liaison in the multi-family building to coordinate responses to community concerns and serve as appoint of contact with Monday Properties. Information on the point of contact will be shared with neighborhood groups.
- Preserving a number of existing trees along the northern property line which will be integrated into the proposed fencing and landscape screening to create a screening that combines mature and new plantings.

***Table 5: Community Engagement***

Presentations Given by Applicant	
February 21, 2018	Community Meeting
February 26, 2018	Beauregard Design Advisory Committee
May 21, 2018	Beauregard Design Advisory Committee
June 21, 2108	Community Meeting and Site Tour
June 25, 2018	Beauregard Design Advisory Committee
July 23, 2018	Beauregard Design Advisory Committee
August 6, 2018	Beauregard Design Advisory Committee
September 6, 2018	Housing Affordability Advisory Committee

## **VI. CONCLUSION**

Staff recommends approval of the Master Plan Amendment, Text Amendment, Coordinated Development District Concept Plan Amendment, Development Special Use Permit, and all associated applications subject to compliance with City codes, ordinances and staff recommendations below.

### **Text Amendment #2018-0006**

The following language is recommended by staff to Planning Commission to initiate a Text Amendment to Section 5-602(A). Staff proposes to amend the CDD Table for CDD#21 to:

Master Plan Amendment #2018-0005; Text Amendment #2018-0006;  
CDD Concept Plan Amendment #2018-0004; DSUP #2017-0019;  
TMP SUP#2018-0065; SUP #2018-0082  
2000 N. Beauregard Street

- Amend the “Maximum Height” Section of CDD #21 to replace the reference to the Beauregard Urban Design Standards and Guidelines with the Beauregard Small Area Plan.

Staff proposes the above revisions through Text Amendment #2018-0006 to ensure that building heights are regulated through a master plan document instead of the design guidelines, which are an advisory document.



**VII. GRAPHICS**

**Figure 1: Proposed site plan for 2000 N. Beauregard Street with multi-family building and adjacent amenity building.**

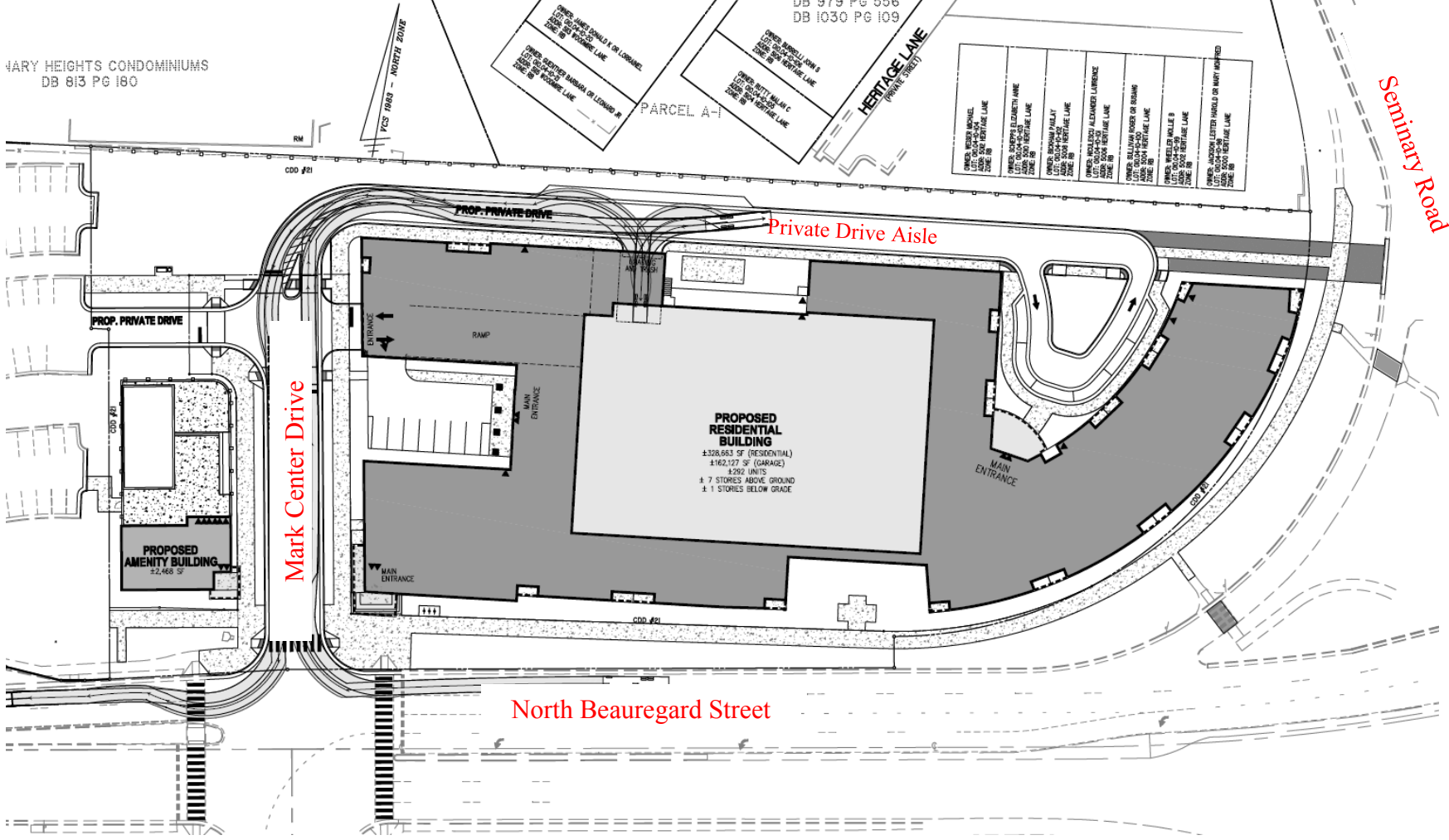


Figure 2: East Wing showing curved building design and signature parapet wall, as depicted from Seminary Road.

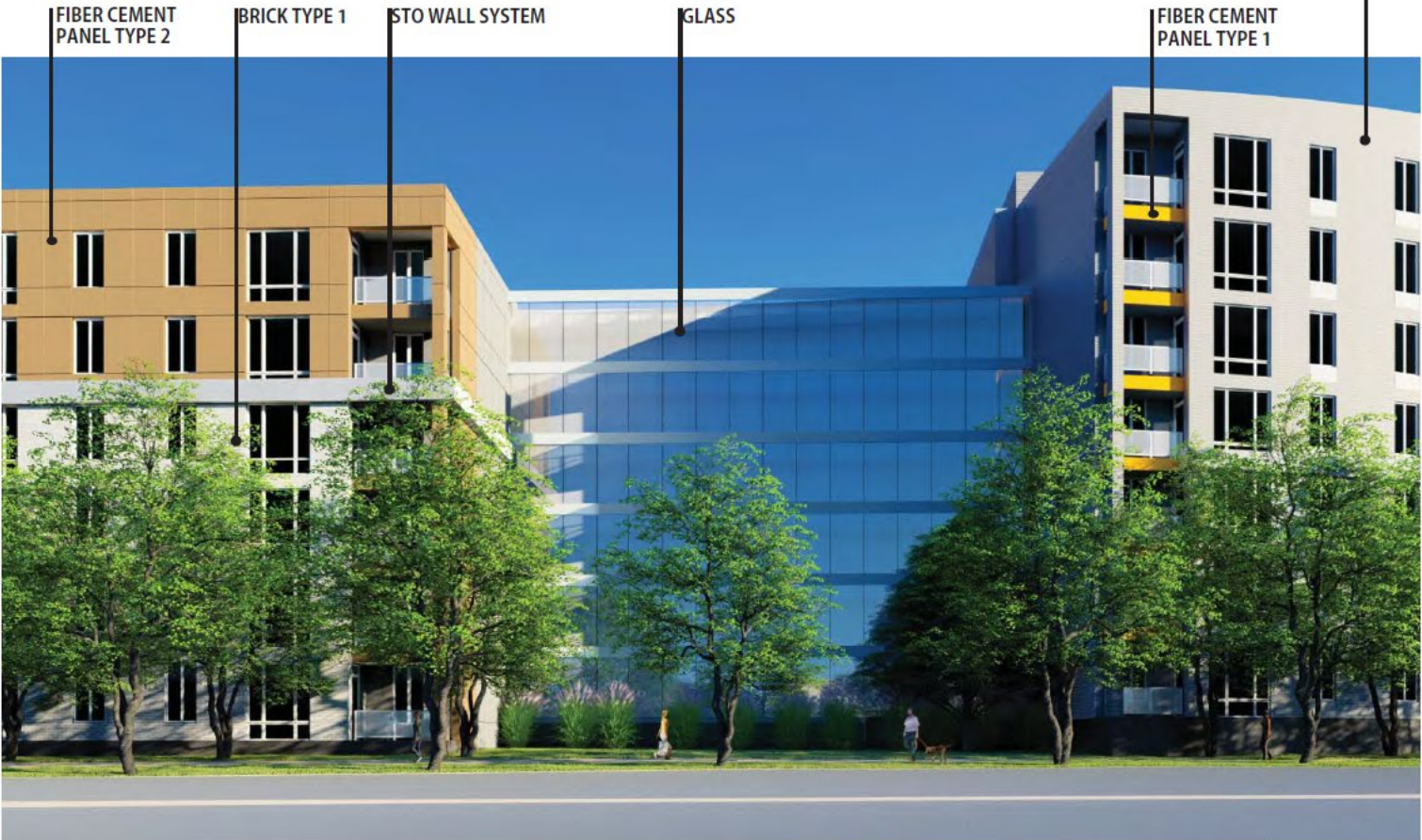


M:\P\317466\01\01\_Design\3D\AC Meeting 2018-07-23





**Figure 3: Glass hyphen as seen from N. Beauregard Street between the east and west building wings.**



**Figure 4: West building wing and primary building lobby at the intersection of Mark Center Drive and N. Beauregard Street, as seen from N. Beauregard Street.**





Master Plan Amendment #2018-0005; Text Amendment #2018-0006;  
CDD Concept Plan Amendment #2018-0004; DSUP #2017-0019;  
TMP SUP#2018-0065; SUP #2018-0082  
2000 N. Beauregard Street

Figure 5: West Wing with building lobby and amenity building opening onto Mark Center Drive, as seen from N. Beauregard Street.



**Figure 6: Amenity Building, as seen from the intersection of N. Beauregard Street and Mark Center Drive.**





Master Plan Amendment #2018-0005; Text Amendment #2018-0006;  
CDD Concept Plan Amendment #2018-0004; DSUP #2017-0019;  
TMP SUP#2018-0065; SUP #2018-0082  
2000 N. Beauregard Street

MONDAY  
PROPERTIES

Figure 7: Proposed courtyard, as seen from Mark Center Drive.





Figure 8: View of northern building wall along landscaped private drive aisle.



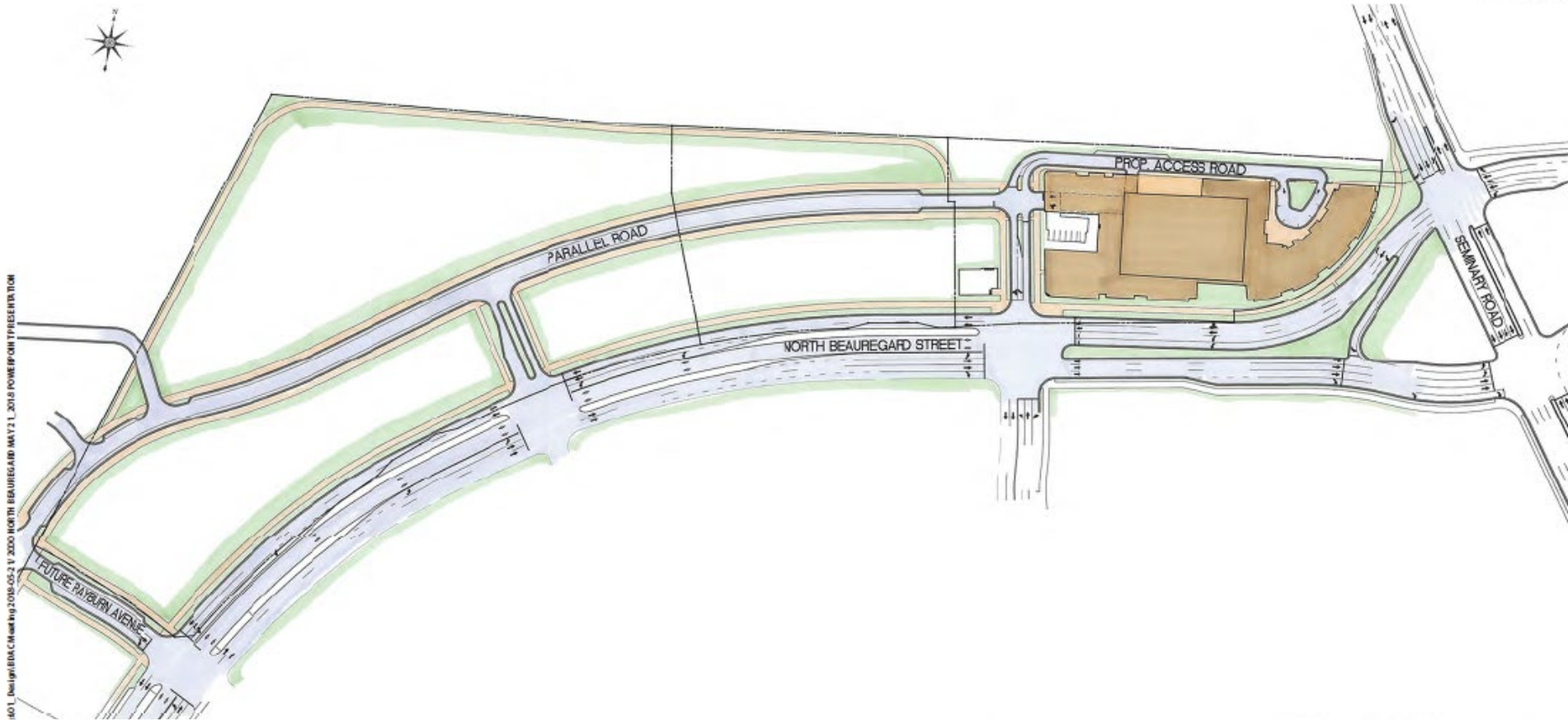


Master Plan Amendment #2018-0005; Text Amendment #2018-0006;  
CDD Concept Plan Amendment #2018-0004; DSUP #2017-0019;  
TMP SUP#2018-0065; SUP #2018-0082  
2000 N. Beauregard Street

Figure 9: View of northern courtyard and second building lobby with resident drop-off area.



Figure 10: Proposed Road Network for the Adams Neighborhood.



## **VIII. STAFF RECOMMENDATIONS**

### **COORDINATED DEVELOPMENT DISTRICT #21 CONDITIONS CDD CONCEPT PLAN AMENDMENT #2018-0004**

#### **A. GENERAL**

1. The Applicant(s) shall comply with the following: the Coordinated Development District (CDD) Approvals: 1) the CDD Conceptual Design Plan, hereafter referred to as CDD Concept Plan, prepared by Walter L. Phillips, Inc. and dated June 21, 2013, and the revised CDD Concept Plan, prepared by Walter L. Phillips, Inc and dated August 15, 2018 as amended through DSUP #2017-00019; 2) the conditions contained herein; and, 3) the Beauregard Urban Design Standards and Guidelines prepared by Duany Plater-Zyberk and Company and Dover Kohl Partners, dated July 11, 2013. (P&Z)
2. All conditions, requirements, and standards herein shall have full and equal applicability and enforceability against the Applicant(s), except where the condition, requirement, or standard is expressly stated as applicable to a particular neighborhood or parcel, or by its context is clearly inapplicable. (P&Z)
3. Each block(s) and/or park(s) and/or building(s) shall obtain approval of a Development Special Use Permit (DSUP) and any other applicable approval(s). A DSUP may be submitted for a portion of a block when an Applicant(s) can provide sufficient information regarding the location, approximate size, type, uses, open space, parking, loading access and additional information as needed for the remainder of the block and adjoining blocks, streets and open space to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)
4. All rights-of-ways, easements, open spaces, developer contributions, and all other applicable requirements of these conditions specified to be provided by the Applicant(s) shall be provided at no cost to the City. (P&Z)(T&ES)
5. Neighborhoods, as referenced herein, shall be the boundaries depicted on the CDD Concept Plan. (P&Z)
6. The conditions, requirements, and standards herein are expressly enforceable against all persons or entities and their successors and assigns owning real property located within CDD #21.
  - a) If any such person or entity comprising the Applicant(s) fails to perform its obligations as required herein for its particular neighborhood, the City shall be entitled in its sole discretion to withhold all applicable approval(s) for New Development including but not limited to preliminary DSUP(s), final site plan(s) and building permits for the person or entity directly responsible for such

- default. The determination of whether or not a particular action, dedication, or easement should affect the issuance of permits shall be made by the Director of P&Z.
- b) If any such person or entity comprising the Applicant(s) fails to perform its obligations as required herein for the Ellipse and/or the Transitway, regarding the provision of right-of-way and/or easements, including all applicable construction and access easements, the City shall be entitled in its sole discretion to withhold all applicable approval(s) for New Development including but not limited to preliminary DSUP(s), final site plan(s) and building permits for all Applicant(s) within CDD # 21 and CDD# 22. The determination of whether or not a particular action, dedication, or easement should affect the issuance of permits shall be made by the Directors of P&Z and T&ES.
  - c) In the event that an Applicant(s) fails to dedicate right-of-way or easements for the Ellipse or Transitway as required herein, and it becomes necessary for the City to file a condemnation proceeding to acquire such an interest in real property, the value of the property being condemned shall be conclusively deemed to be ten dollars.
  - d) Without limiting the generality of the foregoing statements, the City shall have available to it all rights and remedies set forth in the City of Alexandria Zoning Ordinances or other City laws and ordinances, or as available at law or in equity. Any express or implied obligations of the City as set forth herein are subject to the legislative discretion of the City Council. (CAO)(P&Z)(T&ES)
7. Notwithstanding any contrary provisions in the Zoning Ordinance, the Beauregard CDD Concept Plan (CDD #21), shall remain valid until April 13, 2038. (P&Z)
  8. The Directors of T&ES, RP&CA and P&Z may require that infrastructure, open space, land uses and other matters adjacent to a subject neighborhood deemed necessary to review a preliminary DSUP application also be shown in the application. (P&Z) (T&ES) (RP&CA)
  9. The Applicant(s) shall coordinate, to the extent necessary, with other property owners and Applicant(s) within CDD #21 on the design of streets, parks-open spaces, sewer systems and other related infrastructure and construction. (P&Z) (RP&CA) (T&ES)
  10. If a dedication required herein results in a use, lot, or structure being no longer in conformity with applicable zoning requirements, such lot or structure shall be treated as noncomplying. After such dedication, the then-current use of the area(s) to be dedicated may continue until such time as the areas are needed by the City for construction of the Transitway, the Ellipse, the Fire Station and/or any other applicable improvements to be constructed by the City. Revisions to any site improvements necessitated by dedications and improvements for the interim Transitway, fire station and/or Ellipse may be approved administratively by the Directors of T&ES and P&Z.(T&ES)(P&Z)

## B. DEFINITIONS

11. For purposes of the conditions herein, the following definitions shall apply:
  - a) **Existing Development To Be Demolished:** The square footage of any building or structure in existence within CDD #21 as of the date of City Council's initial approval of CDD #21 but which will be demolished in accordance with the provisions and requirements within CDD # 21.
  - b) **New Development:** Any new square footage that is constructed in accordance with the provisions and requirements within CDD # 21.
  - c) **Net New Development:** The square footage of any New Development (as defined herein) in excess of the Existing Development To Be Demolished in accordance with the provisions and requirements within CDD # 21 (New Development - Existing Development To Be Demolished = Net New Development).
  - d) **Square Footage:** Shall be equivalent to floor area as defined by the Zoning Ordinance in effect as of the date of these conditions, except that the following shall not be counted for purposes of square footage:
    - i. Above grade parking structures, constructed in accordance with the conditions herein and the Beauregard Urban Design Standards and Guidelines;
    - ii. Loading areas required for retail uses; and
    - iii. The fire station, the Hillwood and Lynbrook buildings to be dedicated to the City for affordable housing, child care facilities, and other public buildings.
  - e) **CPI-U**, as used herein, shall be the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, Bureau of Labor Statistics. (P&Z)(CAO)
12. As part of each preliminary DSUP within a neighborhood, the Applicant(s) shall provide a table including the following information for development associated with the preliminary DSUP and for the cumulative approved development within that neighborhood as of the date of the preliminary DSUP application:
  - a) The square footage of total Existing Development
  - b) The square footage of Existing Development To Be Demolished as part of the preliminary DSUP and cumulative to date.
  - c) The square footage of New Development and cumulative.
  - d) The square footage of Net New Development and cumulative. (P&Z) (T&ES)

## C. DEVELOPER CONTRIBUTIONS

13. The Applicant(s) shall make a monetary contribution to a dedicated Beauregard Implementation Fund to be established by the City to account for the developer contributions required pursuant to the conditions required herein (hereinafter "Developer Contributions"). Developer contributions shall be provided for all New Development within CDD #21 and CDD #22, and shall be paid prior to the release of



the first Certificate of Occupancy for each building within CDD #21 and CDD #22. The Developer Contribution rates and Total Contribution rates are as of the date of approval of CDD #21 and CDD #22, and shall escalate annually hereafter on January 1 of each year hereafter starting on January 1, 2014 in accordance with increases in prior years in the CPI-U as defined herein. The resulting adjusted Developer Contribution per square foot of New Development shall be in effect for that calendar year. Interest earned on any funds deposited by any Applicant(s) will be invested by the City as per Code of Virginia investment laws for short-term investments. Interest accrued shall remain in the fund to be utilized as provided herein. The Developer Contributions are comprised of the Base Contribution and Neighborhood contributions which together shall comprise the Total Contribution as required herein.

- A. **BASE CONTRIBUTION:** A base contribution of Ten Dollars and Thirty Eight Cents (\$10.38) in 2013 dollars per square footage of floor area of New Development shall be made for all New Development within CDD #21 and CDD #22. Included in this Base Contribution is an amount equal to \$0.03 per square foot in 2011 dollars (\$301,179 total in 2011 dollars) which the City may use for water quality and storm water management improvements or enhancements within or benefiting CDD#21 and CDD #22.
- B. **NEIGHBORHOOD CONTRIBUTION:** An additional contribution shall be provided for each Neighborhood within CDD #21 and CDD #22, which shall consist of the following:

**Table #1: Neighborhood Contributions**

Neighborhood	NEIGHBORHOOD Contribution Per Square Footage of New Development (2013 dollars)
<b>Greenway</b>	\$2.96
<b>Garden District</b>	\$3.14
<b>Town Center</b>	\$2.82
<b>Adams</b>	\$1.57
<b>Upland Park</b>	\$3.42
<b>Southern Towers</b>	\$1.57
<b>Seminary Overlook</b>	\$3.33

C. **TOTAL CONTRIBUTION:** All New Development within CDD #21 and CDD #22 shall be subject to the total Developer Contributions as required herein. The total contribution shall be the sum of the base contribution and the neighborhood contribution set forth in the preceding sections (Base Contribution + Neighborhood Contribution = Total Contribution). No reference to CDD #22 in these Conditions shall obligate any Applicant(s) within CDD #21 for the performance of any condition, including any Developer Contribution, required by conditions for CDD#22). The total Developer Contribution for each neighborhood shall consist of the following:

**Table #2: Total Developer Contributions**

<b>Neighborhood</b>	<b>TOTAL Contribution Per Square Footage of New Development (2013 dollars)</b>
<b>Greenway</b>	\$13.34
<b>Garden District</b>	\$13.52
<b>Town Center</b>	\$13.20
<b>Adams</b>	\$11.95
<b>Upland Park</b>	\$13.80
<b>Southern Towers</b>	\$11.95
<b>Seminary Overlook</b>	\$13.71

*Note: The amount of development has been reduced by 75,000 square feet due to the fact that TM parcel #0.10.04-03-19 is not participating in CDD #21. Any subsequent revisions to the existing zoning of parcel #0.10.04-03-19 will require approval of a subsequent rezoning(s) and Developer Contributions.(CAO)*

14. Implementation of the Public Benefits as generally depicted within Table 2 of the staff report as of the date of approval by City Council of these conditions and comparable improvements consistent with the intent of the Beauregard Small Area Plan will be phased based on the funds available from time to time in the Beauregard Implementation Fund. Funds available after completion of the fire station or transportation category depicted in Table 2, unless Council directs otherwise, shall be reallocated to the Affordable Housing Trust Fund for housing. All other improvements, other than those listed within the staff report and required by the CDD zoning, CDD Concept Plan, these Conditions, the Beauregard Urban Design Standards and Guidelines, and as required as part of the DSUP process, shall be the sole responsibility of the Applicant(s). (CAO)(P&Z)(T&ES)(City Council)

15. While the City will proceed in good faith to design and construct the Ellipse, the Transitway, and other Transportation Improvements being funded through the Developer Contributions required herein, the City is not obligated to approve development applications, DSUPs and/or permits in excess of amounts allowed pursuant to various conditions herein due to delays in the implementation of the Ellipse or the Transitway and other transportation improvements to be constructed by the City. Alternatively, if agreed upon by the Applicant(s) and City Council, the Applicant(s) may be permitted to construct the Ellipse, Transitway and any other Transportation Improvements. In such event the actual cost of the design and construction shall be credited against the Developer Contributions required to be made by the Applicant(s) constructing such Improvements. (CAO)(P&Z)(T&ES)
16. The City will provide an inception-to-date type update on the amount of Developer Contributions received, as part of the preliminary DSUP process. In addition, at the expense of the Beauregard Implementation Fund, the City will create and provide a publicly available annual report to City Council showing the sources and uses of all such funds. (CAO)(P&Z)
17. If New Development is transferred between Neighborhoods as permitted herein, the Developer Contribution for the New Development shall be the Developer Contribution required from the transferring neighborhood, such that the total Developer Contribution shall, in no event, be decreased. (CAO)(P&Z)

**D. CDD CONCEPT PLAN**

18. The Applicant(s) shall submit a revised CDD Concept Plan within ninety (90) days from final approval(s) by the City Council for administrative review and approval by the City. The CDD Concept Plan shall be reviewed and approved by the City prior to any demolition, construction, and/or preliminary DSUP submission. The CDD Concept Plan shall be revised to include the following:
  - a) All the sheets for CDD #21 and CDD #22 Tile Blocks need to reference the CDD Special Use Permit/Rezoning. Include the correct application number;
  - b) The CDD #21 Beauregard Corridor Concept Plan Set shall revise a portion of Mark Center Drive to reflect its current street name. The portion of Mark Center Drive from the intersection of Seminary Road heading west along the southern frontage of the Hilton Hotel to the point where the road changes direction to the north is named Mark Center Avenue. The portion of Mark Center Drive that runs along the western frontage of the Hilton Hotel and intersects with North Beauregard Street remains Mark Center Drive;
  - c) Condition deleted.
  - d) The CDD #21 Exhibit 1 shall be revised to delineate parcels only within CDD #21; and
  - e) The CDD Concept Plan shall be revised to incorporate all exhibits referenced herein. (P&Z)(T&ES)(PC)



**E. PRE-DEVELOPMENT DEDICATIONS – EASEMENTS**

19. All applicable general, predevelopment, phasing and submission requirements herein shall be completed prior to the submission of a preliminary DSUP and/or associated applications, within CDD #21. (P&Z)
20. In addition to the pre-development dedications and easements identified within the Neighborhood conditions herein, the following shall be required:
  - a) With the exception of the Transitway through the Southern Towers neighborhood, within ninety (90) days of written request by the City, based on plans provided by the City, the Applicant(s) shall submit all necessary plans and documentation to dedicate and/or provide easement(s) for the Transitway, including any associated temporary construction and maintenance easements for the interim dedication as set forth in the CDD Concept Plan. The City shall design and provide the temporary easements to the Applicants based upon plans provided by the City;
  - b) Within 90 days of written request by the City, Southern Towers shall enter into a written agreement with the City for the interim route of the Transitway and a license agreement for on-site bus service;
  - c) As part of the preliminary DSUP for development fronting the Transitway, the Applicant(s) shall submit all necessary plans and documents to dedicate and/or provide easements for the ultimate condition of that section of the Transitway as set forth in the Beauregard Urban Design Standards and Guidelines; and
  - d) Upon approval by the City, the Applicant(s) shall promptly record any dedications and/or easements. (T&ES)(P&Z)(PC)

**F. INFRASTRUCTURE PHASING**

21. New Development Preceding the Construction of the Dedicated Transitway:
  - a) The Transitway shall be operational prior to release of a final site plan for greater than 1,500,000 sq. ft. of New Development within CDD #21 and #22. An operational Transitway is defined as providing enhanced bus service within the Beauregard Small Area Plan area as determined by the Director of T&ES. The enhanced bus service includes greater passenger capacity, enhanced headways, more frequent service and greater reliability than currently exists in the Beauregard Corridor.
  - b) Phasing within the Greenway neighborhood shall maintain transit operations on either existing Sanger or new Sanger at all times. (T&ES)
22. New Development Preceding the Ellipse at the intersection of Seminary Road and Beauregard Street:
  - a) Each redevelopment site fronting onto the Ellipse (EXHIBIT 1) shall dedicate all necessary right-of-way for the Ellipse at the intersection of Seminary Road and

- North Beauregard Street. The amount, size, and location of the right-of-way shall be based on a 30% engineered plan (prepared by the first developer adjacent to the Ellipse to request a DSUP), including all necessary information required by the Director of T&ES. The 30% engineered plans shall be coordinated with all Applicant(s) fronting onto the Ellipse and be submitted to the City prior to the submission of the preliminary DSUP application and approved by the City prior to the approval of the preliminary DSUP application for any of the redevelopment sites fronting onto the Ellipse (EXHIBIT 1). The final design of the Ellipse shall be determined by the Director of T&ES
- b) Prior to the release of a final site plan for more than 2,400,000 square feet of Net New Development within the CDD #21 and CDD #22, the Ellipse shall be constructed and operational. (T&ES)
23. In the event that redevelopment sites within CDD #21 and CDD #22 other than properties fronting onto the Ellipse (EXHIBIT 1) exceed 2,400,000 sq. ft. of Net New Development, and thereby necessitate design, construction, and operation of the Ellipse, the following shall apply:
- a) Pursuant to the conditions herein, the redevelopment sites fronting onto the Ellipse (EXHIBIT 1) shall, within 90 days of written request by the City, submit all necessary plans and documentation to dedicate right-of-way for the Ellipse, including any associated temporary construction and maintenance easements. Construction and maintenance easements shall be mutually agreed upon by the City and the Applicants and shall minimize impact on existing surface parking spaces.
- b) If properties fronting onto the Ellipse have not yet redeveloped and existing improvements preclude the implementation of the ultimate streetscape section, an interim streetscape design shall be developed to provide safe passage for all modes during the interim period, to the satisfaction of the Director of T&ES. At such time as any property fronting on the Ellipse redevelops, that property shall be responsible for constructing the ultimate streetscape section along its frontage, including any transitions as part of the redevelopment.
- c) Prior to the release of a final site plan for more than 2,400,000 square feet of Net New Development within the CDD #21 and/or CDD #22, the Ellipse shall be constructed and operational. (T&ES)(PC)
24. **Transitions.** For roadways, sidewalks, or trails to be provided by the Applicant(s), pursuant to the conditions herein, the Applicant(s) shall coordinate with the adjacent property owner(s) to build any necessary transition(s) from the street cross section pursuant to the Beauregard Urban Design Standards and Guidelines to the existing street on the adjacent property owner(s)'s land. In the event the adjacent property owner does not cooperate through granting easements or otherwise, the Applicant(s) shall build the transition on the Applicant(s)'s land. If this occurs and the transition was built on the original Applicant(s)'s property, at the time the adjacent property redevelops, the final street cross-section as depicted in the Beauregard Urban Design Standards and Guidelines shall be completed by the new Applicant(s). (T&ES)

**G. INFRASTRUCTURE PLAN AND REQUIRED DEDICATIONS AND EASEMENTS**

25. The framework streets depicted on the CDD Concept Plan shall be constructed in the general locations depicted within the CDD Concept Plan. The cross-section for the framework streets shall comply with the Beauregard Urban Design Standards and Guidelines. The location of the non-framework streets shall be determined as part of the preliminary DSUP process, and shall be determined by the required block sizes and applicable provisions of the Beauregard Urban Design Standards and Guidelines and the conditions herein. The framework streets in the Adams neighborhood shall be determined as part of the preliminary DSUP process, and shall be determined by the required block sizes and applicable provisions of the Beauregard Urban Design Standards and Guidelines and the conditions herein. (T&ES)(P&Z)
26. The Applicant(s) shall be responsible for dedicating all necessary rights-of-way and/or public access easement(s) as required herein and as required by the Beauregard Urban Design Standards and Guidelines. Where a public access easement is provided for streets and/or sidewalks, the easement(s) shall be a perpetual public access easement for vehicles and/or pedestrians. (T&ES)(CAO)(P&Z)(RP&CA)
27. All streets within CDD #21 and CDD #22 shall be public dedicated streets or public access easements as depicted in Diagram 7A of the Beauregard Urban Design Standards and Guidelines. As part of the preliminary DSUP process, the Director of T&ES may permit some of the public streets to be public access easements. However, no block shall be served solely by public access easements in neighborhoods other than Southern Towers. (T&ES)
28. The Applicant(s) shall submit a CDD Infrastructure Phasing Plan with the first preliminary DSUP for each neighborhood and shall update the Infrastructure Phasing Plan concurrently with each subsequent preliminary DSUP submission. The Plan shall include the following:
  - a) A general outline and the up-to-date projection of the dates when construction of the different land uses (i.e., office, retail, hotel, residential, open space parks and community facilities) for each neighborhood and/or block shall commence; and
  - b) The general location and layout of the major components of infrastructure, and the projected dates when construction of the infrastructure shall commence (provided, that the projected dates for the commencement of construction of these components shall be consistent with the conditions required herein) and required as part of the development review process. The information shall include:
    - i. The street layouts;
    - ii. Transitway corridors and stations;
    - iii. Sidewalk/trail connections – circulation; andThe conceptual locations of:
    - iv. Bicycle connections – circulation;
    - v. The sanitary sewer system and associated facilities;

- vi. The storm water management system and ponds;
- vii. The utility systems to be constructed within the CDD (e.g., electricity, water, gas, phone communications and cable); and
- viii. Park-open spaces.  
(T&ES)(P&Z)(RP&CA)

**H. BEAUREGARD URBAN DESIGN STANDARDS AND GUIDELINES**

- 29. Condition completed and deleted. (P&Z)
- 30. All applications subject to the provisions and requirements of CDD #21 shall be reviewed by a Design Advisory Committee which shall be established by the City. The purpose of the Design Advisory Committee is to review applications required herein for compliance with the applicable Beauregard Urban Design Standards and Guidelines and to make recommendations on such applications to the Planning Commission and City Council through the Director of Planning and Zoning. All applications are expected to comply with the applicable standards. To the extent a modification from the standards is required, the Advisory Committee shall forward a recommendation on any modification from a standard and how the modification is consistent with the intent of the Beauregard Small Area Plan. Any modification from the standards shall also be approved by the Planning Commission and City Council as part of the preliminary DSUP. (P&Z)

**I. PARKING**

- 31. The maximum parking ratios for New Development within CDD # 21 shall comply with the applicable requirements herein:

**Table #3: Maximum Parking Ratios**

Land Use	Phase I: Prior to Operational Dedicated Transit	Phase II: Operational Dedicated Transit
Residential (Multi-Family)	1.75 sp/unit	1.3 sp/unit
Townhouse & Stacked Townhouses	2.0 sp/unit	1.5 sp/unit
Residential(Affordable Housing)	1.0 sp/unit	0.75 sp/unit
Office	2.8 sp/1,000 sq. ft.	2.5 sp/1,000 sq. ft.
Retail	4.0 sp/1,000 sq. ft.	3.5 sp/1,000 sq. ft.
Hotel	1.0 sp/room	0.75 sp/room

(P&Z)(T&ES)

- 32. In addition to the maximum parking ratios herein, parking within CDD #21 shall be subject to the following:

- a) Provision of parking below 20% of the parking maximums shall be justified through the provision of a parking study as part of the preliminary DSUP.
  - b) Additional residential visitor parking may be required, up to 15 % of the provided parking as part of the preliminary DSUP. On-street parking on new or reconfigured public streets (dedicated and/or public access easement) within each neighborhood may be considered when determining the amount of required on-site visitor parking.
  - c) On-street parking adjacent to the Required Retail shall be metered.
  - d) All uses, with the exception of residential, but including residential visitor parking, shall participate as part of the comprehensive shared parking strategy, for the Town Center and Adams neighborhoods. The details of the shared parking strategy shall be part of the parking management plan as set forth below.
  - e) The amount of parking for accessory dwelling units shall be determined as part of the preliminary DSUP. (P&Z)(T&ES)
33. The Applicant(s) shall develop a parking management plan for each neighborhood which includes mechanisms for market-rate parking, on-street parking and unbundled residential parking (the cost to purchase or lease a parking space is separate from the cost to purchase or lease a residential unit)
- a) Market rate parking: Office and retail parking rates for all underground and structured parking shall be consistent with comparable office/retail buildings located in the vicinity.
  - b) Unbundled Parking: All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). Unbundled parking for all other uses is encouraged and shall be explored as part of the Plan.
  - c) Priority Parking: Priority spaces for carpool/vanpool use shall be provided within all structured parking in commercial structures. (P&Z)(T&ES)
34. All the parking for the blocks as depicted in BSAP Figure 32A (EXHIBIT 5) within CDD #21 shall be located below grade. The final location of parking of the two blocks within the Town Center neighborhood shall be determined as part of the preliminary DSUP process. (P&Z)
35. If mutually agreed upon by ACPS and the Applicant(s), the New Development within the Town Center and Adams neighborhoods should consider making parking available to the Alexandria City Public Schools (ACPS) at applicable market rates. (ACPS)
36. Adequately sized loading docks based upon use shall be provided and potential noise impacts associated with truck loading should be mitigated. (T&ES)

**J. LAND USE**

37. The allowable land uses, open space, height, parking, amount of New Development and building types, shall be governed by the following, in addition to the conditions contained herein.

**Table #4: Development Summary Table**

Neighborhood	Greenway	Garden District	Town Center	Adams	Upland Park	Southern Towers	TOTAL (sq. ft. or units)
Principal Land Use(s)	Residential	Residential/Retail	Residential/Office/Retail/Hotel	Office/Retail/Hotel	Residential/Office/Retail/Hotel	Office/Retail/Hotel	--
Land Area (±Acres)	±63.35	±25.5	±48.21	±19.16	±9.25	±8.28	±173.75
Public Open Space (Acres)	24.47	4.5	8.15	3.02	0.85	0.43	41.42
Open Space (%)	20%	15%	15%	15%	15%	15%	--
Maximum Building Height	45-60	45-60	60-130	45-110	45-110	45-110	--
Required Parking	See table #3	See table #3	See table #3	See table #3	See table #3	See table #3	--
Office (sq. ft.)	0	0	405,165	<del>1,020,765</del> 712,339	78,469	195,000	1,699,399
Residential Units							
Multi-Family Units (maximum)	1,579	728	2,269	<del>0</del> 300	505	0	5,181
Townhouses and Stacked (2/2) Townhouses (maximum)	250	200	50	0	30	0	430
Total Residential Units	1,829	928	2,319	<del>0</del> 300	535	0	5,611
Required Retail (sq. ft.)	0	0	200,000	0	8,000	25,000	233,000
Optional Retail (sq. ft.)	13,250	21,355	109,245	15,000	8,000	80,000	246,850
Hotel	0	0	237 rooms	187 rooms	140 rooms	187 rooms	751 rooms

- a. Land area is approximate based on the CDD Concept Plan.
- b. Additional residential units may be permitted above the fire station, subject to approval of a DSUP.
- c. Public open space acreage identified as part of the CDD Concept Plan is the minimum required publicly accessible open space. The public open space shall be public through the provision of a public access easement or dedicated as required herein. Public open space in Upland Park includes a parcel owned by the City. The open space total excludes the 1.75 acres of City-owned open space that will be provided within the Ellipse.

- d. In addition to the public open space, the open space percentages (15-20%) required herein shall be provided within each neighborhood. A maximum of 50% of the open space percentage pursuant to Table #4 shall be permitted to be roof-top open space; the remainder shall be located at grade level. This percentage of open space shall exclude public right-of-ways, streets with public access easements, and required public open spaces reflected in the CDD Concept Plan. The ground level open space may be required to provide a public access easement if deemed appropriate as part of the preliminary DSUP.
- e. Community facilities, public buildings and associated accessory uses may be provided within any neighborhood in addition to the maximum permitted development; however, the uses shall be subject to the Beauregard Urban Design Standards and Guidelines, and other applicable requirements as part of the preliminary DSUP.
- f. The square feet and units defined for each block within CDD #21 is a maximum subject to compliance with the Beauregard Small Area Plan, the Beauregard Urban Design Standards and Guidelines, the CDD conditions required herein, and applicable requirements of the Zoning Ordinance, except as provided below.
- g. The number of dwelling units (Table #4) is the maximum number of dwelling units unless additional dwelling units are permitted pursuant to § 7-700 of the Zoning Ordinance.
- h. Accessory dwelling units are permitted as part of the preliminary DSUP, subject to all applicable requirements herein. Each accessory dwelling unit shall be deducted from the residential units within each neighborhood.
- i. Optional Retail may be provided if approved as part of the preliminary DSUP, subject to the locations depicted in the Beauregard Urban Design Standards and Guidelines. To the extent that Optional Retail is not utilized for retail, the square footage of the optional retail shall revert to the primary use of the building.
- j. The amount of New Development within each neighborhood within CDD #21 shall be permitted to be transferred to another neighborhood as part of the preliminary DSUP subject to the following:
  - i. No transfer shall cause the square footage (Office, Hotel, Retail) or the number of dwelling units, in any neighborhood to increase or decrease by more than 15%;
  - ii. Retail floor area (square feet) for the Required Retail areas shall not be permitted to be transferred;
  - iii. The building(s) shall comply with all applicable minimum and maximum heights and applicable provisions of the Beauregard Urban Design Standards and Guidelines and conditions herein; and
  - iv. A use shall not be permitted to transfer to another neighborhood unless the use is permitted within the receiving neighborhood. (P&Z)
- k. The maximum number of townhouses/stacked townhouses may be increased as part of a preliminary DSUP, within the Greenway and Garden District neighborhood(s), subject to the following:

- i. Any increase in the number of townhouses/stacked townhouses shall continue to result in a significant variety of building types (townhouses [townhouses and stacked townhouses] and multi-family buildings) within each neighborhood;
- ii. The variety of building types shall generally be consistent with the intent and Figures within the BSAP for the Greenway and Garden District neighborhoods; and
- iii. In the event that the number of townhouses/stacked townhouses is increased within the Greenway or Garden District neighborhood(s), there shall be an equal reduction in the number of multi-family units, within each neighborhood(s).

The intent of this recommendation is to allow a limited amount of flexibility, within the two neighborhoods, but not substantial changes in the building types (the number of townhouses and multi-family buildings) or reduction in density within the neighborhood(s).

- I. A limited conversion of uses within each neighborhood within CDD #21 shall be permitted, subject to the following:
  - i. The Greenway and Garden District neighborhoods shall not be permitted to convert uses.
  - ii. The conversion of uses within the Town Center, Adams, Upland Park neighborhoods may be permitted as part of the preliminary DSUP, subject to the following:
    - (a) A balanced mix of uses shall continue to be provided within each neighborhood, consistent with the intent of the Beauregard Small Area Plan; and
    - (b) The amount of Required Retail uses shall not be reduced within each neighborhood.
    - (c) The intent of the conversion is that the conversion would not exceed 15% of the amount of square footage in the neighborhoods referenced herein, but would allow flexibility for market conditions.
  - iii. Within the Southern Towers neighborhood, conversion of uses may be permitted subject to the following:
    - (a) The amount of required retail uses may not be reduced and;
    - (b) In no event shall the conversion exceed 150,000 square feet of residential uses. In addition the remaining square footage shall be office, hotel and retail.

The intent of the conversion is that conversion would not exceed 15% of the amount of square footage in the neighborhoods referenced herein, but would allow flexibility for market conditions. (P&Z)(City Council)



**K. RETAIL – GENERAL**

38. For purposes of CDD #21, “Retail” shall be defined to include retail, personal service uses, amusement enterprises, and restaurants, as defined by the Zoning Ordinance, with the exceptions identified below:
- a) Retail shopping establishments shall not include appliance stores and auto parts stores;
  - b) Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
  - c) Personal service uses on the ground floor, shall be minimized within the Required Retail areas. Banks shall occupy no more than 5% of the Required Retail square footage within each neighborhood;
  - d) 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 are allowed;
  - e) The Required Retail areas as depicted in the Beauregard Urban Design Standards and Guidelines shall be limited to retail uses as defined herein; and
  - f) Within mixed-use buildings, lobbies for the uses above the retail (residential, hotel, office) shall be permitted on the Required Retail frontages; however, the lobby shall be the minimum size necessary for the non-retail use. (P&Z)
39. Required Retail shall comply with the Beauregard Urban Design Standards and Guidelines. Additional retail and/or live-work units may be provided within the Optional Retail areas and where consistent with the intent of the Beauregard Small Area Plan and the conditions contained herein, and comply with the Beauregard Urban Design Standards and Guidelines, as part of the preliminary DSUP process. (P&Z)
40. Daycare/childcare facilities may be permitted through an administrative approval within existing buildings. (P&Z)

**L. PARKS - OPEN SPACE**

41. With the first preliminary DSUP within each neighborhood, the Applicant(s) shall submit a Comprehensive Open Space Programming Plan identifying the required parks-open spaces and character for each park-open space within that neighborhood. At the request of the Director of RP&CA, this plan shall be amended if necessary with subsequent preliminary DSUP applications. The following amenities shall be required within the Comprehensive Open Space Programming Plan:
- a) At least one fenced, 0.5 acre public dog park to accommodate large and small breeds shall be provided within the Greenway Park neighborhood, which shall be located outside the Resource Protection Area (RPA), and shall meet the requirements of the City of Alexandria's Dog Park Master Plan.
  - b) A minimum of one tot-lot/children's play area shall be provided within each residential and mixed-use neighborhood.

- c) A minimum of one community garden shall be provided within the Greenway Park neighborhood with access to water and space for composting and storing equipment. Community gardens may extend no greater than 25 feet into the outer RPA boundary (shall not reduce the RPA below 75 feet) and shall be managed consistent with organic gardening principles. No pesticides, herbicides, or fertilizers shall be stored within the floodplain or RPA.
  - d) Additional elements deemed necessary within each neighborhood as part of the preliminary DSUP. The remaining open space programming within each neighborhood shall be required as part of the comprehensive open space plan for each neighborhood. (RP&CA)
- 42. With the exception of the multi-purpose field adjacent to Ramsey Elementary School, which shall be designed and constructed by the City using Developer Contributions, all public parks-open space shall be designed by the Applicant(s) as part of the preliminary DSUP process and shall be constructed by the Applicant(s) in accordance with the timing set forth herein or in the applicable DSUP. (RP&CA)
  - 43. The public parks-open spaces required herein shall be dedicated, or provide a public access easement, to ensure public access as depicted in the CDD Concept Plan. The Greenway and Dora Kelley Nature Park Extension shall be dedicated to the City. The remainder of the designated public open space shall provide a perpetual public access easement and shall be privately maintained. Maintenance for all privately owned public parks/open space shall comply with the City of Alexandria Landscape Guidelines as amended. The parks-open space dedicated to the City shall be submitted and dedicated as individual parcels. Private maintenance of the proposed storm water management pond, while on land to be dedicated, shall be required by the Applicant(s). (RP&CA)
  - 44. Roof-top open space shall be designed as high-quality open space with active and/or passive uses for residents and building tenants. Amenities such as swimming pools, exercise facilities, or comparable amenities are encouraged as part of each building or block. Roof-top open space on office buildings may be accessible to the public if compatible with the building use if mutually agreed upon by the Applicant(s) and the City as part of the preliminary DSUP. (RP&CA)(P&Z)
  - 45. Where publicly accessible open spaces have underground parking below the public open space (Adams and Upland Park neighborhoods) the parking shall be designed in a manner to provide sufficient soil depth for plantings and trees in appropriate areas to minimize the use of raised planters. (RP&CA) (P&Z)
  - 46. The neighborhoods within CDD #21 shall provide 40% tree canopy. In no case, shall tree canopy coverage be less than the applicable City requirements and provisions at the time of the approval for each redevelopment area. To the extent that the tree canopy cannot be accommodated on-site, tree canopy may be provided off-site within the Plan

area, Dora Kelley Park, and/or other nearby areas as determined by staff and supported by the Planning Commission and City Council. (RP&CA)

47. At the time of future preliminary DSUP approval for each neighborhood, the Applicant(s) should consider pre-contracting with a licensed tree grower for dedicated stock so as to ensure the size and health of the stock to be planted. (RP&CA)
48. Private storm water management structures (at grade or below grade), other than the streetscape-storm water elements permitted by the Beauregard Urban Design Standards and Guidelines and required herein, shall be prohibited with the required public parks-open spaces that will be dedicated to the City, exclusive of the storm water pond permitted within the Greenway Park neighborhood. Storm water structures may be permitted within the required public parks-open spaces that are privately owned with a public access easement, providing that any such structure does not limit the public use of that open space. (RPCA) (P&Z)(T&ES)
49. As part of each preliminary DSUP, the Applicant(s) for each neighborhood shall incorporate the on and off-street bicycle network as depicted in the Beauregard Urban Design Standards and Guidelines. All bicycle signage, consistent with the proposed bicycle system and required herein, shall be installed prior to the issuance of Certificate of Occupancy for each building and/or block. (RP&CA)(T&ES)(P&Z)

#### **M. URBAN ECOLOGY AND SUSTAINABILITY**

50. The Applicant(s) shall submit a comprehensive neighborhood Storm Water Master Plan prior to, or as part of the first preliminary DSUP for each neighborhood to address storm water quality and quantity to the satisfaction of the Director of T&ES. The neighborhood Storm Water Master Plan shall be updated with each preliminary DSUP within that neighborhood. (T&ES)
51. New Development, as defined herein at Condition 11(b), within each neighborhood, shall meet the requirements as set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary DSUP within each neighborhood. For DSUP applications filed prior to July 1, 2014, the applicants agree to meet the Virginia Storm Water Regulations and/or provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act), whichever is more stringent. (T&ES)(City Council)
52. Each individual parcel shall, at a minimum, be in compliance with the aforementioned water quality standards at the time of development unless the regulated nutrients are compensated for by another BMP within the neighborhood as evidenced by the stormwater master plan, subject to the approval of the Director of Transportation and Environmental Services. (T&ES)

53. The water quality volume from impervious surfaces within new public rights-of-way shall receive treatment from storm water Best Management Practice (BMP) facilities in accordance with Memo to Industry #01-2012 or applicable City policy at the time of approval. Under the conditions outlined, such facilities may be located within the right-of-way. (T&ES)
54. Sidewalk BMP planters may be placed in all rights-of-way that are composed of at least 14 feet of width for planting areas and sidewalks combined, or alternative roadway storm water treatment, consistent with City standards. Other measures that might be employed to reduce runoff and improve water quality could be (but are not limited to) permeable paving, disconnected pavement sections, green screen/green wall irrigated with street or building roof runoff, conveying street runoff to constructed wetlands within floodplain and RPA areas, and other new techniques that evolve. (T&ES)(P&Z)
55. The Applicant(s) shall remove existing impervious surfaces within the resource protection areas at the time of redevelopment for a particular DSUP. (T&ES)

**N. GREEN BUILDING**

56. The Applicant(s) shall, for each neighborhood, submit a Sustainability Plan with the submission of the first preliminary DSUP within each neighborhood, which shall identify common environmental elements to be utilized throughout each neighborhood that can be used to help individual parcels satisfy the requirements of the City's most recent green building policy. Elements that should be addressed within the Sustainability Plan shall be in conformity with the Urban Ecology and Sustainability goals of the Beauregard Small Area Plan and include, but not be limited to, the key areas given below.
  - a) Overall neighborhood sustainability plans shall:
    - i. Include a commitment to achieving LEED-ND certification where applicable, in addition to the City's Green Building Policy in effect at the time of preliminary DSUP;
    - ii. Design new public streets to include emerging best practices for storm water management (quality and quantity) and green infrastructure;
    - iii. Specify LED or comparably efficient lighting throughout the neighborhood including lighting for public streets; and,
    - iv. The Sustainability Plan is encouraged to incorporate the aspirational goals of the Beauregard Small Area Plan such as energy utilization and conservation measures throughout the neighborhood including on-site energy generation and use of renewable energy sources such as geothermal or solar where feasible and cogeneration and district energy systems..
  - b) Non-neighborhood related sustainability items identified in the Beauregard Small Area Plan shall be addressed during the DSUP process. These items shall include the following:

- i. New Development shall be subject to the City's Green Building Policy at the time of approval of each Development Special Use Permit ;
- ii. Designing roof areas for use as multi-purpose spaces that could include open space, green roofs and/or power generation;
- iii. Utilizing building footprints and ceiling heights that encourage different uses over the lifespan of the building; and
- iv. Utilizing low or ultra-low flow plumbing.
- v. The Applicant(s) are encouraged to incorporate aspirational sustainability goals identified in the Beauregard Small Area Plan including:
  - (a) Use of photovoltaics;
  - (b) Rainwater capture;
  - (c) Grey water use; and
  - (d) Green building requirements consistent with Eco-City goals. (T&ES)(P&Z)(PC)

**O. SEWER**

57. Sanitary sewer collection system capital improvements shall be required and paid for by individual development projects as needed to provide adequate conveyance capacity and demonstrate adequate outfall for proposed development as per the standards applicable at the time of approval of each DSUP. (T&ES)
58. (Applicable to properties located within the boundaries of the Holmes Run Trunk Sewer shed) The Applicant(s) shall submit a letter to the Director of Transportation & Environmental Services prior to release of the final site plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, to require equal and proportionate participation in an improvement plan to provide additional capacity in the Holmes Run Trunk Sewer sanitary sewer shed. (T&ES)
59. **King Street and Beauregard Intersection**
  - a) To reimburse the City for the cost of constructing approximately 350 linear feet of a parallel sanitary sewer in the intersection of King Street and Beauregard Street, any Applicant filing a DSUP for New Development in the Upland and Southern Towers neighborhoods shall pay the City an amount equal to fifty one cents (\$0.51) per gallon per day of increased sewer flow from such New Development, over and above the sewer flow from any existing development. The calculation of existing sewer flow, and the calculations of new sewer flow, shall be computed based on the City's standard methodology. The \$0.51 per gallon per day contribution shall escalate annually hereafter on January 1 of each year in accordance with increases in prior years in the CPI-U as defined herein. Contributions will be required prior to release of the final site plan for such New Development. Until these sewer improvements are constructed and operational, sewer capacity in the sewer-shed and the Upland Park and Southern Towers neighborhoods shall be limited accordingly.

- b) In addition to the above improvement, other segments of sanitary sewer may be inadequate to convey the increased flow associated with development projects in this Plan. Each development project will be required to perform an adequate sanitary sewer capacity analysis and provide any necessary capital improvements to the sanitary sewer system to convey the proposed flows.(T&ES)

**P. AFFORDABLE HOUSING**

- 60. Prior to the submission of the first preliminary DSUP within each neighborhood, the Applicant(s) shall submit an affordable housing plan for the entire neighborhood reflecting the proposed distribution of affordable and workforce units within the neighborhood. This plan shall reflect at least 10% of the total new units to be developed (and for the Southern Towers Neighborhood, 10% of the units to remain within the Berkley Building), as well as all of the Lynbrook and Hillwood units scheduled to be conveyed to the City with the Greenway and Town Center neighborhoods in order to achieve the goal of 800 units set forth in the BSAP within CDD#21 and CDD#22. This plan shall be amended with subsequent DSUPs, as necessary, to reflect any revisions to the plan.(Housing)
- 61. Unless otherwise mutually agreed by the Applicant(s) and the City, the Applicant(s) shall:
  - a) Allow the City to buy down up to 15% of the units in any new building developed within the CDD.
  - b) Upon approval of the first DSUP within either CDD#21 or CDD#22, allow the City to buy down up to 10% of the existing units in the Southern Towers Berkley Building.
  - c) The buy-down methodology used to determine the cost of affordable and workforce housing units shall be consistent with the formula set out in the Beauregard Affordable Housing Buy-Down Formula, which may be amended from time to time, as mutually agreed by the City and the Applicant(s).
  - d) The City and the Applicant for the Southern Towers neighborhood may negotiate a mutually agreed upon alternative to the 10% buy down in the existing Berkley Building to maximize availability of affordable units during the first phases of redevelopment. Such an agreement may include, but is not limited to, providing additional units for a shorter time at a discounted buy down price or potentially no buy down price to the City. If an alternative plan that is mutually agreed upon by the City and the Applicants is not finalized within one year of the approved CDD zoning, the City shall have the ability to proceed with the buy down of 10% of the existing units subject to other conditions herein.
  - e) The developer shall return to Council within a year with an agreement to provide 100-135 affordable units priced between 55%-75% AMI. The agreement shall provide the City with the opportunity to buy down units at a lower AMI and shall provide the option for mutually agreed upon extensions of the initial 10 year term.

- f) The number, unit mix, and levels of affordability for affordable and workforce units to be bought down within new buildings shall be determined as part of the DSUP approval, taking into consideration the timetable and phasing of development for such DSUP. If sufficient funds are not available prior to the issuance of the final certificate of occupancy for the building, the Applicant(s) shall permit the City to buy down the affordable and workforce housing units consistent with the approval and subject to the buy-down formula as of the date of the actual buy-down for a period of time extending for fifteen (15) years after the completion of the Ellipse and Transitway improvements identified in Beauregard Small Area Plan.
  - g) The buy-down shall be made using resources from the Beauregard Implementation Fund and/or other resources provided by or leveraged by the City and its partners for the purpose of creating dedicated affordable and workforce housing.
  - h) The dedicated affordable and workforce housing units shall be dispersed throughout each neighborhood within the CDD boundaries and shall include a variety of unit sizes consistent with the market rate mix, unless otherwise mutually agreed upon by the Applicant(s) and the City, as well as a mix of affordability levels (i.e., various ranges of incomes). Specifically, dedicated units shall be priced to serve households with incomes ranging from 40% AMI to 75% AMI in accordance with the proportions established at the time of the rezoning, and as may be amended over time. No one project should include a disproportionate share of any income range or any bedroom size, with the understanding that the general income mix in existing units to be bought down or dedicated may differ from that in new units, and that the mix of affordable unit sizes may vary based on the unit sizes available in a particular project.
  - i) The Applicant(s) agree to coordinate with the City, if requested during the DSUP process, to make a good faith effort to include three bedroom dedicated affordable and workforce units within projects that would not typically include three bedroom units. Provision of such three bedroom units shall not require larger units than those contemplated in the market rate unit mix.
  - j) All dedicated affordable and workforce housing units within the CDD shall remain affordable for a minimum of 40 years. (Housing)(City Council)
62. Any Applicant(s) obtaining a DSUP for development which necessitates demolition of existing units shall abide by the provisions of the Beauregard Tenant Assistance and Relocation Plan in effect as of the date of this approval, which may be amended from time to time, as mutually agreed by the City and the Applicant(s). (Housing)
63. Residents of committed affordable and workforce units within the Plan area who receive Housing Choice Voucher assistance (or any future equivalent) shall not be denied admission on the basis of receiving this assistance. Minimum income requirements shall not be applied to Voucher holders who are otherwise qualified based on other selection criteria. (Housing)

64. Residents of affordable housing units shall not be precluded from obtaining parking in the same manner which is available to market rate households. (Housing)
65. If mutually agreed upon by the City and the Applicant(s), resources from the Beauregard Implementation Fund and/or other resources provided by or leveraged by the City and its partners may be used to acquire sites or parcels for affordable and/or mixed income development and/or to develop and construct units above public structures if/when feasible. (Housing)
66. If mutually agreed upon by the City and the Applicant(s), land for the purposes of construction of dedicated affordable and workforce housing may be donated in lieu of a monetary contribution. (Housing)
67. In the event of an acquisition of land through purchase or donation for an affordable housing project, the contract between the Applicant and the City or its designee shall include terms detailing the allocation of units to be developed that will count toward the percentage goal of affordable units for that neighborhood. (Housing)
68. The Applicant(s) shall convey 56 units located at 5741-5743 Leverett Court (Hillwood) to the City prior to the issuance of a certificate of occupancy for 1.5 million square feet of development in the Town Center. The Applicant(s) shall be responsible for consenting to the filing of a subdivision application by the City for subdivision of Hillwood to create a separate lot of record for these buildings. The lot shall include the two Hillwood buildings, all necessary easements for ingress/egress and utilities, as well as the adjacent open space and parking to serve the Hillwood buildings. The Applicant(s) shall coordinate with the City to determine the exact limits of the subdivision at the time of the subdivision application and shall prepare the subdivision plat and deed of conveyance, including all necessary easements in consultation with the City to permit the recordation of a subdivided plat by the City. Until the Hillwood units are transferred to the City, they shall be maintained in good repair, with all building systems operable, the common areas clean and functional, and unit interiors habitable, with appliances and fixtures in working order. (Housing)
69. The Applicant(s) shall convey 44 units located at 5561, 5563, 5581, and 5583 Trent Court (Lynbrook) to the City prior to the issuance of a certificate of occupancy for 4.3 million square feet of development in the Town Center, Greenway, and Garden District neighborhoods. The Applicant(s) shall be responsible for consenting to the filing of a subdivision application by the City for subdivision of Lynbrook to create a separate lot of record for these buildings. The lot shall include the two Lynbrook buildings, all necessary easements for ingress/egress and utilities, as well as the adjacent open space and parking to serve the Lynbrook buildings. The Applicant(s) shall coordinate with the City to determine the exact limits of the subdivision at the time of the subdivision application and shall prepare the subdivision plat and deed of conveyance, including all necessary easements in consultation with the City to permit the recordation of a subdivided plat by the City. Until the Lynbrook units are transferred to the City, they



shall be maintained in good repair, with all building systems operable, the common areas clean and functional, and unit interiors habitable, with appliances and fixtures in working order. In addition, until such time as the 44 Lynbrook units are transferred to the City, upon approval of the first DSUP within either CDD #21 or CDD #22, as units become available the Applicant(s) will allow the City to use affordable housing funds to subsidize rents to be affordable at such rents/income levels to be determined by the City. The City shall make an annual payment to the owner of the buildings based on the difference between the market rent and desired level of affordability. Applicant will cap the growth of market rents at the rate of inflation as determined by the CPI-U as defined herein. When the parcels adjacent to the dedicated Lynbrook buildings redevelop, any necessary streetscape, infrastructure, and utility improvements associated with the dedicated units shall be completed at the Applicant(s)'s expense. (Housing)

70. Within ninety (90) days from final approval(s) by the City Council, the Applicant(s) shall provide a report detailing the current condition of Hillwood and Lynbrook parcels referenced herein. The condition of the building at the time of rezoning shall be considered the base condition at which the properties shall be conveyed to the City at the time designated herein. (Housing)

**Q. TRANSPORTATION MANAGEMENT PLAN**

71. All development within CDD #21 shall require a Transportation Management Plan Special Use Permit (TMP SUP) to implement strategies to encourage residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of each TMP shall be included in the general staff conditions of each TMP SUP associated with this CDD. (T&ES)
72. Two TMP Associations shall be established: a North TMP Association will include all properties north of Seminary Road within the CDD, and the South TMP Association shall include all properties south of Seminary Road within the CDD. All development shall integrate into one of these two neighborhood Transportation Management Plan Associations when the districts are organized. The objective of these Associations is to make optimum use of transportation resources for the benefit of residents and employees within these Associations through economies of scale. No increase or decrease in TMP contributions will be required as a result of participation in the TMP Associations. (T&ES)
73. An annual Beauregard TMP fund rate shall be established and included in each TMP SUP. The base Beauregard TMP fund rate for each development from July 1, 2012 to June 30, 2013 shall be \$80.00 per residential unit, \$0.20 per square foot of retail space, \$0.25 per square foot of commercial, \$40.00 per hotel room, and \$0.10 per square foot of industrial or warehouse space. The rate for uses not listed will be determined during the preliminary site plan review process. Beginning on July 1, 2013, the Beauregard TMP rate shall escalate annually hereafter on July 1 of each subsequent fiscal year in

accordance with increases in prior years in the CPI-U as defined herein. The rate for each TMP-SUP will be determined by the current Beauregard TMP fund rate at the date of request for the initial certificate of occupancy. (T&ES)

74. The TMP fund shall be used exclusively for the approved transportation activities as set forth in the TMP SUP. (T&ES)
75. Each TMP SUP shall participate in the revised Transportation Management Program when established. The revised program will include the elements outlined in the December 8, 2010 Docket Memorandum entitled “Consideration of Transportation Management Plan (TMP) Policy Review Changes” that was presented to, and approved by, the City Council. The revised TMP program will go before the City Council for approval. The revision to the Program includes a periodic review of the TMP to determine if goals are being met. Fund rates and adjustments shall be consistent with the revised TMP program when it is established. Participation in the Program will not initially increase the base contribution established in this SUP; however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language. (T&ES)
76. The Applicant(s) shall coordinate with the existing Mark Center Transportation Management Plan (TMP) to promote transit connections between the existing office buildings and the Required Retail areas. (P&Z)(T&ES)

## **R. UTILITIES**

77. No transformers or switch gears shall be installed in the public right-of-way, streets, or streets with a public access easement. All electrical transformers and associated utilities shall be located within the central portion of the blocks and alley(s), and screened to the satisfaction of the Directors of P&Z and T&ES, or provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within dedicated open space, sidewalks or streets - public right-of-way. The final location of the transformers and/or vaults shall be approved as part of the preliminary DSUP for each building/block. (P&Z) (T&ES)
78. All existing and new utilities along the frontage of the property extending to the nearest power poles on each side beyond the frontage within each DSUP shall be located below grade at the cost of Applicant(s). All utilities, with the exception of those having a franchise agreement with the City, shall be located outside the public right-of-way unless for the conveyance of storm water, and approved by the Director of T&ES. (T&ES)

**S. PUBLIC ART**

79. All New Development subject to the provisions of CDD #21 shall be subject to the City's Public Art Policy and the Public Art Master Plan at the time of preliminary DSUP. (RP&CA)

**T. ARCHAEOLOGY**

80. The Applicant(s) shall hire a consultant to complete a Documentary Study and Archaeological Evaluations for projects within the each neighborhood, as part of the first preliminary DSUP for each neighborhood. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
81. The Applicant(s) shall explore incorporation and interpret elements of the historical character and archaeological findings into the design of the open space and other aspects of development. Themes that could be explored include: Native American use of the area; plantations, tenants and enslaved African Americans; smaller farms, agriculture, and tobacco, wheat, livestock; Civil War, regimental campsite nearby; 20th-century transportation history, Shirley Highway. Incorporation of these themes could be reflected in:
- a) Use of streams as the focal point of interpretation of natural environment and Native Americans;
  - b) Creation of roads and trails following the historic roadways (and streams) that are evident on Civil War period maps;
  - c) Use of architectural and hardscape materials that reflect the historical character, for example, river cobbles used by Native Americans to make tools, earthenware showing surface treatments on Indian pottery, wood/logs to reflect architecture of small tenant houses; and,
  - d) Use of the names of enslaved African Americans, which are known from wills and other documents. (Archeology)
82. If this project is a Federal undertaking, requires Federal permits, 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 and other City staff. (Archeology)

## U. NEIGHBORHOOD REQUIREMENTS

### **GREENWAY**

83. **Beauregard Multi-Use Trail.** The Applicant(s) shall design and construct a minimum 10' wide (exact width to be determined during DSUP) multi-use trail and associated signage on the east side of Beauregard Street to connect from the south end of the redevelopment area to the Holmes Run Trail. The trail shall be complete and operational prior to the first certificate of occupancy permit associated with the neighborhood. (T&ES)
84. **Greenway Park – Natural Area and Public Open Space.** The minimum 22.75 acre park (inclusive of the potential storm water pond) shall be constructed and made operational concurrently with the development of the adjoining blocks, and dedicated to the City after completion of the entire 22.75 acre park (EXHIBIT 2). An interim public trail connection in the Greenway Park between North Beauregard Street and Winkler Botanical Preserve shall be provided and operational at all times from the first DSUP within the neighborhood until the completion of the entire Greenway Park. (P&Z)(T&ES)(RP&CA)
85. Storm water management may be incorporated into the Greenway park design to the satisfaction of the Directors of P&Z, T&ES and RP&CA. Any interim pond design shall be functional as a BMP. The storm water pond shall be:
- a) Part of the Storm Water Master Plan for the Greenway Neighborhood;
  - b) A Level II storm water pond, outside the RPA;
  - c) Designed using advanced technology and to have high quality native landscaping as well as an aquatic shelf;
  - d) Reduced in size according to necessary volume;
  - e) No larger than generally depicted within the CDD Concept Plan;
  - f) Compliant with the applicable provisions of the Beauregard Urban Design Standards and Guidelines;
  - g) Integrated into the design of the Park; and
  - h) Consolidated in the southeastern portion of the Park near Holmes Run to enable consolidation of the ground-level open space. (P&Z)(T&ES)(RP&CA)
86. Turkey Run and the portions of Holmes Run within the Greenway neighborhood shall be restored/stabilized, to the satisfaction of the Director of T&ES, using natural channel design to reduce erosive capacity as well as functionally increase water quality. The RPA shall be stabilized with native species in a natural state to maximize water quality improvements. (T&ES)(RP&CA)
87. The Applicant(s) shall be responsible for the design and installation of two pedestrian bridges in Greenway Park in the general locations depicted in the Beauregard Small Area Plan. The design of the bridges shall be approved as part of the preliminary DSUP

for the Park. The bridges shall be installed and made operational prior to the completion of the Park as required herein. (RP&CA)

88. The remaining required public open space within the neighborhood, required pursuant to the CDD#21 Concept Plan, shall be constructed concurrently with the New Development adjoining the required public open space. (RP&CA)

### ***GARDEN DISTRICT***

89. **East West Greenway.** The minimum 1.45 acre portion of the East West Greenway (EXHIBIT 2) shall be constructed concurrently with development of each block fronting onto such open space. The final phasing for construction of the East West Greenway shall be approved as part of the Comprehensive Open Space Programming Plan submitted as part of the first DSUP for the neighborhood. (RP&CA)
90. **Dora Kelley Nature Park.** The approximately 1.8 acre portion of the Dora Kelley park expansion adjacent to the Garden District neighborhood, as depicted in the CDD Concept Plan, shall be constructed and made operational concurrently with the development of the adjoining blocks, and dedicated to the City after completion of the entire 7.4 acre expansion. The addition to Dora Kelley Nature Park shall be designed and landscaped in a manner to be a visual extension of the existing Park and the edge of the Park shall be designed and landscaped, including the selection of appropriate tree species, to minimize disturbance to the existing Dora Kelley Nature Park. (RP&CA)
91. The 0.73 acre mid-block pedestrian connection (EXHIBIT 2) shall be constructed and completed concurrently with each adjoining block. (P&Z)(RP&CA)
92. The remaining required public open space within the neighborhood, required pursuant to the CDD#21 Concept Plan, shall be constructed concurrently with the New Development adjoining the required public open space. (RP&CA)
93. **Fire Station.** The Applicant(s) shall dedicate the land and associated conveyances to the City for a fire station and associated facilities above the fire station, as generally depicted in the CDD Concept Plan. The final area to be dedicated shall be based on a conceptual site plan as part of the DSUP process. In addition, the Applicant(s) shall be responsible for the provision of any necessary temporary and/or permanent easements such as grading, construction, etc., deemed necessary by the City to construct the fire station and/or associated facilities. The land shall be dedicated by within 90 days of written request by the City at such time as the City is preparing for the development of the fire station. Access and use of the existing parking lot shall remain until such time as the City is preparing for the development of the fire station. (P&Z) (Fire)

**TOWN CENTER**

94. **Town Square Park – Open Space.** The minimum 0.60 (EXHIBIT 2) acre Park shall be constructed, operational and a public access easement provided concurrently with the New Development within any block fronting onto the park or prior to the issuance of the first Certificate of Occupancy permit for 2,000,000 square feet of New Development within the Town Center neighborhood, whichever occurs first. The Town Center Park shall be designed to accommodate large gatherings such as markets, art shows, festivals, and special events. The design of the park should consider space for outdoor (possibly indoor or covered) entertainment events. The design of the Town Square shall incorporate lighting, landscaping, furnishings and should consider other amenities such as water features. In addition, the Applicant shall permit the City, upon an advance written request from the City, to host up to 10 City-public events/festivals annually at no cost to the City. (RP&CA)(P&Z)
95. **Greenway.** The minimum 1.62 acre portion of the Greenway adjacent to North Beauregard Street (EXHIBIT 2) shall be constructed concurrently with New Development within each block fronting onto the Greenway. (RP&CA)
96. **Dora Kelley Nature Park.** The approximately 5.6 acre portion of the Dora Kelley park expansion adjacent to the Town Center neighborhood, as depicted in the CDD Concept Plan, shall be constructed, and made operational concurrently with the development of the adjoining blocks, and dedicated to the City after completion of the entire 7.4 acre expansion. The addition to Dora Kelley Nature Park shall be designed and landscaped in a manner to be a visual extension of the existing Park and the edge of the Park shall be designed and landscaped, including the selection of appropriate tree species, to minimize disturbance to the existing Dora Kelley Nature Park. (RP&CA)
97. The remaining required public open space within the neighborhood, required pursuant to the CDD#21 Concept Plan, shall be constructed concurrently with the New Development adjoining the required public open space. (RP&CA)
98. **Retail.**
  - a) To ensure a comprehensive and coordinated approach for the retail leasing for the Required Retail within the Town Center Neighborhood, as depicted in the Beauregard Urban Design Standards and Guidelines, the retail shall be operated through a coordinated management agreement, entity or district. The final role and composition of the retail management entity and overall governance shall be approved as part of the first DSUP containing the first retail space within the Town Center neighborhood.
  - b) Prior to the release of the first Certificate of Occupancy permit for the first building within the Town Center neighborhood, the Applicant(s) shall establish the retail management entity as required, which shall be responsible for the following items to the satisfaction of the Directors of P&Z, T&ES, RP&CA and City Attorney:

- i. Open Space. Repair and maintenance of Town Center Park.
- ii. Open Space. The entity shall be responsible for appropriate programming within the Town Center Park-open space.
- iii. Parking. Coordination and management of the shared parking management plan between the owner(s) and/or buildings within the Town Center.
- iv. Signage. Maintenance, repair, and coordination of locations and messaging for all identification signs, way-finding signs, directional signs, and seasonal/event banners.
- v. Retail Management and coordination of retail use and tenants as defined herein. (P&Z) (T&ES)

### ***ADAMS***

99. At a minimum, the Adams Neighborhood Parallel Road (EXHIBIT 3) shall have connectivity to Beauregard via an east-west road at both the northern terminus and the southern terminus during any interim phase to the extent possible with existing development. The roadway shall be designed to make a connection at the southern terminus at Rayburn Avenue to the future planned roadway extension through the Town Center neighborhood as depicted in (EXHIBIT 3). The Adams Neighborhood Parallel Road shall be centrally located within the Adams Neighborhood to provide a greater distance to adjacent residential neighborhoods to the north and a multi-use trail or equivalent facility shall be installed along the northern border of the Adams Neighborhood. The Applicant(s) shall be responsible for all costs associated with reconfiguring the John Adams Elementary School site to construct the streets and drive aisles as generally depicted within EXHIBIT 3.
- a) At such time that the western portion of the parallel road, which connects to the John Adams Elementary School is constructed, the applicant shall coordinate with Alexandria City Public School Staff and City Staff to identify the needed functionality of the road alignment proximate to the John Adams School to include, but not limited to, a pick-up and drop-off area and appropriately sized sidewalks and drive aisles. (P&Z) (T&ES)
100. **Adams Neighborhood Roads.** As part of the first DSUP process, any Applicant(s) within the Adams Neighborhood shall consider the following in order to lessen the impacts on the existing adjoining residential neighborhoods. The following shall be evaluated as part of the first development special use permit process in consultation with the adjoining residential neighborhoods:
- a) Condition completed and deleted
  - b) Evaluate the existing and future level of service for roadways in the vicinity as part of the traffic analysis to determine the transportation needs.
  - c) Condition deleted.

- d) If there is a road adjacent to the adjoining residential neighborhoods, the road shall be designed to minimize vehicular speed and volume and the surface of the road shall include a material to reduce noise.
- e) The type of buffer – screening along the Adams neighborhood shall include, but not limited to the following: fencing where appropriate, landscaping, and lighting appropriate given the adjoining residential uses; and take into account aesthetics and environmental sustainability.
- f) Routine access - loading will be located to lessen impacts on the adjoining residential uses.
- g) Provide a minimum 45 ft. buffer – screening adjacent to the existing townhouses (EXHIBIT 6), while accommodating required entrances and circulation.
- h) The Applicant(s) shall be responsible for holding a community meeting(s), including a good faith effort to individually notify abutting property owners, residents, and adjacent homeowner and condominium associations prior to the submission of a preliminary DSUP. The Applicant(s) shall also be responsible for holding a community meeting(s), including a good faith effort to individually notify abutting property owners, residents, and adjacent homeowner and condominium associations prior to the release of the final site plan.
- i) All lighting, including traffic signals, shall be appropriate given the residential nature of the adjoining neighborhoods.
- j) Retain a multi-use path or equivalent facilities in the Adams Neighborhood to provide the mobility, accessibility and connectivity for pedestrians and cyclists west of Beauregard Street.
  - i. At such time that a multi-use path or equivalent facilities is installed, the Applicant shall provide a landscape buffer of no less than 15 feet between the Adams Neighborhood boundary and the multi-use trail. The buffer shall include, but is not limited to: fencing where appropriate, landscaping, and lighting appropriate given the adjoining residential uses; and take into account aesthetics and environmental sustainability.
  - ii. The multi-use path or equivalent facilities must be installed and open for public use prior to the release of the final certificate of occupancy for the second parcel in the Adams Neighborhood to redevelop.
- k) At such time that the additional parcels in the Adams Neighborhood redevelop, staff will holistically review both the pedestrian and vehicular infrastructure for compliance with the goals of the Complete Streets Guidelines and the Transportation Master plan to encourage alternate modes of transportation.
- l) Submit the required plat for dedication of the reserved right-of-way dedication area along the entire Adams Neighborhood property frontage along North Beauregard Street prior to the release of the certificate of occupancy for 2000 N. Beauregard Street (DSP2017-0019).\*\*\*
  - i. At any point in time, should 1700 N. Beauregard Street be owned or controlled by Beauregard Office JV LLC or a related subsidiary of Monday Properties Services LLC, the property frontage along 1700 North Beauregard Street shall be dedicated to the City of Alexandria for future



right-of-way for the West End Transitway as generally depicted on the Preliminary Site Plan (DSP2017-0019) and recorded within 30 days of coming into ownership or control at no cost to the City of Alexandria.(P&Z)(T&ES)(PC)

101. **Pedestrian Access to Dowden Terrace Neighborhood.** The Applicant(s) shall design and construct a pedestrian trail/access between the 10' multi-use trail parallel to Beauregard Street and the Dowden Terrace neighborhood at the following locations as part of the first preliminary DSUP and shall be complete and operational prior to the first certificate of occupancy permit associated with the first DSUP within the neighborhood:
- a) **N. Stevens Street;** and
  - b) **N. Shelley Street.** This pedestrian connection will connect between N. Shelley Street and the Parallel Road, and will be within John Adams Elementary School (ACPS property). The pedestrian connection shall be designed in consultation with ACPS to ensure security and safety of the school site and to minimize impacts to existing school recreation facilities.
    - i. The pedestrian trail/access at N. Shelley Street shall be completed in conjunction with the redevelopment of the first parcel in the Adams Neighborhood which is located west of N. Highview Lane.
  - c) Submit the plat for the perpetual public access easements to facilitate pedestrian connectivity through the Adams Neighborhood in conjunction with the First Final Site Plan for redevelopment and recorded prior to release of the Site Plan.
    - i. The public access easement for the pedestrian trail/access at N Stevens Street shall be recorded in conjunction with DSUP2017-00019 for the redevelopment of 2000 N. Beauregard Street, or another parcel east of Highview Lane which is redeveloped first.
    - ii. The public access easement for the pedestrian trail/access at N Shelley Street shall be recorded in conjunction with the redevelopment of the first parcel in the Adams Neighborhood which is located west of N. Highview Lane.
  - d) The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted upon approval of the easement by the City.\*\* (P&Z)(T&ES)
102. If the final configuration of streets does not reflect the layout shown on Diagram 7A, the ultimate designation of public and private streets shall be determined by the Director of T&ES as a part of the DSUP process for the Adams neighborhood. (T&ES)
103. At the southwest corner of North Beauregard Street at Highview Lane, the existing property (TM parcel #019.02-01-03.S3) and associated buildings will require that an interim cross-section and right-of-way be established until such time that the property is redeveloped and the building is removed. (T&ES)

104. **Adams Neighborhood Park and Public Open Space.** The 2.0 acre open space (EXHIBIT 2) shall be constructed, operational and a public access easement provided prior to the issuance of a certificate occupancy permit for 1,000,000 sq. ft. of New Development within the Adams neighborhood or the block(s) fronting onto the park. The 2.0 acre open space with the Adams neighborhood shall be available for public use, including potential use by the adjoining school. (RP&CA)(P&Z)
105. The remaining required public open space within the neighborhood, required pursuant to the CDD#21 Concept Plan, shall be constructed concurrently with the development on each block. (RP&CA)
106. Truck loading and routing access within the Adams neighborhood shall be located in a manner to lessen impact on the adjoining residential uses. (T&ES)

#### ***UPLAND PARK***

107. **Upland Neighborhood Park.** The minimum 0.85 acre park (EXHIBIT 2), including the 24,784 square foot lot currently owned by the City, shall be constructed, operational and a public access easement (exclusive of the existing City owned land) shall be provided prior to the following, whichever occurs first:
  - a) The first Certificate of Occupancy permit for the second building with block frontage on the park, or
  - b) The issuance of a certificate occupancy permit for more than 350,000 square feet of New Development within the Upland Park neighborhood.
  - c) Parking may be permitted under the City-owned portion of the open space subject to the following:
    - i. The City and the Applicant(s) shall develop all applicable agreements related to the construction, ownership, and uses of the parking facility during the preliminary DSUP process for blocks adjoining the park;
    - ii. For any underground parking, the underground parking shall have sufficient soil depth to accommodate all trees, landscaping, and park programming, without the use of raised planters; and
    - iii. Maintenance of both privately and publicly owned parcels shall be the responsibility of the Applicant. (RP&CA)(P&Z)
108. **Development Phasing Trigger: Seminary Road Improvements west of Beauregard.** For any DSUP required for Upland Park, the Applicant(s) shall widen Seminary Road west of Beauregard Street by adding a westbound left turn lane for traffic turning onto Heritage Lane. This roadway improvement shall be complete and operational prior to the first certificate of occupancy permit for the multi-family building along Seminary Road. (T&ES)
109. **Development Phasing Trigger: Multi-Use Trail on Seminary Road.** For any DSUP required for Upland Park, the Applicant(s) shall be responsible for the design and

construction of a minimum 10 foot wide (exact width to be determined during at the time of preliminary DSUP) multi-use trail on the north side of Seminary Road adjoining the property frontage. The trail shall be completed and operational prior to the first certificate of occupancy permit for the multi-family building along Seminary Road. (T&ES)

110. To the extent that New Development occurs in the Upland Park neighborhood prior to the construction of the Ellipse such that the westbound left turn lane on Seminary to Heritage Lane/ Fairbanks Avenue is necessitated, the Applicant(s) will design and construct those improvements to the satisfaction of the Director of T&ES and such improvements from back of curb to the centerline of Seminary Road will be offset from the Developer Contribution or reimbursed to the Applicant(s) as part of the Ellipse construction. (T&ES)
111. In the event the acquisition of right-of-way, construction of the Ellipse and/or any other implementation of the conditions herein impacts the parking or access to the adjoining parcel TM#0.10.04-03-19, the following shall be provided:
  - a) As part of any redevelopment of the Upland Park neighborhood, the Applicant(s) shall be responsible for providing access and replacement parking for TM parcel #0.10.04-03-19. The parking shall be constructed within Upland Park neighborhood and/or on the adjoining lot, to the satisfaction of the Director of T&ES. The Applicant(s) shall be responsible for submitting all necessary plans and approvals to construct the access and parking as required herein.
  - b) In the event that the parking and access, as required herein, needs to be constructed in advance of any redevelopment within the Upland Park neighborhood, the City shall be responsible for the construction of the access and replacement parking as required herein. The Applicant(s) shall be responsible for the provision of all necessary land, easements, and/or agreements to construct the access and replacement parking. In this event, the City shall be reimbursed for all costs associated with the access and replacement parking, adjusted for CPI-U as defined herein, as part of the redevelopment of the Upland Park neighborhood. (P&Z)(T&ES)
112. **Retail.**
  - a) To ensure a comprehensive and coordinated approach for the retail leasing for the Required Retail within the Upland Park Neighborhood as depicted in the Beauregard Urban Design Standards and Guidelines, the retail shall be operated through a coordinated management agreement, entity or district. The final role and composition of the retail management entity and overall governance shall be approved as part of the first DSUP containing the first retail space within the Upland Park neighborhood.
  - b) Prior to the release of the of the first Certificate of Occupancy permit for the first building within the Upland Park neighborhood, the Applicant(s) shall establish the

retail management entity as required, which shall be responsible for the following items to the satisfaction of the Directors of P&Z, T&ES and City Attorney:

- i. **Parking.** Coordination and management of the shared parking management plan between the owner(s) and/or buildings within the Town Center.
- ii. **Signage.** Maintenance, repair, and coordination of locations and messaging for all identification signs, way-finding signs, directional signs, and seasonal/event banners.
- iii. **Retail Management and coordination of retail use and tenants as defined herein.** (P&Z)(T&ES)(CAO)

### ***SOUTHERN TOWERS***

#### **113. Pre-Development Agreements and Access.**

- a) **Existing Bus Route Agreement.** By June 1, 2013, the Applicant shall provide a recorded license agreement to the City authorizing the use of local bus service within Southern Towers, as mutually agreed upon by both parties.
- b) **Interim Bus Rapid Transit (BRT) Route Agreement.** By June 1, 2013, the Applicant shall submit an access, construction and maintenance agreement for the interim BRT Route and Station through the Southern Towers parking lot. (T&ES)

114. **BRT Transitway and Station.** The Applicant shall grant the City a public access street easement for the final BRT Transitway and Station through Southern Towers as generally depicted in the Beauregard Small Area Plan upon completion of the construction of the replacement parking structure and after the City finalize plans to begin construction of the entire BRT route. The City shall include the applicant in the planning and design for the BRT Transitway and Station. As part of the planning process, the City and the Applicant shall enter into an agreement to coordinate the timing of construction, location of all necessary easements and other construction details to minimize the impact on existing parking and residents. Within 90 days of request by the City, the Applicant shall submit an easement, construction and maintenance agreement for the BRT Transitway and Station. The cost of the construction of the BRT Transitway, and station as generally shown on (EXHIBIT 4) and includes only lanes that are dedicated for transit or a shared transit/general purpose lane, shall be paid for by the City. In the event that the City is unable to construct the transitway, the City and Applicant may negotiate to have the Applicant construct the BRT Transitway and station with reimbursement by the City. In the event that the Applicant requires a temporary access road within the alignment of the proposed Transitway as part of any DSUP, the Applicant shall be responsible for constructing this road and ensuring that the road is aligned with the future Transitway and constructed to the specifications of the future Transitway. Condition 6(c) shall not apply to final Transitway easement within Southern Towers until such time as the provisions of Condition 114 have been met. (T&ES)(PC)(City Council)

115. The Applicant shall coordinate with the adjacent property owner to provide the right-of-way necessary to construct the Transitway as generally depicted on Exhibit 10. The current agreement between the property owners is for the Applicant to construct 18 spaces on its property for use by Hermitage Hill in return for Hermitage Hill's dedication of the necessary right-of-way for the Transitway and conveyance of the residual parcel to the Applicant. If the current agreement is not memorialized prior to the Applicant's completion of the replacement parking structure on its property, the Transitway will have access through the property in the interim route. (T&ES)
116. **Multi-Use Trail on Seminary Road.** Southern Towers shall construct the 10' minimum wide multi-use trail along the CDD zoned property as generally shown in the Beauregard Small Area Plan prior to the issuance of the certificate of occupancy for the first building fronting on Seminary Road. An interim condition (which may be less than 10' wide if necessary) is permitted along the frontages of future building locations during construction of those facilities (T&ES)(P&Z).
117. **Open Space.** The open space parks (EXHIBIT 2) shall be constructed and made operational prior to the issuance of a certificate occupancy permit for the first building to exceed 350,000 square feet of New Development within the Southern Towers neighborhood. (RP&CA)
118. **Development Infrastructure Phasing:** The Applicant shall submit an updated traffic study for each preliminary DSUP for the Southern Towers neighborhood. The Applicant shall construct any improvements necessary to serve its development while minimizing impacts to parking. The following improvements are currently anticipated as necessary to serve the Southern Towers neighborhood.
  - a) Seminary Road and Mark Center Drive Intersection Improvements. Widening of the southbound approach to Mark Center Drive at the intersection of Seminary Road to provide dual left turn lanes, one (1) through lane, and one (1) right turn lane. This intersection improvement project shall be coordinated with the VDOT project to improve pedestrian access across the north side of Seminary Road.
  - b) East-West Access Connector Parallel to Seminary Road.
    - i. The Applicant shall keep the existing drive aisle or re-configured drive aisle open for access from I-395 through the Applicant's property to Beauregard Street and Seminary Road.
    - ii. Upon the issuance of any building permit within the CDD zone, the Applicant shall continue to keep the existing drive aisle open and adequate to serve local transit vehicles and for access from I-395 through the Applicant's property to Beauregard Street and Seminary Road. The Applicant shall retain the right to implement traffic calming measures, re-configure the drive aisle, and/or make other changes to the drive aisle. Any change made by the Applicant will maintain pedestrian, transit, and vehicular circulation in accordance with industry safety standards. The

traffic analysis conducted as part of each Applicant's preliminary DSUP shall identify the specific improvements needed. (T&ES)(PC)

**119. Retail**

- a) To ensure comprehensive and coordinated approach for the retail leasing for the required retail within the Southern Towers Neighborhood as depicted in the Beauregard Urban Design Standards and Guidelines, the retail shall be operated through a coordinated management agreement, entity or district. The final role and composition of the retail management entity and overall governance shall be approved as part of the first DSUP containing the first retail space within the Southern Towers neighborhood.
- b) Prior to the relation of the first Certificate of Occupancy permit for the first building within the Southern Towers neighborhood , the Applicant(s) shall establish the retail management entity as required, which shall be responsible for the following items to the satisfaction of the Directors of P&Z, T&ES, RP&CA and City Attorney:
  - i. Parking. Coordination and management of the shared parking management plan between the owner(s) and/or buildings.
  - ii. Signage. Maintenance, repair, and coordination of locations and messaging for all identification signs, way-findings signs, directional signs and seasonal/event banners.
  - iii. Retail Management and coordination of retail use and tenants as defined herein. (P&Z)(T&ES)(City Council)

**V. CDD CONCEPT PLAN FINDINGS: TRANSPORTATION AND ENVIRONMENTAL SERVICES**

- F-1 Sheet P-0301: There is an intermittent stream north of Seminary and west of Beauregard that should be shown on this sheet. While the ellipse, which is a public improvement, will probably absorb this intermittent stream it should be shown as an environmental feature because it exists at this time. (OEQ)
- F-2 Sheet P-0401: There is an intermittent stream north of Seminary and west of Beauregard that should be shown on this sheet. While the ellipse, which is a public improvement, will probably absorb this intermittent stream it should be shown as an environmental feature because it exists at this time. (OEQ)
- F-3 Sheet P-0501: RPA adjacent to Mark Center Road should be shown as "J" traffic improvements may be influenced by this environmental constraint. (OEQ)
- F-4 Provide information on public and private utilities in the site plan along with the ownership of the utilities. For sanitary and storm sewers, show the pipe size, material, slope, and direction of flow in plan view. (Engineering)

- F-5 Sheets P-0501 thru P-0504: Difficult to read where the future ROW line is for the transitway. More clearly show the area of ROW dedication for the interim transitway. It would be helpful to also provide the square footages by landowner for dedication of ROW for the interim transitway. The dedication for the interim ROW should go to the back of sidewalk on either side of Beauregard Street. (Transportation Planning)
- F-6 Sheet P-0501: Transitway shading on Sanger Avenue should be continued further to the east. (Transportation Planning)
- F-7 Sheet P-0505: Show where the transit station in each direction at Southern Towers will be located for the interim transitway configuration. (Transportation Planning)
- F-8 Sheet P-0601: Add a note to say “The transportation improvements are based on the Small Area Plan densities and completed traffic analysis. The final design details are subject to additional traffic analysis to be conducted as part of future Development Special Use Permit applications.” (Transportation Planning)
- F-9 Sheet P-0601: Reference E in Chart, under Improvements, should say “Build 10’ wide minimum multi use trail...”
- F-10 Sheet P-0601: Reference H in Chart, under Improvements, should say “Build 10’ wide minimum multi use trail...”
- F-11 Sheet P-0601: Reference K in Chart, under Improvements, should say “Provide permissible left turn phasing for the Sanger Avenue left turns. Provide permissible right turn phasing for westbound Sanger Avenue.”
- F-12 Sheet P-0601: Reference Q in Chart, under Responsible Party, should say “Developers”. It is not anticipated that the City would construct any portion of new Sanger Avenue, including the transitway.

Master Plan Amendment #2018-0005; Text Amendment #2018-0006;  
CDD Concept Plan Amendment #2018-0004; DSUP #2017-0019;  
TMP SUP#2018-0065; SUP #2018-0082  
2000 N. Beauregard Street

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**CDD CONDITIONS**

1. See CDD #21 Conditions per CDD#2018-0004 for Conditions related to the Adams Neighborhood.

**STAFF RECOMMENDATIONS:**

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated July 27, 2018, and as amended on August 16, 2018, and 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 and T&ES:
  - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Install ADA accessible pedestrian crossings serving the site.
  - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
  - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
  - e. Sidewalks shall be flush across all driveway crossings.
  - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
  - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
  - i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet 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.
  - j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).

- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
  - l. Reduce the width of the garage entrance to 22 feet to comply with the Complete Street Guidelines or provide justification as to the need for the wider entrance, to the satisfaction of the Director of T&ES.
  - m. As part of the Final Site Plan, work with staff to design and install pedestrian safety enhancements in the slip lane from Seminary Road to N. Beauregard St., including by not limited to, geometric improvements, rapid flashing beacons and improved pavement striping. Update the first Final Site Plan submittal to remove the raised pedestrian crosswalks.
  - n. For the area directly north of the amenity building and south of the future internal roadway, provide an 8-foot wide landscaping strip adjacent to the roadway and a six-foot wide sidewalk to connect to the parking lot in 1900 N. Beauregard Street. (P&Z) (T&ES)
3. Applicant shall be responsible for maintenance of all street trees, tree wells and ROW plantings, with the exception of the BMP tree wells installed in the public right of way, which are installed as part of project development, including interior streets and along Mark Center Drive, N. Beauregard Street and Seminary Road. The City reserves the right to conduct emergency maintenance should the applicant be unable or unwilling. (RPCA)
4. The applicant/successor or management company shall be responsible for maintenance of all open space that is a part of the development. (RPCA)

**B. PUBLIC ART:**

5. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
- a. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA) (P&Z) \*

- b. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. (RP&CA) (P&Z)

**C. OPEN SPACE/LANDSCAPING:**

- 6. 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 Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
  - a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is 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 for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
  - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
  - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z) (RP&CA)
- 7. By Final Site Plan, provide the following modifications to the landscape plan and supporting drawings:
  - a. Revise the percentage and mix of proposed native plants in the landscape plan to achieve a majority of native plants on-site.

- b. Update all landscape pages in the plan set to show the property lines and clearly delineate the area of the Emergency Vehicle Easement.
- c. Continue to explore options for areas of planting along the northern border of the building, adjacent to the private driveway to provide privacy screening for ground-floor residential units. Analyze area of potential planting to determine feasibility of viable plantings and provide summary of findings to staff; areas of planting should be consistent along the length of the building.
- d. Revise Sheet L-1 to remove the note that indicates the fence should match existing fence.
- e. Revise Sheet L-1 to clearly show the location of the existing trees which are to be saved and integrated into the new landscape plan. Include a tree protection fence around the existing trees to be saved and provide staff with a written narrative to explain how the new plantings will be integrated with the existing trees and the timing for planting of the trees.
- f. Revise Sheet L-1 (and others as applicable) to provide alternate trees for the following species:
  - i. TH: Hicks Yew
  - ii. IN: Nellie Stevens Holly
  - iii. DV: Vintage Jade Distylium
  - iv. AB: Bowhall Maple
  - v. TD: Dense Yew
- g. Update Landscape Plans to remove Dense Yew trees with a Southern exposure.
- h. Update Landscape Plans to remove Yew trees shown within the right-of-way.
- i. Update Landscape Plans to increase the number the mix of proposed street trees to include a mix of at least two disease-resistant, urban, hardy, branched shade trees. The planting pattern for the species of street trees should be creatively mixed so as not to create a repetitive pattern along N. Beauregard Street.
- j. Revise Sheet L-5 and calculations for on-site crown cover to exclude the crown cover from street trees within the right-of-way and include applicable crown cover from on-site trees which are to be preserved.
- k. The following species are prohibited within the City of Alexandria, update the proposed landscaping plan and all applicable pages to remove references to:
  - i. Norway Spruce
  - ii. Serbian Spruce
  - iii. Ebbing Silverberry
  - iv. Variegated Maiden Grass
- l. By Final Site Plan, ensure the planting of trees along Mark Center Drive aligns with the location of proposed planters.  
(P&Z)

8. Provide a site irrigation and/or water management plan developed, installed, and maintained to the satisfaction of the Directors of P&Z 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 (1) 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.  
(P&Z) (Code Administration)
  
9. Develop a palette of site furnishings in consultation with staff.
  - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features
  - c. By Final Site Plan, provide updates to proposed site furnishings to provide information on the color, manufacturer, dimensions and materials. (P&Z) (T&ES)
  
10. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. 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 P&Z and T&ES. \* (P&Z) (T&ES)
  
11. By Final Site Plan, provide detailed information on the fencing between the Adams Neighborhood and the residential communities located to the north. Details should include fence design, including style, colors and materials; height of proposed fence; integration of fence with existing trees to be saved; and timing of fence installation. (P&Z)
  
12. By Final Site Plan, finalize the design of the open space proposed for the northwest corner of the parcel. Design considerations should encourage a passive use of the space and any site furnishings installed within the open space should be focused on the southern portion of the space to minimize potential impacts of the passive use. (P&Z)

**D. TREE PROTECTION AND PRESERVATION:**

13. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA. A Tree Conservation and Protection Plan shall be approved by the City Arborist prior to Final Site Plan release. (P&Z) (RP&CA)
14. By Final Site Plan, coordinate with staff regarding the feasibility of preserving existing trees numbered #1, 99, 103, 108, 109, 110, 111, 324, 325, 1002, 1003, 1004, 1008 and provide staff with information on the possibility of incorporating those additional trees into the screen of mature trees between the applicant and adjacent neighbors. If one of those trees is unable to be incorporated, provide staff with written justification. Ensure that trees located on adjacent properties are show as “To be saved” and update all applicable pages. (P&Z)
15. The Applicant shall develop and submit a robust tree protection plan which identifies, trees, “to be removed,” “to be saved” and “goal to preserve.” The plan will clearly identify measures that will be used to promote the safety of the trees during construction, including but not limited to, tree protection fences, processes to protect tree root systems, integration of trees with the proposed property fence, and integrating existing trees with new plantings. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is identified as “to be saved” (TBR) on the Final Site Plan, 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)
16. Prior to the release of the Final Site Plan, provide an updated landscape plan including a tree survey of the entire Adams Neighborhood or 2000 N. Beauregard St. to show compliance with required tree canopy cover of 40 percent (40%). If deficient, provide a fee calculation of \$250 per each large shade tree deficient of the forty percent (40%) tree canopy cover required on the parcel. Prior to issuance of the final Certificate of Occupancy, a dee for the calculated amount shall be submitted to the City’s Living Landscaping Fund. (P&Z)
17. 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 July 17, 2018 and as amended on August 16, 2018 and reduced if possible to retain existing trees and grades. (P&Z) (RP&CA)

**E. BUILDING:**

18. The building design, including the quality of materials, final detailing, and colors shall be consistent with the elevations dated July 27, 2018 and as revised on August 16, 2018, and as presented to and approved by the Beauregard Design Advisory Committee on August 8, 2018 and the following conditions. (P&Z)
19. Provide the following building refinements to the satisfaction of the Director of P&Z:
  - a. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
  - b. Building Panels may not use a wrap-around trim for mounting to the substructure but may use a Hardie Reveal 2.0 system with 7/16" thick fiber cement panels or equal with flush, open joints; exposed fasteners may be either concealed or exposed but finished to match panels.
  - c. The glazed corridor wall along North Beauregard which separates the east and west portions of the project shall be designed using all-vision, or a combination of all-vision and spandrel glass, with an aluminum framing system. The glass color and coatings shall be chosen such that the wall gives the impression of a partially reflective surface during daylight, increasing the sense of depth and setback by reflecting the proposed plantings, but offers views into the corridor at night. The degree of reflectivity and detailing of this element is crucial, and applicant shall continue to work with staff through the final selection of materials. Applicant should also consider what is seen at night: this may include the use of dynamic and indirect lighting methods, as well as color and material accenting of the ceiling and back wall of the corridor space.
  - d. The underside of all balconies shall be finished and present a visually cohesive appearance.
  - e. Continue to work with staff on the final design and appearance of the northern garage wall.
  - f. The loading dock door shall be a solid insulated steel roll up door edged with rubber seals to prevent noise from emanating out to adjacent properties when the door is closed.
  - g. Prior to submittal of First Final Site Plan, coordinate with staff to determine if a sun study is needed on the proposed glass hyphen on the southern building wall between the West and East Wing to assess the impact of the potential glare of the glass upon pedestrians, vehicles and potential plantings. If a study is determined to be needed, complete the study and all necessary revisions prior to the release of the Final Site Plan. Should revisions to the proposed glass wall be necessary to ensure safety or success of plantings, work with staff to provide technical revisions to the design of the glass wall while preserving the original design intent of the architectural feature.

- h. Update FAR deduction page and update the key to use a different color or shading technique to indicate areas of deduction as the light grey does not clearly show areas of deduction.
  - i. Provide numbered parking counts for each level of the parking garage.
  - j. Revise labeling of units between the floor plans and update table as there were differences in the number of listed 1BR units, 1BR + Den and 2BR units when counted on the floor plans.
  - k. All refinements or changes to the design, colors and building materials shall be to the satisfaction of the Director of P&Z prior to the release of the final site plan.
  - l. Unit Count: Total residential unit count shall be limited to 300 units. Adjustments to residential unit count shall comply with the conditions below, CDD #21 Conditions, and applicable current City policies. (P&Z)
20. DSUP #2017-00019 shall proceed with the design parameters as submitted, provided, however, that the maximum number of dwelling units may be increased to 300 and the required parking may be reduced to no fewer than the minimum number of parking spaces required pursuant to CDD condition # 32. Modifications to the proposed design may be administratively reviewed and approved by staff through a minor site plan amendment to remove the one level of below-grade parking, if the applicant receives a vote of approval on the modified garage design from the Beauregard Design Advisory Committee (BDAC). Should the applicant fail to receive approval from the BDAC, the applicant may apply for major site plan amendment for consideration by the Planning Commission and City Council. (CC)
- a. Should the Director of Planning and Zoning determine the need for additional public review of the minor site plan amendment, the minor site plan amendment shall be docketed for consideration by the Planning Commission and City Council. (P&Z) (CC)
21. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
22. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:



- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. \*
  - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. \*\*\*
  - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. \*
  - d. The design of the submitted mock-up panel shall include a representation of all components and materials for the amenity building, a representation of the West building wing, the glass hyphen, and the East building wing. Ensure that the representations are arranged in a linear fashion and that the glass hyphen is correctly arranged between the representations of the West and East wings.\*
  - e. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. \*\*
  - f. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. \*\*\* (P&Z)
23. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified or Equivalent for the multi-family building and LEED Certified or equivalent for the amenity building, to the satisfaction of the Directors of P&Z, and/or 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 (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.\*
  - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. \*\*\*
  - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
  - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
  - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Certification (or equivalent) for the commercial 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 existing at the time of staffs' release of Final Site Plan will apply. (P&Z) (T&ES)

24. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
25. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
26. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers. (T&ES)
27. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)
28. The stairwells within structured parking garages shall be visible, i.e. without solid walls, to the extent permitted by the Building Code. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42 inches in height along open sides of the stairways and landings which are located 30 inches above the floor or grade below. The width between the balusters shall be no wider than 4 inches and the handrails are to be a minimum of 34 inches and a maximum of 38 inches. (Police)
29. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)
30. If slope of ramp exceeds 10%, provide transition ramps at the top and bottom of the garage entrance ramp. (T&ES)

***F. PARKING:***

31. Provide a minimum of 88 resident bicycle parking space(s) and six guest bicycle parking spaces for a total of 94 bicycle parking spaces per Alexandria's current Bicycle Parking Standards based on 292 residential units. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for

allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. \*\*\* (T&ES)

32. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
  - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
  - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
  
33. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
  - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition. (P&Z) (T&ES) (Code Administration)
  
34. A maximum of 1.75 spaces per unit shall be provided for the residents. Any spaces dedicated to visitors shall be provided within this amount. (P&Z) (T&ES)
  
35. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
  
36. 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 and shall at a minimum include the following:
  - a. General project information/summary and development point of contact.
  - b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
  - c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
  - d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
  - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
  - f. Information/circulation diagram noting how cyclists will reach the bicycle storage.

- g. Information on the location of any carshare vehicle or electric vehicle spaces.
  - h. A description of and plan showing access control equipment and locations.
  - i. An explanation of how the garage will be managed. Include information on access for residents and visitors and hours of operation.
  - j. Information on proposed staffing needs for peak, non-peak and overnight hours.
  - k. Explain how/where the following uses will be managed: USPS; UPS and similar package or service deliveries; days where multiple residents are moving in or out of the building; carshare drop-offs and pick-ups.
  - l. If requested by staff, track the usage of adjacent surface parking lots at 1900 N. Beauregard Street and provide an analysis on the feasibility of using available surface parking lots for overflow parking. \* (P&Z) (T&ES)
37. Parking spaces within the parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
  - b. Provide a parking management plan to include, at a minimum, the following:
    - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
    - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third-party lease holders.
  - c. Provide a copy of the lease or other agreement to be used for market rate parkers.
- Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z)
38. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z) (T&ES)

**G. TRANSPORTATION MANAGEMENT PLAN:**

39. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
40. 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)
41. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
42. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development in March 2013 dollars shall be \$81.12 per residential unit, \$0.203 per square foot of retail space, \$0.254 per square foot of commercial space, \$40.56 per hotel room and \$0.101 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the City's fiscal year, July 1 to June 30. (T&ES)
43. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as 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)
44. 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)

45. The TMP Coordinator or Association will submit to the Transit Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
46. The TMP coordinator shall allow City transportation demand management staff or their assigns onto the premises to assist in transportation demand management activities. (T&ES)
47. Prior to accepting tenancy or ownership from any occupant other than residential, the owner or tenant shall contact the City's transportation demand management program to discuss an employee transportation strategy. The TMP coordinator shall have the correct contact information for the City's transportation demand management program at all times. (T&ES)
48. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)

***H. BUS STOPS AND BUS SHELTERS:***

49. Show all existing and proposed bus stop(s), bus shelter(s) (if existing, proposed, or conditioned), and bus stop bench(es) (if existing, proposed, or conditioned) in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/6548>. (T&ES) (Code)
50. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
  - a. Located to avoid conflict with vehicles, specifically:
    - i. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.

- ii. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
- b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
- c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
- d. Installed with a minimum 6 feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.
- e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

***I. SITE PLAN:***

- 51. 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 if substantial construction has not commenced at such time. (P&Z)
- 52. Provide the following site plan refinements to the satisfaction of the Director of P&Z:
  - a. Remove the freestanding monument sign along Mark Center Drive to ensure the motor court and entry are visible from the street and that the motor court is more easily accessible and welcoming to pedestrians as per Table 3.H.1 of the Urban Design Standards and Guidelines.
  - b. Provide a design for the motor court that integrates, rather than delineates, pedestrian and vehicle areas. Ensure that materials selected for the motor court are consistent with the final stormwater management design for the site. Consider blending materials of each area so the space appears and functions as a shared space as per Table 3.H.1 of the Urban Design Standards and Guidelines.
  - c. Add a canopy tree to the tree well along the west side of Mark Center Drive to provide a uniform streetscape of parallel trees.
  - d. Explore options, whether through landscaping or other as effective methods, to soften the sidewalk against the building on the south side of the northern private road in an effort to enhance the pedestrian experience, prioritize the pedestrian, and provide an enhanced landscaping- buffer for the adjacent neighborhood in compliance with Chapter 4, Sections G and H

of the Small Area Plan and Chapter 4, Section D of the Urban Design Standards and Guidelines.

- e. Designate an area for future telecommunication equipment.
  - f. Update the site plan at the intersection of Mark Center Drive and N. Beauregard St to clearly indicate traffic control measures such as signs and traffic signals.
  - g. Review abbreviations on sheet P-0403, such as “TRLP” and “TSA” which are not reflected on the master legend listed on P-0201. Review the two pages for consistency and revise as necessary.
  - h. Provide turning movement diagrams for a fire truck.
  - i. By First Final Site Plan, update all stormwater calculations, and other calculations as necessary, to capture the area of disturbance of construction activities upon 1900 N. Beauregard Street.
  - j. Provide storm sewer computation for all proposed pipes.
  - k. End of maintenance signs should be place at the end of public roads and show the turnaround within the public right of way.
  - l. Clearly label the stations at Mark Center Drive. (P&Z) (T&ES)
53. Submit the required plat for dedication of the reserved right-of-way dedication area on North Beauregard Street prior to the release of the certificate of occupancy for the multi-family building at 2000 N. Beauregard Street. \*\*\* (P&Z) (T&ES)
54. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of 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 above grade utilities in dedicated open space areas and tree wells.
  - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (BAR)
55. 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 and/or P&Z in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. Clearly show location of all proposed lights in conjunction with proposed plantings to ensure no conflict exists between the landscaping plan and lighting plan.
  - c. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum



- standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- d. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - e. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures. Update plan set to show appropriate light fixtures within the right of way.
  - f. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - g. 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.
  - h. 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.
  - i. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
  - j. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - k. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - l. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - m. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - n. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
  - o. The lighting for the structured 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.
  - p. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - q. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - r. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.

- s. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z) (T&ES) (Police)(BAR)(Code)
- 56. 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)
- 57. 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.
  - a. Should additional features such as collapsible bollards or other barriers be deemed necessary to prevent through-traffic from utilizing the EVE, coordinate with Planning and Zoning and the Fire Department to implement an appropriate intervention and install to the satisfaction of the Fire Department.
  - b. Should the private drive aisle, covered by the EVE, require traffic remediation efforts to reduce the speed of passenger vehicles or impact of traffic levels, such as noise, the applicant shall coordinate with Planning and Zoning and the Fire Department to identify and implement remediation efforts which are compatible with the function of the drive aisle as a required EVE. (P&Z)
- 58. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements/layers are correctly located and will connect.\* (P&Z) (DPI)

**J. CONSTRUCTION MANAGEMENT:**

- 59. 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. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.\* (T&ES)
- 60. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
  - a. No street lights shall be removed without authorization from the City of Alexandria.

- b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
  - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
  - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
  - e. Provide coordinated information in the construction phasing sheets to accurately reflect which elements of the landscape and edge treatments shall be provided in each phase. Consideration shall be given to the edge conditions along the western parcel boundary and how it transitions to the existing conditions, with access restrictions if necessary and temporary landscape screening to the satisfaction of the Director of P&Z.
  - f. Include a plan for temporary pedestrian circulation;
  - g. Include the location and size of proposed construction trailers, if any.
  - h. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
  - i. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project.
  - j. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
61. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
62. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. 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 off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z) (T&ES)
63. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
64. No major construction staging shall be allowed within the public right-of-way on N. Beauregard Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
65. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop at N. Beauregard St and Mark Center Drive, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
66. 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)
67. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way 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)
68. 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 a minimum of 14 calendar days

prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

69. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
70. 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, and/or and T&ES. (P&Z) (T&ES)
71. 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. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
72. 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) (Code)
73. 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 released 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 submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
74. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of

occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z) (T&ES)

75. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
76. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)
77. Prior to release of the Final Site Plan, coordinate with Fire to determine whether a training opportunity may be available, prior to demolition of the existing structure(s). In the event the Fire Department uses the existing structure(s), the applicant will be held harmless.

**K. WASTEWATER / SANITARY SEWERS:**

78. The applicant may be required to provide a contribution in an amount not to exceed \$116,800, if the City adopts a plan prior to the release of the building permit, to reimburse the City for the cost of construction of sewer improvements to mitigate wet weather surcharging in the Holmes Run Trunk Sewer. The determination and payment of such a contribution shall be made prior to the release of the final site plan. (T&ES)
79. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
80. The sewer connection fee must be paid prior to release of the site plan.\* (T&ES)
81. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.\* (T&ES)
82. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.\* (T&ES)

83. Sanitary sewer collection system capital improvements shall be required and paid for by individual development projects as needed to provide adequate conveyance capacity and demonstrate adequate outfall for proposed development as per the standards applicable at the time of approval of each DSUP. (T&ES)

**L. SOLID WASTE:**

84. In order for the City to provide solid waste collection service, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. Payment shall be made to the City or proof of payment for approved containers provided, prior to issuance of the Certificate of Occupancy for each building. (T&ES)
85. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
86. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. 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)
87. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. 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)

**M. STREETS / TRAFFIC:**

88. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)

89. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)
90. By First Final Site Plan, revise Sheet 1101 to address the passenger turning movement as it encroaches into the opposite direction lane. Revise the turning movement or widen the curb for a better movement. (T&ES)
91. By First Final Site Plan, provide updated turning movements to show the intersection of Mark Center Dr. and N. Beauregard St. is appropriately sized, or work to increase the radius/width of Mark Center Dr. at N. Beauregard St. without any impact to the proposed BMP tree wells to provide adequate capacity. (T&ES)
92. 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)
93. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
94. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
95. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
96. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
97. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
98. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
99. The shared public / private alley providing access to abutting property owners shall be jointly managed and maintained to the satisfaction of the Director of T&ES. A



maintenance agreement shall be approved and recorded prior to release of the Site Plan.\* (T&ES)

***N. UTILITIES:***

100. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
101. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
102. No transformer and switch gears shall be located in the public right of way. (T&ES)

***O. SOILS:***

103. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

***P. WATERSHED, WETLANDS, & RPAs:***

104. The stormwater collection system is located within the Holmes Run watershed. All on-site stormwater 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)
105. 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)
106. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

***Q. STORMWATER MANAGEMENT:***

107. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria

Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

108. The applicant will continue to work with staff to maximize the amount of green infrastructure used for stormwater treatment on site. (T&ES)
109. 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 Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
110. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
111. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (T&ES)
112. The stormwater 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 released 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)
113. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

114. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum 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)
115. With the exception of the BMP tree wells that will be transferred to the City for maintenance, the Applicant shall be responsible for maintaining stormwater 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 (3) 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)
116. The Applicant shall be responsible for the maintaining the BMP tree wells until acceptance by the City for maintenance. The City shall accept the structural elements of the BMP tree wells constructed and installed in the right of way for maintenance upon passing inspection and termination of the maintenance bond for public improvements. The City shall accept the plantings installed in BMP tree wells located in the right of way upon passing inspection and termination of the maintenance bond for landscaping. (T&ES)
117. 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)
118. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. \*\*\*\*(T&ES)
119. 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 stormwater management facilities adjacent to the project and associated conveyance systems 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)

120. Prior to the release of the performance bond, the Applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance with the approved plan. (SWM)
121. All BMPs must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Green roof access can be achieved either by an interior elevator, interior stairway through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. (SWM)

**R. CONTAMINATED LAND:**

122. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
123. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading plan] shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
  - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. Submit a Risk Assessment indicating any risks associated with the contamination.
  - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
  - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to

workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.

- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
  - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)
124. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES)
125. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

**S. NOISE:**

126. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall

install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

127. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release.\* (T&ES)
128. All exterior building-mounted loudspeakers shall be prohibited, and no amplified sound shall be audible at the property line. (T&ES)
129. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
130. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

***T. CONTRIBUTIONS:***

131. Contribute \$1,059,443.00 towards the Beauregard Implementation fund prior to the release of the first certificate of occupancy for 2000 N. Beauregard Street. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)
132. Contribute \$30,000 towards Capital Bikeshare fund within prior to release of final site plan. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)

***U. ARCHAEOLOGY:***

133. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
134. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included

on all Final Site Plan sheets involving any ground disturbing activities.  
(Archaeology)

***V. DISCLOSURE REQUIREMENTS:***

135. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, Director of T&ES, and the City Attorney:
- a. That this property is along the planned route for the future Transit Corridor C (West End Transitway), which will would run along Beauregard Street and Van Dorn Street in an approximately east/west direction. Construction for the Transitway is anticipated to begin in 2019.
  - b. That the implementation of each Transitway corridor may require the widening of City ROW to accommodate Transitway infrastructure. (P&Z) (T&ES) (City Attorney)

**COORDINATED SIGN SPECIAL USE PERMIT (SUP #2018-0082)**

136. Design and develop a sign plan for building, wayfinding and directional signage. 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 Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. Ensure the sign plan includes:
- a. Updated images to clearly show proposed signage.
  - b. Update the table to provide the dimensions of the proposed structure for the Type 2 sign.
  - c. Update the table to indicate if signs are to be illuminated.
  - d. Update the coordinated sign application to indicate if any directional signs, such as those indicating the location of trash/loading or parking for ride sharing/UPS/FedEx are to be used. Indicate potential locations and the size of signage.
  - e. Provide clear wayfinding signs for resident pick-up and drop-off in the motor court area to ensure vehicles (personal vehicles, ride sharing, taxis, etc.) do not idle along Mark Center Drive while waiting for passengers.
  - f. remove sign B1, located at the entrance of the motor court along Mark Center Drive.
  - g. Add, No Parking, Standing or Stopping” signs along the west private road and update the proposed signage plan sheet and tabulations.
  - h. End of maintenance signs should be place at the end of public roads and show the turnaround within the public right of way. \* (T&ES)(P&Z)(DROW)

137. The building signs shall be designed to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
  - a. The building signs shall be designed of high quality materials.
  - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances.
  - c. Ensure that wayfinding signage for both building clearly differentiates the entrances of the two wings. (P&Z)
138. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
139. A freestanding monument sign(s) must comply with Article IX of the Zoning Ordinance or as indicated on proposed sign plan. Adjacent plantings should be coordinated with the proposed sign. (P&Z)
140. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary 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)

***W. HOUSING***

141. Set Aside Units:
  - a. The applicant has agreed to provide 5 affordable set-aside rental units, to include one (1) studio, three (3) one-bedroom and one (1) two-bedroom units, or with a mix of units to the satisfaction of the Director of Housing.
  - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low-Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.
  - c. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit, or may be allowed to remain in the same unit, but the next



available unit of comparable size (i.e., with the same number of bedrooms, den space, and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.

- d. Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- e. The applicant agrees that residents of set-aside units shall have access to all amenities offered within the entire Development.
- f. The set-aside units shall be of comparable size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
- g. Residents of the set-aside units may be charged a monthly parking fee of up to \$50 (in 2018 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces will be subject to standard fees.
- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- i. The applicant shall list all set-aside units in [www.VirginiaHousingSearch.com](http://www.VirginiaHousingSearch.com), an online housing search database sponsored by VHDA.
- j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent. (CC)

**CITY DEPARTMENT CODE COMMENTS**

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

**Planning and Zoning**

- F-1 Monday Properties (the Applicant) has agreed to permit established community associations and groups located within communities adjacent to the Adams Neighborhood use of existing meeting rooms within the office buildings located at 1500, 1600, 1800, and 1900 N. Beauregard Street, subject to the availability of the meeting rooms and limited to weeknight evenings. Prior to the release of the Final Site Plan, the applicant shall develop a memorandum of use, outlining hours of availability of the meeting rooms, any limitations on frequency of room usage, potential costs associated with the requests and a point of contact to reserve available meeting rooms. (P&Z)
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\* (P&Z) (T&ES)
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan. (P&Z)
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. \*\*\*\* (P&Z) (T&ES)

**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 Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- F - 3. 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 - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. The applicant is advised that although the project is grandfathered as provided by the Virginia Stormwater Management Program (VSMP) Permit Regulations (9VAC25-870-48), portions of the project not under construction by July 1, 2019 will become subject to any new technical stormwater criteria adopted by the State Water Control Board incorporated into City ordinance, including but not limited to the Part IIB technical criteria (9VAC25-870-63) as found in Article XIII, Section 13-109 of the Zoning Ordinance. (T&ES)
- F - 7. 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 Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. 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 - 8. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch 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 inch 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 - 9. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (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 inches 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 - 10. 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 inches for sanitary sewer and 12 inches 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-inch clearance shall be encased in concrete. (T&ES)
  
- F - 11. 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 - 12. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches 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 - 13. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 14. 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 - 15. 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 - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 17. 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 - 18. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18 or to the satisfaction of the Director of T&ES. These sheets are to be provided as “Information Only.” (T&ES)
- F - 19. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
  - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
  - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. \*
- F - 20. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C - 1 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)
- C - 2 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 stormwater 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 - 3 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. 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 or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 4 Per the requirements of Article 13-114 (f) 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 stormwater 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 - 5 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 6 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 7 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 - 8 (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 - 9 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 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 - 10 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 11 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 - 12 The applicant shall provide required storage space for both trash and recycling 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 the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 13 The applicant shall be responsible to deliver all 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 - 14 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: [www.alexandriava.gov/solidwaste](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)

- C - 15 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys and with the City's Complete Streets Guidelines. (T&ES)
- C - 16 Bond for the public improvements must be posted 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. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management 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 ensure 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 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travel ways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards and with the City's Complete Streets Guidelines. (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 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
  - b. Saturdays from 9 AM to 6 PM.
  - c. No construction activities are permitted on Sundays and holidays.  
Section 11-5-4(b) (19) further restricts the Pile Driving to the following hours:
  - d. Monday Through Friday from 9 AM To 6 PM and
  - e. Saturdays from 10 AM To 4 PM
  - f. No pile driving is permitted on Sundays and holidays.  
Section 11-5-109 restricts work in the right of way for excavation to the following:
  - g. Monday through Saturday 7 AM to 5 pm
  - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 27 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 Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 29 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or 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 state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)\_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. \*(T&ES)
- C - 30 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet

containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

**VAWC Comments:**

1. *No conditions were provided by VAWC.*

**AlexRenew Comments:**

1. Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
2. The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Holmes Run Trunk Sewer during wet and average flow conditions.
3. Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator at (703) 549-3382.

**Fire Department**

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

**Code Administration (Building Code):**

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1. New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2. The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area

- per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
  - C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
  - C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
  - C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
  - C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
  - C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
  - C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

### **Police**

#### Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. 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 - 3. 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 - 4. 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 - 5. 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 - 6. 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 on the front and back of each home. 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 - 7. 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 - 8. 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**

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

### **Geographic Imaging Systems**

- F-1 GIS is requesting to change the project name to a convention that does not use an address. This has been known to potentially cause problems with final addressing assignments. The applicant must choose a name that does not include an address in the name.

Example: ‘5000 & 5001 Fillmore Ave.’ has been named as ‘The Fillmore’

- F-2 All road names need to be approved before assignment. Refer to Planning and Zoning, GIS Division for all road names and street level addressing. Moe Abu-Rabi, 703-746-3823.

Asterisks denote the following:

- \* Condition must be fulfilled prior to release of the Final Site Plan
- \*\* Condition must be fulfilled prior to release of the building permit
- \*\*\* Condition must be fulfilled prior to release of the certificate of occupancy
- \*\*\*\* Condition must be fulfilled prior to release of the bond

Master Plan Amendment #2018-0005; Text Amendment #2018-0006;  
CDD Concept Plan Amendment #2018-0004; DSUP #2017-0019;  
TMP SUP#2018-0065; SUP #2018-0082  
2000 N. Beauregard Street

## **IX. ATTACHMENTS**

1. Master Plan Amendment Resolution
2. Master Plan Amendment Updated Maps
3. CDD #21 Updated Zoning Table
4. [Beauregard Urban Design Standards and Guidelines Matrix for Monday Properties DSP 2017-0019](#)
5. Compiled Matrix of Deviations from Urban Design Standards and Guidelines (Prepared for BDAC)
6. Beauregard Design Advisory Committee (BDAC) letter regarding DSUP #2017-00019 Development Special Use Permit Application for proposed Monday Properties Multi-family Redevelopment
7. Urban Land Institute (ULI) Regional Fellows Program, “Reinventing Alexandria’s West End”

RESOLUTION NO. MPA 2018-0005

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the **Beauregard Small Area Plan** chapter of the 1992 Master Plan was filed with the Department of Planning and Zoning on **May 25, 2018** for changes in the land use designations to the parcels at **2000 N. Beauregard Street** and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **October 2, 2018** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Beauregard Small Area Plan** section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Beauregard Small Area Plan** chapter of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Beauregard Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Beauregard Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the **Beaugard Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

**Amendment to Figure 15/Framework Streets Map to remove the neighborhood street along the northern boundary of the Adams Neighborhood.**

**Amendment to Figure 23/Proposed Land Use Strategy Map to change the land use designation on the map to add Residential.**

**Amendment to Figure 30/Proposed Building Heights Map to allow a maximum height of 110' (6-8 stories).**

**Amendment to Figure 33E/Proposed Neighborhood Open Space Map to remove the neighborhood street along the northern boundary of the Adams Neighborhood.**

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 2<sup>nd</sup> day of October 2018.



Mary Lyman, Chair  
Alexandria Planning Commission

ATTEST:

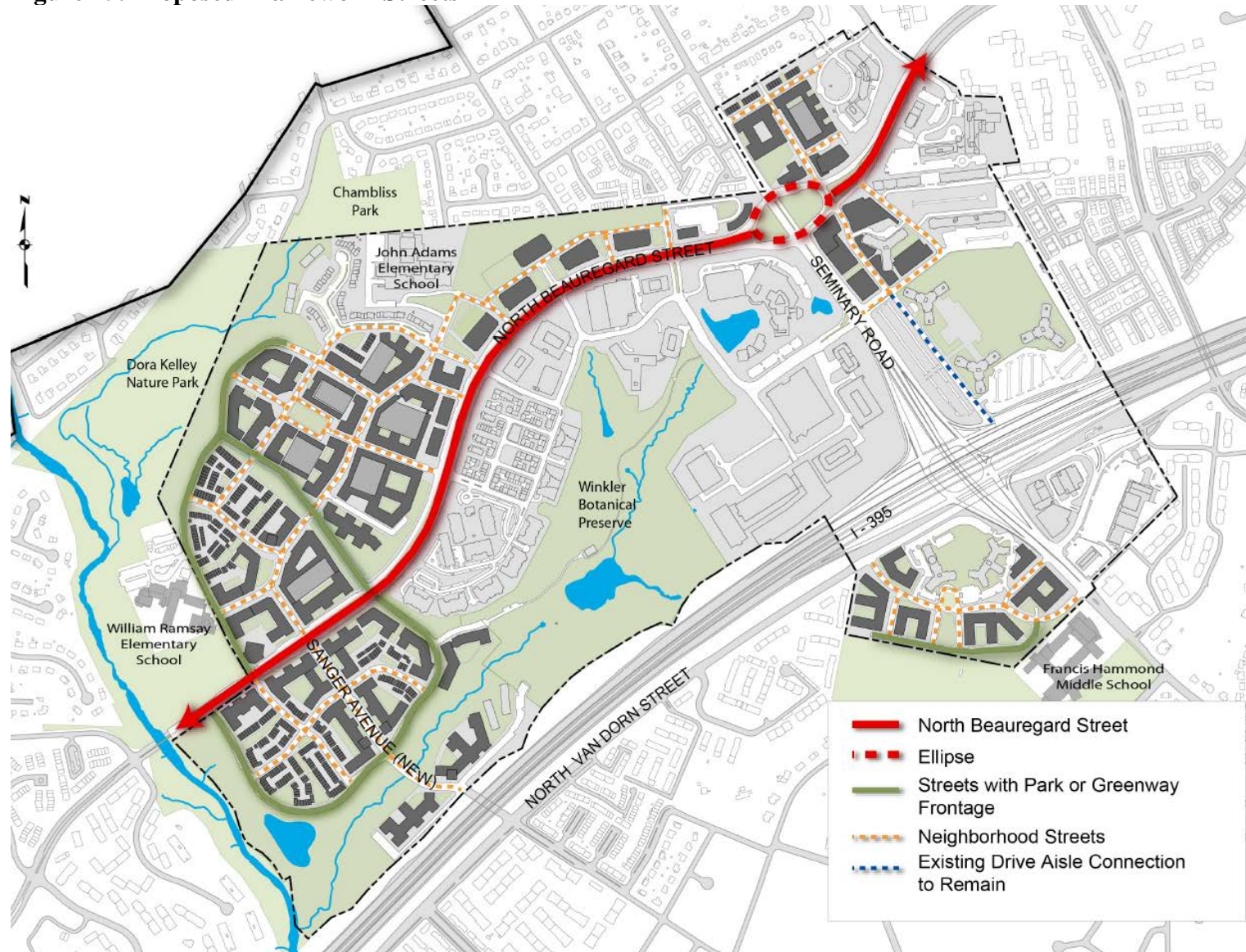


Karl Moritz, Secretary

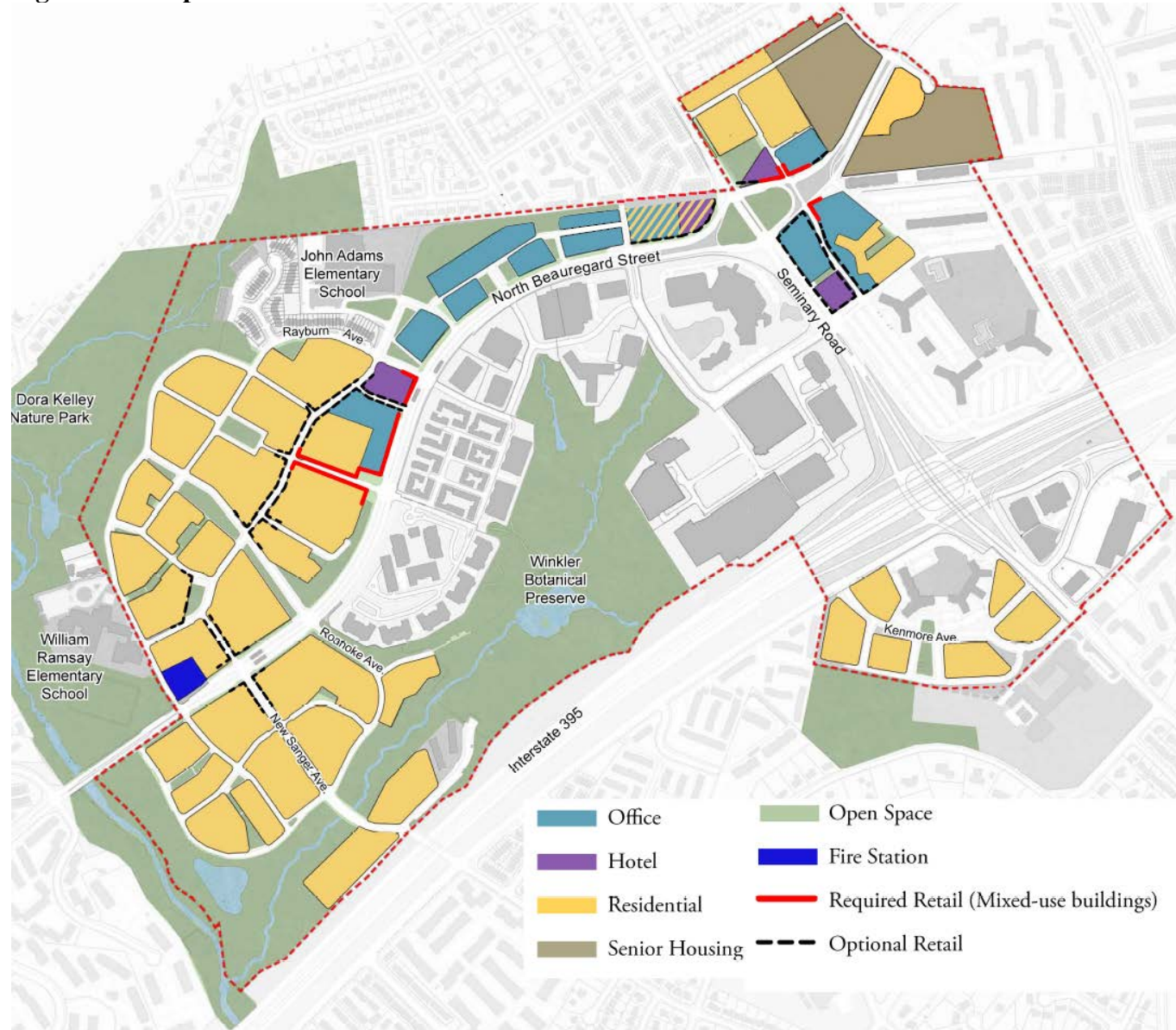


**Attachment 2: Master Plan Amendment Updated Maps**

**Figure 15: Proposed Framework Streets**

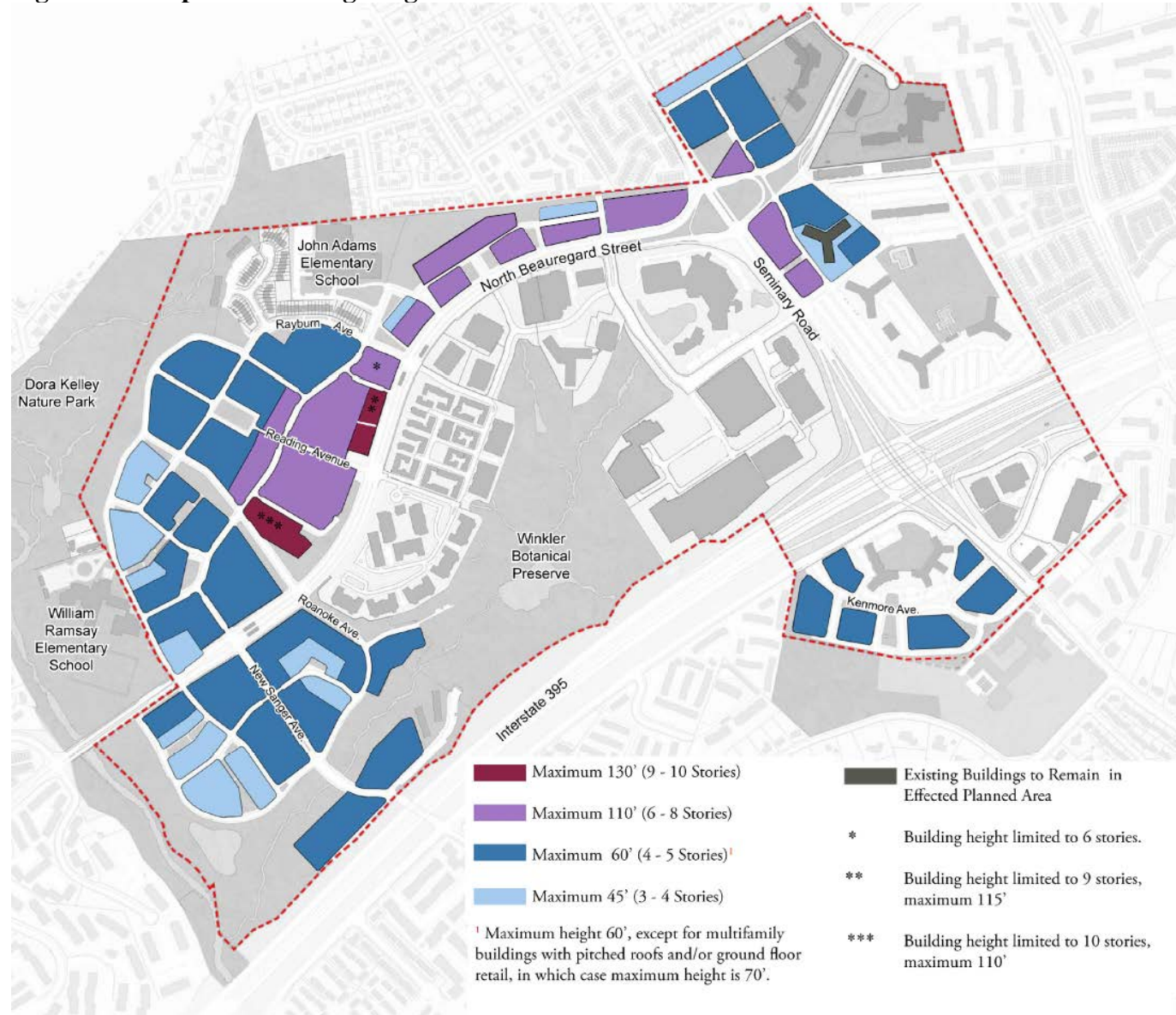


**Figure 25: Proposed Land Use**





**Figure 30: Proposed Building Heights**



**Figure 33E: Proposed Open Space**



**Attachment 3: CDD #21 Zoning Table**

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum F.A.R. and/or Development Levels	Maximum Height	Uses
21	Beauregard	<p>The RA zone shall apply to the existing residential portion of the Garden District, Greenway and Town Center neighborhoods. The CG zone regulations shall apply to the existing shopping center in the Town Center neighborhood. In addition to the requirements herein, in the Greenway, Garden District and Town Center neighborhoods, the following shall apply:</p> <ul style="list-style-type: none"> <li>- The FAR of the existing development shall not increase over the existing FAR.</li> <li>- No building shall be constructed within 50 feet of curb of North Beauregard Street</li> </ul> <p>The OC zone regulations shall apply to the Adams Neighborhood.</p> <p>The R-12 zone regulations shall apply to the Upland Park Neighborhood.</p> <p>The RC zone regulations shall apply for the Southern Towers Neighborhood.</p> <p>The neighborhoods as referenced herein, shall be the boundaries depicted in the CDD Concept Plan.</p>	<p>Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions.</p>	<p>Maximum heights shall be as depicted in the <del>Urban Design Standards and Guidelines</del> <u>Small Area Plan7</u> dated <del>March 18, 2013</del> <u>June 16, 2012, as may be amended.</u></p>	<p>Mixed-use development to include, office, residential, retail and personal service, hotel, parks and open spaces, public buildings and community facilities.</p>

Design Standard or Guideline	Applicable (Yes/No)	Standard/Guideline Met (Yes/No)	Rationale for Deviation
<b>Chapter 3:Plan Framework</b>			
<b>3d) General Land Use Plan</b>			
<b>i. Standards</b>			
(1) The Land Use Framework Plan assigns uses for certain blocks. Each block shall conform to the land uses specified, (Diagram 3.d) including all applicable provisions of the CDD zoning and concept plan.	Yes	No; the Applicant requests residential uses where both hotel and office are shown; however most of the applicable provisions of the CDD zoning and concept plan have been achieved.	In terms of the current market, hotel use cannot be supported at this location and there is an excess of office use within the Adams Neighborhood, which will remain for the foreseeable future. As such, residential use is proposed, which will complement the planned office use for the balance of the Adams Neighborhood.
(3) The neighborhoods shall be developed in the following manner:  (d) Adams neighborhood shall be principally developed as office uses, with some retail and/or hotel uses.	Yes	No; the Applicant requests residential uses where both hotel and office are shown; however most of the applicable provisions of the CDD zoning and concept plan have been achieved.	In terms of the current market, hotel use cannot be supported at this location and there is an excess of office use within the Adams Neighborhood, which will remain for the foreseeable future. As such, residential use is proposed, which will complement the planned office use for the balance of the Adams Neighborhood.
<b>3e) Building Heights</b>			
<b>i. Standards</b>			
(1) Each block shall conform to the building height specified in Diagram 3.e.2.	Yes	A portion of the property is planned for a maximum of 110'/6-stories and proposed is 66' and 76' (6 and 7 stories for the east and west building respectively), with a maximum of 94.5' at the very top of the architectural feature of the signature, curved facade.	The western portion of the property is planned for a maximum of 45' and the eastern side of the property is planned for 110' but is limited to 6 stories. The Applicant's proposed height of 6 and 7 stories (66' and 76' respectively) with a maximum height of 94.5' for a very small portion of the building to achieve a signature architectural feature along the curved portion of Seminary Road meets other design guidelines. Additionally, the Applicant seeks the height deviation to allow for a viable residential building.



Design Standard or Guideline	Applicable (Yes/No)	Standard/Guideline Met (Yes/No)	Rationale for Deviation
<b>4f) Residential Uses at Grade</b>			
<b>ii. Guidelines</b>			
(1) Stoops, porches and direct individual entries should be encouraged for ground floor residential units.	Yes	No	Due to the topography of the site, direct individual entries are not possible for the east and southern part of building and are not desired from a privacy and security point of view for other ground floor units. Additionally, the character and scale of N. Beauregard Street and Seminary Street is not consistent with smaller-scale unit entries.
<b>Chapter 5: Building Design</b>			
<b>5b) Signage</b>			
<b>i. Standards</b>			
(4) Signs shall be in the form of a window sign, a band sign, a blade sign, a nameplate sign, a marquee sign, a painted dimensional sign, flat sign, illuminated sign, fabricated dimension sign or awnings.	Yes	No--request a modification for two free-standing building name signs	Due to the large scale of N. Beauregard Street and Seminary Road and the size of the property, building name signs will be necessary for wayfinding as well as marketing purposes
(9) Freestanding signs other than traffic/directional and wayfinding signs shall be prohibited with the exception of sandwich boards, which are permitted on the sidewalk, but shall be removed by the end of business each day.	Yes	No--request a modification for two free-standing building name signs	See rationale above--Due to the large scale of N. Beauregard Street and Seminary Road and the size of the property, building name signs will be necessary for wayfinding as well as marketing purposes

Report Attachment 6 : BDAC Letter Regarding DSUP #2017-0019 Application for Monday Properties

14 August 2018

FROM: Beaugard Urban Design Advisory Committee (BDAC)  
TO: The Honorable Mayor and City Council of Alexandria, Virginia

Via: City of Alexandria Planning Commission  
City of Alexandria Planning and Zoning Department

SUBJ: DSUP#2017-00019: Developmental Special Use Permit Application for proposed 2000 N. Beaugard Street Multi-Family Apartment Re-Development; Monday Properties, Applicant.

REF: (A) **Beaugard Urban Design Standards & Guidelines** of 18 March 2013, (Revised 11 July 2013 per City Council Approval)

(B) **Design Guideline Comment Matrix**

(C) **CDD#21: Rezoning #2012-00005; Coordinated Development District #2012-00003; Text Amendment #2012-00007**

1. Pursuant to City Council instructions, the Beaugard Urban Design Advisory Committee (BDAC) met on 26 February, 21 May, 25 June, 23 July and 6 August 2018 to consider the subject application and its compliance with reference (A). These nine and a half hours of review and discussion included detailed applicant presentations, questions and debate by BDAC Committee members, Staff comments, and public comments from citizens and associations directly abutting the site in question, and the attorney for the applicant. The applicant compiled and provided the Staff with Reference B, which was reviewed by the Staff, who compiled and appended an exceptions sheet to the matrix, and presented all for the BDAC's review during its 6 August session.

2. After detailed and careful review, the BDAC *unanimously approved* reference (B), on 6 August, and therefore *unanimously voted to recommend approval of the subject application*, with recommendations for two conditions, namely:

- A. That the applicant make a good faith effort to mitigate noises associated with the proposed loading dock adjacent to several neighbors' townhomes; and
- B. That any benches or amenities placed in the proposed greenspace adjacent to the abutting neighborhood be placed along the proposed new street towards the center of the applicant's property, to mitigate noise and reduce privacy issues for the adjacent properties.

The committee believes that first recommended condition could be effected by strict delivery management and enforcement, while the second recommended condition will significantly enhance the design of the site and provide no significant burden to the applicant.



3. It **should be noted that**, as the Staff points out in reference (B), where deviations occur from reference (A), those deviations are reasonable, and will enhance the overall design. The BDAC recommends that exceptions be granted for those requested deviations. (These are clearly detailed in reference (B), with reasons given for recommended approval.)

4. **Please note also that**, the applicant is requesting a variance to the reference (C) to permit substitution of apartments for the originally envisioned hotel. Specific ruling on variances to zoning are beyond the scope of the BDAC's review authority, and consequently the efficacy of such a variance was neither discussed nor voted upon by the BDAC. However, as adumbrated above, should the variance be granted, the BDAC would support the design proposed.

=-this  date,

*For the BDAC:*

Pete Benavage, Chairman

# Reinventing Alexandria's West End

City of Alexandria, VA  
June 13-14, 2017

## Background

The Beauregard Area lies west of Interstate 395, within the West End of the City of Alexandria. The area is characterized by land uses that include campus-style office, residential, and institutional development of varying heights that are interspersed with green space and surface parking lots. More specifically, the area is home to 1.8 million square feet of office space occupied by Federal and private tenants, 154,000 square feet of retail space, 6,114 apartments in 268 buildings, 530 senior units in Goodwin House and Hermitage, plus institutional facilities and open space.

The City of Alexandria adopted an update to the Beauregard Small Area Plan in 2012. The Plan focuses on redevelopment of several large garden apartment complexes, single-family homes, a shopping center and aging office buildings. The Plan provides a vision and framework for the area that includes integrated land use, transportation and urban design; new urban neighborhoods; diverse



Map source: ULI Washington

uses and housing that intended to be compatible with existing neighborhoods; an interconnected open space network; 800 affordable housing units; a dedicated transitway; and a new fire station and athletic field.

As part of the City’s efforts to reposition the West End, the City is planning the West End Transitway, a 5.3-mile corridor which will bring bus rapid transit (BRT) to the Beauregard Corridor around 2021 and link the Mark Center, Southern Towers and other destinations to the Van Dorn Metro Station to the south. Sidewalk improvements, new bikeways, and pedestrian safety and traffic operations improvements at 18 intersections also are planned for implementation.

The demographics of the Beauregard Area tell an interesting story. Residents have lower median household incomes than the City as whole, and higher rates of poverty. The population is younger on average, and household sizes

This flyer, from The City of Alexandria’s website, shows the alignment of the West End Transitway. Image source: <https://bit.ly/2GIFC6t>



are somewhat larger. The largest parks and open space in the City are in the West End, including the Winkler Botanical Preserve, as well as the Alexandria Campus of the Northern Virginia Community College (NOVA) and an Inova Hospital adjacent to the Study Area.

The City sought guidance on strategies to improve the competitiveness of the West End office buildings in both the near term and longer term, and expressed a willingness to consider new and creative approaches for this area including new land uses, infill development, infrastructure improvements, incentives, marketing and positioning.

Panelists were asked to address the following questions:

1. Prior to completion of the West End Transitway, are there interim design or tenant solutions the City could seek to reduce vacancies?
2. Is there a way to “brand” the area in order to attract a certain type of tenant and is there a role transportation can play in “branding” the area / corridor?

3. How can the City best work with stakeholders to determine the best outcome for the vacant office buildings, and are there incentives the City could provide to spur a type of use.
4. Based on the site visit and Panel knowledge of comparable locations, what options for change have the greatest likelihood of success?
5. How does the Panel view the market for planned growth in the area adjacent to the office parks? Is there the potential that planned residential development will spur non- residential investment (retail, office, other) or should retail and other amenities be encouraged to act as a stimulus for residential and non-residential growth?
6. Are there cities or communities nationally struggling with this same issue that have adopted innovative programs and incentives that Alexandria can mimic?
7. What type of catalyst anchors might the City consider incentivizing that could utilize a campus-like setting?

## Panel Observations

The Panel toured the Beaugard Area, reviewed briefing materials, and heard from stakeholders who expressed concerns about long-standing differences between the East and West End of the City. The East End of Alexandria is largely characterized by historic Old Town, with its urban street grid, activated streets, small scale retail, and historic homes. The West End of Alexandria, on the other hand, feels more suburban in nature, with wider roads, larger parcels, and auto-oriented development. Though the West End contains half the City’s land area and half of its population, it lacks the regional identity that characterizes the East End. Over the course of the TAP, Panelists observed several key opportunities and challenges for Alexandria’s West End.

## Opportunities

The neighborhoods of the West End are an overlooked asset. These stable communities are both diverse and relatively affordable, especially compared with the high house costs of the rest of the region. The Panel’s tour of the West End confirmed that there are many assets in or near the area that could support the City’s effort to reposition this submarket and promote private sector investment. Some of these assets include:

- INOVA Hospital
- Alexandria Campus of the Northern Virginia Community College (NOVA)
- I- 395 access
- BRT Line
- Beatley Central Library



Garden apartments characteristic of the West End. Photo credit: ULI Washington.



BRAC 133 is the new planned location for the Washington Headquarters Service and a number of other DoD agencies. The project added 6,400 new employees to the Mark Center area. Photo credit: ULI Washington.



The Shops at Mark Center, located on Beaugard Street, provide retail, service and food options to nearby apartment communities. Photo Credit: ULI Washington.

- Federal presence
- Landmark Mall (Howard Hughes Investment)
- Substantial Open Space:
  - » Fort Ward Park (137 acres)
  - » Ben Brenman Park (59 acres)
  - » All Veterans Park: (38 acres)
  - » Dora Kelly Nature Park (47 acres)
  - » Winkler Botanical Preserve (45 acres)
  - » Holmes Run Trail System
- Cameron Station

### Office Vacancy

In addition to these assets, the Panel observed a significant office vacancy rate (31.9 percent) throughout the West End. These vacancy rates are not unique in the region; office vacancy is symptomatic of a fundamental shift in the nature and locational preferences of office tenants – both regionally and nationally. Changes in how people work—reduced space per employee, desire for flexible spaces, floor plate requirements, telework and other alternate work options—are changing the nature of office leasing region- and nation-wide. Panelists observed that the vacant office buildings in the West End are symptomatic of a broader issue that is specific to the West End Alexandria submarket, including:

- Lack of identity
- Lack of a full complement of amenities found in competing Northern Virginia neighborhoods:
  - » Retail options including diverse restaurant offerings (e.g. coffee shops, fast casual, healthy food to table, white table cloth)
  - » Childcare options
  - » Recreational facilities
  - » Civic Services (art, recreation, performing arts, education)

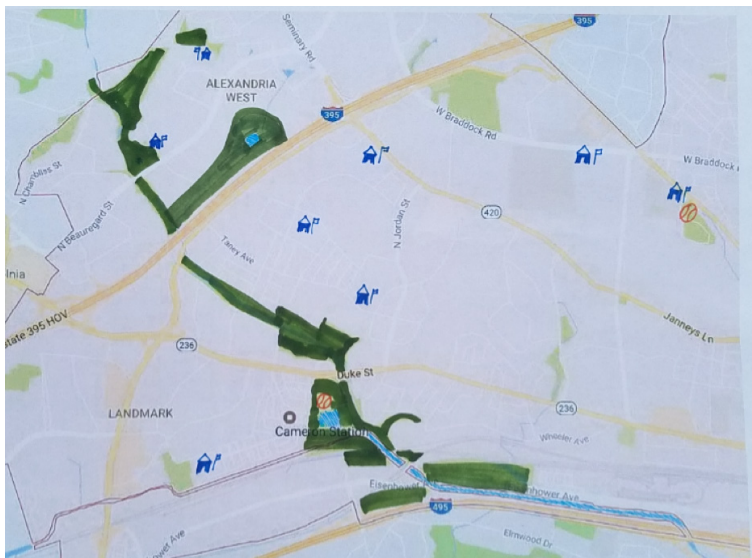
Alexandria enjoys many assets – including nature preserves, INOVA Hospital, Northern Virginia Community College, and more. Image source: ULI Washington.





## Connectivity and Access to Retail

Connectivity within the area and between open space, retail, and housing remains a challenge for Alexandria's West End. West End retail centers such as Bradlee and Landmark are neither connected to nor integrated with nearby housing. Considerable open space is distributed throughout the West End, but it is not well connected through trails or sidewalks, and consequently has not been leveraged as an attractor. Panelists also heard stakeholders cite the need to travel to Shirlington in Arlington County to meet their restaurant and retail needs, rather than meeting these needs locally, within the City of Alexandria.



Connectivity among Alexandria's West End neighborhoods is a challenge – particularly with regard to parks, recreation, open space, and trails. Image sources: ULI Washington.



Stephanie Landrum leads Panelists on tour of Alexandria's West End. Photo credit: ULI Washington.

## Panel Recommendations

The Panel identified the West End as crucial to Alexandria's vibrant future. Alexandria's West End is a "best kept secret" that could provide live, work, and recreational options for both current and future residents, and for employees. Strategically influencing the future of Alexandria's West End represents a unique opportunity for the City, because this area provides a livable, more suburban character with established, relatively affordable neighborhoods compared to surrounding areas. Additionally, existing single-family housing provides an oasis in this part of the City, which is an asset to attract families who may also be employees in the area.

Recognizing the potential of the West End, the Panel recommended that the City initiate a *OneAlexandria* effort to change perceptions and reposition and strengthen the area. The *OneAlexandria* effort serves as a way to reframe some of the challenges associated with the West End, by:

- Acknowledging the different geographies of the East and West parts of the City
- Examining funding to ensure an equitable share to the area
- Celebrating successes
- Communicating the status of projects and programs, and opportunities in the area
- Creating incentives for near-term change
- Considering the area's long-term needs

Attaining a *OneAlexandria* approach involves several specific recommendations from the Panel. These recommendations are outlined below.

### Capitalize on Existing Assets

The area has an obvious locational advantage due to access to transportation infrastructure including the future BRT, I-395, and other major routes. The extensive open space system and recreational facilities within the West End represent an important asset for both residents and employees; such a significant resource should be celebrated and leveraged, as these resources would be impossible to acquire today.

Additionally, though the Winkler Botanical Preserve affords the opportunity to connect with nature without leaving the City, this unparalleled resource is neither widely known, nor readily accessible. To maximize its potential benefit, the City needs to understand the original agreements and zoning approval to be sure the Preserve is being operated in conformance with those agreements, create a relationship/partnership with the Winkler Trust to better utilize this community asset and explore the possibility of acquisition or collaboration with the Trust.

Proximity to Inova Hospital and the NOVA Campus create the potential for synergies with those who live and work in the West End as well as the rest of the City. Finally, the redevelopment of the Landmark Mall and the BRT implementation in the West End position the area to provide diversified opportunities for economic development, public enjoyment and civic identity.

### **Strengthen Connectivity and Mobility Options**

Auto-oriented travel is only one of many mobility options that should be easily available to Alexandria’s residents. The West End BRT line will be implemented in a few years, but because it will be a new and different part of an existing regional system, it will be critical to educate residents on how to use it.

To strengthen opportunities to walk or bike to transit, a review of speed limits – and the actual speeds travelled – must be undertaken. Panelists anticipated that this data may yield the need for “road diets” – or reducing auto-oriented lanes on existing roads – or other speed-related adjustments. Improved walking and biking facilities will also create incentives for these activities. Panelists also recommended that more robust transportation demand management plans be considered to provide incentives for use of alternative modes of transportation. A review of capital expenditures for these types of efforts will ensure equity across the City and demonstrate commitment to a multi-modal community. Connecting the West End to major institutions such as the Inova Hospital, medical buildings, the Virginia Theological Seminary, the NOVA Campus and the BRAC Office Building will begin to create identity for the area.

### **Incorporate Flexibility to Respond to Market Demands**

Panelists acknowledged that the 2012 Beauregard Small Area Plan contains many elements that should be implemented including the multiple village concept. Panelists further stipulated that the Plan needs to incorporate more flexibility to respond to market realities and conditions. Examples of where flexibility is desirable include:

- Relaxing underground parking requirement; permitting at- and above-grade parking if wrapped by active uses
- Relaxing architectural guidelines such as for building materials or infill townhouse development
- Allowing co-mingling of use to achieve mixed-use development
- Adding walkable retail to the Plan
- Providing for flexibility to move density within the Plan area to facilitate provision of public amenities



Panelists hear from Honorary Fellow Mark Jinks about Alexandria’s West End. Photo credit: ULI Washington.



### **Hire Dedicated Staff**

Supporting the effort to reposition the West End and to achieve OneAlexandria requires the City to recognize that land use in the West End is fundamentally different from City's East End. The East, with its historic neighborhoods and street grid is more urban than the West End. So, too, the West End possesses different challenges and different opportunities from the East End. Accordingly, what works in the East End submarket may not work in the West End. A West End Coordinator should therefore be created to promote the area and foster strategic partnerships. A dedicated multi-departmental planning and zoning staff team should be created to facilitate development, making the City's focus on this area clear.

### **Streamline the Site Planning Process**

Fundamentally, the suburban office park is an outdated product type. Panelists stated that the existing office buildings in the West End will not survive as office space in their existing form. As a result, there is an opportunity to market the area for other uses. Due to proximity to Inova, Panelists recommended marketing these buildings as medical office space. Panelists also recommended that the parking requirements for medical office uses may need to be reduced from where they are currently. Broadening permitted commercial uses to attract a wider range of office tenants for the existing office space, including shared economy uses such as maker spaces or infill development on surface parking lots, could also be beneficial.

Additionally, according to the Panel, by-right conversion of office to residential use may not create the best outcome for the community. Panelists recommended that the City create a process and tool kit that would entice developers to forgo by-right development options in favor of a streamlined site plan process. This would create an incentive for amenities such as walkable retail, street facing townhouses and streetscape. Panelists pointed to Montgomery County's benefit points program as an example of such a process.<sup>1</sup>

### **Consider Creative Economic Development Opportunities**

Panelists recommended that the City and the Alexandria Economic Development Partnership (AEDP) increase focus and efforts on behalf of the West End. This must include coordination with current and future landowners to achieve the goals of the Beauregard Small Area Plan, create opportunities for interactions among Inova, NOVA, and other employers, gain a better

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<sup>1</sup> The report, Commercial/Residential and Employment Zones: Incentive Density Implementation Guide, provides information on the benefits points program. For further information, see <http://www.montgomeryplanning.org/development/documents/CRZoneGuidelinesforweb11.5.pdf>.

understanding of employers' needs, and work with NOVA and T. C. Williams High School to provide targeted workforce development.

In reviewing the priorities of the Beauregard Small Area Plan, the Panel stressed the need to address unconnected, single use buildings, and to “blur the line” of I-395 in terms of its impact on the community. The City should promote and protect the valuable and varied existing residential stock. In the short-term, new development opportunities could include adaptive reuse of some existing space and foster connections between areas.

The City can also raise the profile of the West End by relocating community-centric government functions to the West End. One option would be to explore purchase of the building next to the recently purchased school building to house relocated City functions such as a regional service center or to include community space.

Incentives would help make the West End more attractive to current and prospective property owners and tenants. Possibilities include flexibility to broaden the range of uses and their locations in buildings, tax abatement for incremental assessed value that results from retaining commercial uses in existing commercial buildings (e.g. Montgomery County enterprise zone models), density averaging or density transfer within a designated area of the West End and an expedited review process in return for provision of public amenities and commercial uses.<sup>2</sup>

### **Transparent Community Outreach**

The Panel further recommended that the City take the TAP recommendations to the community to inform, educate on market conditions and solicit feedback, and commit to community engagement to foster ongoing dialogue about the future of the West End.

Finally, the Panel strongly recommended that a Council Policy Statement is needed to set the tone for this effort and suggested that they adopt a West End Investment Strategy to demonstrate Council commitment to the West End and One Alexandria.

### **Follow-up**

In addition to these primary recommendations, the Panel urged the City to capitalize on the asset of the Winkler Preserve as a resource for the entire City. Finally, the Panelists stressed the importance of staff affirmatively reaching out to development firms purchasing properties in the West End and to consider the costs and benefits of various expected community benefits.

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<sup>2</sup> For information on the Montgomery County, enterprise zone tax credit, see [https://www.montgomerycountymd.gov/finance/taxes/tax\\_credit\\_exempt.html#p6](https://www.montgomerycountymd.gov/finance/taxes/tax_credit_exempt.html#p6).

## Panelists

### **Panel Co-Chairs and Faculty**

Christopher Kurz, Linden Associates, Inc.

Rebecca Snyder, Insight Property Group

ULI Washington Regional Fellows

Barbara Byron, Fairfax County Office of Community Revitalization

Peter Fosselman, Office of the Montgomery County Executive

Greg Ossont, Montgomery County Department of General Service

### **Panelists**

Ilana Branda, Montgomery Housing Partnership

Bob Eisenberg, Clark Enterprises, Inc.

Dan Hardy, Renaissance Planning Group

David Kitchens, Cooper Carry

Ken Wire, McGuireWoods

Doug Wrenn, Rodgers Consulting

Bob Young, The Young Group



Panelists and sponsors pause for a photo before departing on a Tour of Alexandria's West End. Image source: ULI Washington.



**APPLICATION**

**CDD DEVELOPMENT CONCEPT PLAN**

**CDD # 21**

[must use black ink or type]

**PROPERTY LOCATION:** 2000 N. Beauregard Street

**TAX MAP REFERENCE:** 019.02-01-03.S8 **ZONE:** CDD#21

**APPLICANT'S NAME:** 2000 Beauregard LLC

**ADDRESS:** 667 Madison Avenue, 19th Floor, New York, New York 10065

**PROPERTY OWNER NAME:** See attached list of property owners by parcel and address

**ADDRESS:**

**REQUEST:** CDD Amendment to allow for residential use, building height of 6 and 7 stories, and framework street location change.

**THE UNDERSIGNED** hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED** hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, McGuireWoods LLP

Print Name of Applicant or Agent

1750 Tysons Blvd. Suite 1800

Tysons, Virginia

Mailing/Street Address

Signature

(703) 712-5411

Telephone # jrak@mcguirewoods.com

Email address

703-712-5222

Fax #

**DO NOT WRITE IN THIS SPACE OFFICE USE ONLY**

Application Received: \_\_\_\_\_

Date and Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL \_\_\_\_\_

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

**The applicant is: (check one)**

the Owner     Contract Purchaser     Lessee or     Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than three percent.

Beauregard Office JV LLC---100%

c/o Monday Property Services, LLC

667 Madison Avenue

New York, New York 10065

If property owner or applicant is being represented by an authorized agent; such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

**Yes.** Provide proof of current City business license.

**No.** The agent shall obtain a business license prior to filing application, if required by the City Code.



## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Beauregard Office JV LLC	667 Madison Ave. NY, NY	100%
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1500 through 2000 N. Beauregard Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. For 1500, 1600, 1800, 1900 & 2000 N. Beauregard: Beauregard Office JV LLC	667 Madison Ave. NY, NY	100%
2. For 1700 N. Beauregard, see ownership attachment for entity name and address		100%
3.		

**3. Business or Financial Relationships.** Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. For 1500, 1600, 1800 & 2000 N. Beauregard: Beauregard Office JV LLC	None	None
2. For 1700 N. Beauregard: see ownership attachment for entity name	None	None
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

August 15, 2018

Date

Jonathan P. Rak

Printed Name



Signature

**Property Ownership Information**

<b>Property Address</b>	<b>Owner Entity</b>	<b>Owner Address</b>
1500 N. Bearegard Street	1500 Bearegard LLC	667 Madison Ave. NY, NY 10065
1600 N. Bearegard Street	1600 Bearegard LLC	667 Madison Ave. NY, NY 10065
1700 N. Bearegard Street	U.S. Bank National Association, As Trustee for the Registered Holders of J.P. Morgan Chase Commercial Mortgage Securities Trust 2007-LDP10, Commercial Mortgage Pass-Through Certificates, Series 2007-LDP10 C-III Asset Management LLC	C-III, JPMCC07-LDP10 Lafayette Bldgs c/o C-III Asset Management LLC, 5221 N. O'Connor Blvd., Suite 800 Irving, TX 75039. Attn.: REO Asset Management
1800 N. Bearegard Street	1800 Bearegard LLC	667 Madison Ave. NY, NY 10065
1900 N. Bearegard Street	1900 Bearegard LLC	667 Madison Ave. NY, NY 10065
2000 N. Bearegard Street	2000 Bearegard LLC	667 Madison Ave. NY, NY 10065

**Disclosure Information**

Ownership Interest for 1500 Bearegard LLC, 1600 Bearegard LLC, 1800 Bearegard LLC, 1900 Bearegard LLC and 2000 Bearegard LLC:

Bearegard Office JV LLC – 100%  
c/o Monday Property Services, LLC  
667 Madison Avenue  
New York, NY 10065



**APPLICATION**

**DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**

**DSUP #** 2017-0019      **Project Name:** 2000 N. Beauregard Street

**PROPERTY LOCATION:** 2000 N. Beauregard Street

**TAX MAP REFERENCE:** 019.02-01-03.S8      **ZONE:** CDD #21

**APPLICANT:**

Name: 2000 Beauregard LLC

Address: 667 Madison Avenue, 19th Floor, New York, New York 10065

**PROPERTY OWNER:**

Name: 2000 Beauregard LLC c/o Monday Properties

Address: 667 Madison Avenue, 19th Floor, New York, New York 10065

**SUMMARY OF PROPOSAL** Residential building of approximately 292 units and building heights of 6 and 7 stories

**MODIFICATIONS REQUESTED** Vision clearance and building setback from N. Beauregard Street

**SUP's REQUESTED** More than one penthouse and a coordinated sign plan, including free-standing signs

**THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Jonathan P. Rak, McGuireWoods LLP

Print Name of Applicant or Agent

1750 Tysons Blvd., Suite 1800

Mailing/Street Address

Tysons, Virginia      22102

City and State      Zip Code

*Jonathan P. Rak*  
Signature

703-712-5411      703-712-5222

Telephone #      Fax #

jrak@mcguirewoods.com

Email address

August 15, 2018

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY	
Application Received: _____	Received Plans for Completeness: _____
Fee Paid and Date: _____	Received Plans for Preliminary: _____
ACTION - PLANNING COMMISSION: _____	
ACTION - CITY COUNCIL: _____	



**ALL APPLICANTS MUST COMPLETE THIS FORM.**

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

**1. The applicant is: (check one)**

the Owner     Contract Purchaser     Lessee or     Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than three percent.

Beauregard Office JV LLC

c/o Monday Property Services, LLC

667 Madison Avenue

New York, New York 10065

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

**Yes.** Provide proof of current City business license.

**No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

## OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.	Beauregard Office JV LLC	667 Madison Ave. 19th Flr., NY, NY	100%
2.			
3.			

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2000 N. Beauregard (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.	Beauregard Office JV LLC	667 Madison Ave. 19th Flr., NY, NY	100%
2.			
3.			

**3. Business or Financial Relationships.** Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

	Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.	Beauregard Office JV LLC	None	None
2.			
3.			

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

August 15, 2018  
Date

Jonathan P. Rak  
Printed Name

  
Signature



**3. How many patrons, clients, pupils and other such users do you expect?**

Specify time period (i.e., day, hour, or shift).

Approximately 450-550 residents are estimated to live 24/7 on the premise.

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**4. How many employees, staff and other personnel do you expect?**

Specify time period (i.e. day, hour, or shift).

10-20 employees including building management, housekeeping and property upkeep, mostly during day-time hours.

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**5. Describe the proposed hours and days of operation of the proposed use:**

Day	Hours	Day	Hours
7 days per week	24 hours per day		

**6. Describe any potential noise emanating from the proposed use:**

A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
No noise is anticipated except typical noise expected from a multifamily residential apartment building including an outdoor pool and an enclosed amenity area. Note the building roof is not accessible by residents.

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B. How will the noise from patrons be controlled?  
Building management staff can be contacted for noise that may emanate from the building or pool.

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**7. Describe any potential odors emanating from the proposed use and plans to control them:**

N/A

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**8. Provide information regarding trash and litter generated by the use:**

- A. What type of trash and garbage will be generated by the use?  
Typical types of residential trash generated by a residential use.  
\_\_\_\_\_  
\_\_\_\_\_
- B. How much trash and garbage will be generated by the use?  
Typical amount in a 292-unit multifamily building.  
\_\_\_\_\_  
\_\_\_\_\_
- C. How often will trash be collected?  
Trash will be collected 1-2 times per week in a single dumpster located within the loading dock.  
Trash will be collected and stored internally.  
\_\_\_\_\_
- D. How will you prevent littering on the property, streets and nearby properties?  
Building management staff will maintain the property free from litter.  
\_\_\_\_\_  
\_\_\_\_\_

**9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?**

Yes.       No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Cleaning products and building maintenance supplies will be maintained onsite and stored in back of house storage areas not meant to be accessed by residents  
\_\_\_\_\_  
\_\_\_\_\_

**10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?**

Yes.       No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Typical cleaning products and building maintenance supplies will be handled and stored by building maintenance staff.  
\_\_\_\_\_  
\_\_\_\_\_

**11. What methods are proposed to ensure the safety of residents, employees and patrons?**

Building security measures such as key card access will be utilized.

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**ALCOHOL SALES**

**12. Will the proposed use include the sale of beer, wine or mixed drinks?**

Yes.      No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

N/A

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**PARKING AND ACCESS REQUIREMENTS**

**13. Provide information regarding the availability of off-street parking:**

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

A maximum of 1.75 spaces per unit is required and 1.68 spaces per unit is provided.

B. How many parking spaces of each type are provided for the proposed use:

<u>322</u>	Standard spaces
<u>155</u>	Compact spaces
<u>15</u>	Handicapped accessible spaces
<u>13 (surface)</u>	Other

- C. Where is required parking located? (check one)  **on-site**  **off-site**

If the required parking will be located off-site, where will it be located?

---

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

**14. Provide information regarding loading and unloading facilities for the use:**

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?

- B. How many loading spaces are available for the use?

- C. Where are off-street loading facilities located?
- 

One loading and trash truck bay of 30' in width is proposed and is located off an internal street

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- D. During what hours of the day do you expect loading/unloading operations to occur?  
Resident move-in loading would be during the day; the time of trash pick-up has not been determined.
- 

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Trash will be picked up 1-2 times per week (enclosed in loading dock area) and resident move in occurs much less frequently after the building is occupied.

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**15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?**

The street access is adequate and the Applicant will be providing improvements as part of the plan, including new streetscape and trails, internal roadways and ROW for the transitway.

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**APPLICATION**

Master Plan Amendment MPA# \_\_\_\_\_  
 Zoning Map Amendment REZ# \_\_\_\_\_

**PROPERTY LOCATION:** 2000 N. Beauregard Street

**APPLICANT**

Name: 2000 Beauregard LLC  
Address: 667 Madison Ave., 19th Floor, New York, New York 10065

**PROPERTY OWNER:**

Name: See attached list of property owners by parcel and address  
Address: \_\_\_\_\_

**Interest in property:**

- Owner       Contract Purchaser  
 Developer     Lessee                       Other \_\_\_\_\_

If property owner or applicant is being represented by an authorized agent such as an attorney, a realtor, or other person for which there is some form of compensation, does this agent or the business in which they are employed have a business license to operate in Alexandria, VA:

- yes: If yes, provide proof of current City business license.  
 no: If no, said agent shall obtain a business license prior to filing application.

**THE UNDERSIGNED** certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Jonathan P. Rak, McGuireWoods LLP                      *Jonathan P. Rak*  
Print Name of Applicant or Agent                      Signature  
1750 Tysons Blvd., Suite 1800                      (703) 712-5411                      703-712-5222  
Mailing/Street Address                      Telephone #                      Fax #  
Tysons, Virginia                      22102  
City and State                      Zip Code                      August 15, 2018  
Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: _____	Fee Paid: \$ _____
Legal advertisement: _____	_____
ACTION - PLANNING COMMISSION _____	ACTION - CITY COUNCIL: _____





MPA # \_\_\_\_\_

REZ # \_\_\_\_\_

**JUSTIFICATION FOR AMENDMENT**

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

~~The proposed development is the first project to pursue development under the recently adopted Beauregard Small Area Plan. It will serve as a catalyst development, which includes the provision of a number of public improvements and benefits, like the transitway dedication and others. Amendments to allow for the proposed framework streets, residential use instead of hotel and small office building, and an increase in building height allows for development to be realized. The modification to allow for a change in location of the framework street will allow for a greater buffer at the northern property line.~~

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

An amendment to the Zoning Map is not requested.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

~~The proposed development is well-served by major arterials--Seminary Road and N. Beauregard Street--and also enjoys proximate access to I-395. The required amount of parking to serve the development will be provided per the SAP and CDD requirements. The proposed development will be engineered to allow for adequate service of public infrastructure such as water, sewer, storm, and other necessary utilities and city services.~~

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

~~The application is consistent with CDD #21, which includes approved CDD conditions. While the proposed development meets most of the applicable CDD conditions, amendments to certain CDD conditions are required which generally include use, height and overall future neighborhood development. Please see CDD Amendment application under separate cover.~~

**Property Ownership Information**

<b>Property Address</b>	<b>Owner Entity</b>	<b>Owner Address</b>
1500 N. Bearegard Street	1500 Bearegard LLC	667 Madison Ave. NY, NY 10065
1600 N. Bearegard Street	1600 Bearegard LLC	667 Madison Ave. NY, NY 10065
1700 N. Bearegard Street	U.S. Bank National Association, As Trustee for the Registered Holders of J.P. Morgan Chase Commercial Mortgage Securities Trust 2007-LDP10, Commercial Mortgage Pass-Through Certificates, Series 2007-LDP10 C-III Asset Management LLC	C-III, JPMCC07-LDP10 Lafayette Bldgs c/o C-III Asset Management LLC, 5221 N. O'Connor Blvd., Suite 800 Irving, TX 75039. Attn.: REO Asset Management
1800 N. Bearegard Street	1800 Bearegard LLC	667 Madison Ave. NY, NY 10065
1900 N. Bearegard Street	1900 Bearegard LLC	667 Madison Ave. NY, NY 10065
2000 N. Bearegard Street	2000 Bearegard LLC	667 Madison Ave. NY, NY 10065

**Disclosure Information**

Ownership Interest for 1500 Bearegard LLC, 1600 Bearegard LLC, 1800 Bearegard LLC, 1900 Bearegard LLC and 2000 Bearegard LLC:

Bearegard Office JV LLC – 100%  
c/o Monday Property Services, LLC  
667 Madison Avenue  
New York, NY 10065

McGuireWoods LLP  
1750 Tysons Boulevard  
Suite 1800  
Tysons, VA 22102-4215  
Phone: 703.712.5000  
Fax: 703.712.5050  
www.mcguirewoods.com

Jonathan P. Rak  
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com  
Fax: 703.712.5231

August 15, 2018

**Via Email**

Sara Brandt-Vorel  
Urban Planner  
City of Alexandria  
Dept. of Planning and Zoning, Rm 2100  
City Hall  
301 King Street  
Alexandria, VA 22314

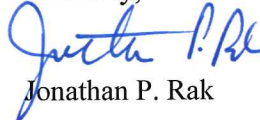
**RE: DSUP #2017-0019  
2000 N. Beauregard Street  
Response to City Comments for Preliminary Verification of Completeness Submission**

Dear Sara,

Attached are our updated application forms and responses to City Staff's August 9, 2018 review comments for Preliminary Verification of Completeness Submission for 2000 N. Beauregard Street. The site is also identified by tax map number 019.02-01-03.S8.

Please, feel free to reach out with any questions or for additional information.

Sincerely,



Jonathan P. Rak

cc: Rob Kerns, AICP, Development Division Chief, P&Z  
Maya Contreras AICP, Principal Planner, P&Z  
Felicia Lowe, T&ES  
Navdeep Kaur, T&ES

**PLANNING AND ZONING**

Given the tight turnaround of recent plan submissions to meet deadlines to stay on track for an October hearing and simultaneously providing revisions in response to feedback from the community and the Beauregard Design Advisory Committee, a number items in the plan set need to be revised to provide a complete plan set for consideration by Planning Commission and City Council. Staff has identified a number of revisions which need to be resubmitted to the satisfaction of Planning & Zoning by close of business on **August 15**. These items will not hold up the project’s review but do provide a level of clarity and certainty needed for eventual approval. Provide copies of the following:

- Two printed copies of the full, revised plan set in color;
- An electronic copy of the full, revised plan set in color; and
- A compiled CDD Concept Plan, separate from the DSUP submission.

**Revisions Due to Plan set by August 15:**

1. Cover Sheet: update to provide the telephone and email address of the developer and the owner(s) of record.

**Response: The coversheet has been updated to provide the telephone and email address of the developer and owner of record.**

2. Zoning Tabulations:

- a. Update to provide the units per acre for residential and the floor area ratios for existing and proposed development.
- b. Update the Zoning Table to include the following information for the amenity building: Average Finished Grade; Height; Building setbacks, both required and proposed; and any other categories as applicable.
- c. Ensure that note 8 and proposed parcel area reflect the updated parcel area and deductions for Mark Center Drive (if necessary).
- d. Better differentiate the retail category to show the square footage of the existing Clyde’s Restaurant is separate from the 15,000 square feet of optional retail as permitted under the Adams Neighborhood.

**Response: a. Units per acre and floor area ratios have been included in the zoning tabulations, sheet P-0101.**

**b. Zoning tabulations have been revised to include all applicable information associated with the amenity building including, setback, height, and average finished grade, see sheet P-0101**

**c. The area previously provided reflected the proposed parcel area including the deduction for Mark Center Drive. Note 8 has been revised to include clarification regarding the site area which includes dedication for Mark Center Drive, see sheet P-0101.**

**d. The value provided for the permitted/required retail area was revised to include the additional 15,000 SF of “optional” retail for the neighborhood, plus the existing 14,980 SF for the existing Clyde’s restaurant for a total of 29,980 SF of permitted “optional” retail within the neighborhood. The provided “optional” retail area for**

**this application remains at 14,980 SF as no additional retail is proposed at this time, see sheet P-0101.**

3. Map of Existing Site Conditions: ensure the traffic signals and directional signage are clearly indicated for the intersection of Mark Center Drive and N. Beauregard Street.  
**Response: This information was previously shown on the existing conditions plan, sheet P-0301 in accordance with the legend provided on sheet P-0201. In the interest of providing clarity, existing traffic signals have been labeled on the plan, see sheet P-0301.**

4. Preliminary Site Plan:

- a. Boundaries of zoning districts on the side and adjoining sites – ensure adjacent zones are labeled
- b. Existing and proposed traffic controls including signs, markings and signals
- c. Direction of traffic and volumes at all site entrances, exits and intersections
- d. Existing and proposed bus stop(s) and bus stop amenities
- e. Recreation areas, swimming pools. (Discharge from swimming pools shall be shown connected to the sanitary sewer in plan view.)

**Response: a. A zoning transition line was added to sheet P-0403. All adjacent zones are labeled.**

**b. Existing and proposed traffic controls have been called out in the plans, see sheet P-0403**

**c. Direction of traffic and volumes at the site entrance has been provided on sheet P-0403**

**d. Existing bus stops have been shown in sheet P-0302**

**e. Discharges from the swimming pool are proposed to connect to the sanitary sewer. See revised sheet P-0403 for proposed location of sanitary lateral servicing the pool and pool house.**

5. Landscape Plan:

- a. Locations of off-site and on-site lighting, including street lighting
- b. Indicate distance between street trees

**Response: a. Off-site and on-site lighting has been shown on the landscape sheet L1.**

**b. Typical distances between street trees have been shown on sheet L1.**

6. Provide a separate and complete CDD Concept Plan that shows the updated pages with Monday Properties' proposal, along with all other original pages which were not revised or changed due to the applicant's proposal. Ensure that the square footages by use in the CDD tables reflect the conversion of office to residential units while maintaining the hotel square footages in the Adams neighborhood.

**Response: A separate CDD Concept Plan showing updated pages has been provided with this submission. As coordinated with the reviewer, updated sheets include sheet P-0101, P-0201, P-0401, P-0503 and P-0601.**

7. Update all revised plan view pages of the building which show the correct building outline and alignment within the property lines of Monday Properties.

**Response: The correct building outline has been shown consistently throughout the submission package.**

8. CDD Condition #27 requires that all streets are made public. A condition of approval will require the dedication of Mark Center Drive through the internal intersection. Review and update Proposed Area Tabulations (if necessary) to ensure the area to be dedicated to Mark Center Drive is deducted from the area of the parcel.

**Response: Acknowledged. The proposed extension of Mark Center Drive is proposed to be a public street. The area tabulations depicted on sheet P-0101 account for the area dedicated for Mark Center Drive.**

9. Sheet P-0401:
- a. Remove "For Information Only"
  - b. Ensure that proposed area tabulations are consistent with area tabulations on the cover sheet and include the deduction for the dedication of Mark Center Drive.

**Response: a. Sheet P-0402 has been revised to remove "For Information Only."**

**b. All area tabulations shown on sheet P-0401 and P-0101 (cover sheet) are consistent and include dedication of Mark Center Drive.**

10. Sheet P-0402: Remove, "For Information Only"

**Response: Sheet P-0402 has been revised to remove "For Information Only."**

11. Sheet P-0405:

- a. Review the Open Space Diagram for accuracy:
  - i. Open space must be a minimum of 8 feet in width, areas directly north of the proposed building do not measure 8 feet in width but have been included as a portion of eligible open space. Review and revise as necessary.

**Response: Open space diagram and computations have been revised to include only open areas greater than 8 feet in width.**

- ii. Review use of dark shading to indicate areas of open space with other tones used to indicate curb ramps or other curb features as the two colors are too similar. Ensure that areas shaded to indicate open space are limited to area within the property lines.

**Response: Hatching used to depict open space area has been changed for clarity. All areas counted as open space are within the proposed parcel area.**

12. Sheet P-0407: Update note #2 that the dedication includes the right-of-way necessary for transitway lanes.

**Response: Note #2 has been revised to include information requested.**

August 15, 2018

13. Sheet P-0502: update to include an additional table with the average finished grade computations for the amenity building.

**Response: Additional computations for average finished grade for the amenity building have been provided on sheet P-0502.**

14. Sheet P-1301: Remove note about collapsible bollards.

**Response: Note referencing collapsible bollards has been removed on sheet P-1301**

15. Sheet P-1501: Update to include a north arrow.

**Response: A north arrow has been added to sheet P-1501**

16. Sheets A301-A304: Update the materials legend to provide a description of the materials.

Ex:

- a. Brick Color – Light → Brick, Light Grey/Color Name
- b. Fiber Cement Board Paneling – Color 1 → Fiber Cement Board Paneling, Heather Grey/Color Name

**Response: a. b. The legend has been updated to include color of materials.**

17. Sheet A311: With your next submission, update the section views to include the proposed amenity building.

**Response: The requested section has been included.**

18. Sheet A-800 – A-803: Add a note that the images are not to scale.

**Response: The note has been added.**

## **TRANSPORTATION AND ENVIRONMENTAL SERVICES**

### **Findings:**

1. This plan has been deemed **COMPLETE**. See Attachment 2 for future condition language.

## **OFFICE OF HOUSING**

1. The Office of Housing deems the application complete. The applicant has submitted an Affordable Housing Plan and has committed to presenting the Affordable Housing Plan to the Alexandria Housing Affordability Advisory Committee (AHAC) at their regular meeting on Thursday, September 6, 2018.

## **Additional Comments**

The following comments were received by e-mail on August 9, 2018 regarding the filed applications:

“...[P]lease revise the following applications when you resubmit on the 15<sup>th</sup>:



- CDD Concept Plan Amendment
  - You will need to obtain permission from the property owner of 1700 N Beauregard as you are amending the neighborhood in which they have property  
**Response: Enclosed attachment includes email correspondence from the property owner of 1700 N. Beauregard who is aware of the application and does not object to it.**
  - I referenced an updated and separately submitted CDD Concept Plan – please see this link for the current CDD Concept Plan. Update the applicable pages to reflect Monday’s proposal  
[https://www.alexandriava.gov/uploadedFiles/CDD%2021\\_Concept%20Plan\\_2.21.2013\\_Reduced\\_Final.pdf](https://www.alexandriava.gov/uploadedFiles/CDD%2021_Concept%20Plan_2.21.2013_Reduced_Final.pdf)  
**Response: A revised CDD Concept Plan has been provided with this submission.**
  - Under “Request” on the CDD Concept Plan, remove “and above ground parking” as the design of the garage was approved by BDAC you do not need to submit a concept plan amendment  
**Response: The reference to “above ground parking” has been removed from the “Request” line of the submitted CDD Amendment application.**
- Development Special Use Permit with Site Plan Application
  - Modifications Requested: remove residential use and building height change as those requests are a component of the Master Plan Amendment  
**Response: Residential use and building height change have been removed from the submitted DSUP Application.**
  - SUPS’s requested: remove Tier II TMP as that SUP is a separate request/application
    - Update the narrative to clarify that a Tier II TMP is under a separate SUP request  
**Response: Two separate SUP applications have been submitted: one for the Tier II TMP and one for Multiple Penthouse and a Coordinated Sign Plan, including free-standing signs.**
  - Question 3: indicate the potential number of residents
  - Question 4: indicate the potential number of on-site employees
  - Question 5: indicate the hours of operation of the multi-family building
  - Question 8b: indicate the number of dumpsters
  - Question 13: review the number of parking spaces for consistency with the number shown on the site plan  
**Response: All above listed Questions have been addressed in the revised submitted DSUP Application.**

**Rak, Jonathan P.**

---

**From:** Schweitzer, Jeff <jschweitzer@c3cp.com>  
**Sent:** Thursday, May 17, 2018 3:46 PM  
**To:** Rak, Jonathan P.  
**Cc:** Tim Helmig (thelmig@mondayre.com); Chip Ranno (cranno@clear-res.com)  
**Subject:** RE: 1700 North Beauregard Street Alexandria, VA- Request for Consent to Master Plan Amendment

I am ok with the proposal to eliminate the parallel road along the rear property boundary. Do you need me to sign anything?

**CH** | C-III Asset Management

**Jeff Schweitzer**

Vice President | REO

5221 N. O'Connor Blvd, Suite 800

Irving, TX 75039

T 972-868-5267

[jschweitzer@c3cp.com](mailto:jschweitzer@c3cp.com)

---

**From:** Rak, Jonathan P. <jrak@mcguirewoods.com>  
**Sent:** Thursday, May 17, 2018 2:11 PM  
**To:** Schweitzer, Jeff <jschweitzer@c3cp.com>  
**Cc:** Tim Helmig (thelmig@mondayre.com) <thelmig@mondayre.com>; Chip Ranno (cranno@clear-res.com) <cranno@clear-res.com>  
**Subject:** 1700 North Beauregard Street Alexandria, VA- Request for Consent to Master Plan Amendment

Jeff,

Monday Properties through their affiliate 2000 Beauregard LLC has filed applications to redevelop 2000 N. Beauregard as a multi-family apartment building. The City of Alexandria has recommended the we seek certain revisions to the adopted City Master Plan as part of this application. One change affects the 1700 N. Beauregard property, which is the proposed elimination of a planned roadway at the rear of the property.

The attachment labelled "Adams Neighborhood – Parallel Road from CDD Staff Report" shows the current City Master Plan for future roads. The attachment labelled "Future Adams Neighborhood Road Network Exhibit" shows our proposal to eliminate the parallel road along the rear property boundary. Neither the current City Master Plan nor our proposed amendment requires any action by 1700 North Beauregard nor grants any rights to the City or adjacent property owners in the future roads. We do not believe this change materially adversely affects 1700 N. Beauregard. In fact, it may relieve the future developer of the property from constructing an additional roadway.

There is no requirement for 1700 N. Beauregard to be an applicant for this change, however, we would like to obtain your consent since it would affect your property. Thanks for your assistance and let me know if you have any questions.

Jonathan

**Jonathan P. Rak**

Partner

McGuireWoods LLP  
1750 Tysons Boulevard  
Suite 1800  
Tysons, VA 22102-4215  
T: +1 703 712 5411  
M: +1 703 850 1987  
[jrak@mcguirewoods.com](mailto:jrak@mcguirewoods.com)  
[Bio](#) | [VCard](#) | [www.mcguirewoods.com](http://www.mcguirewoods.com)

## McGUIREWOODS

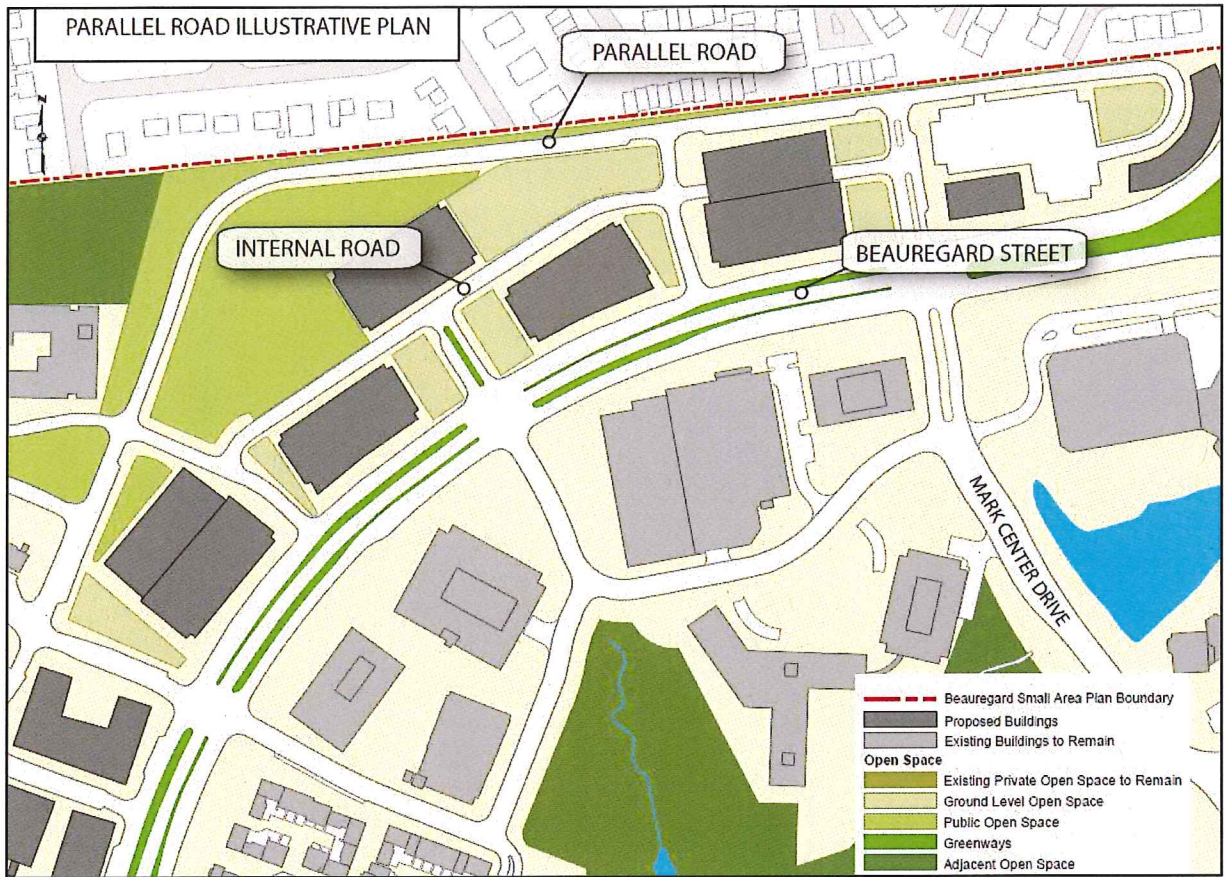
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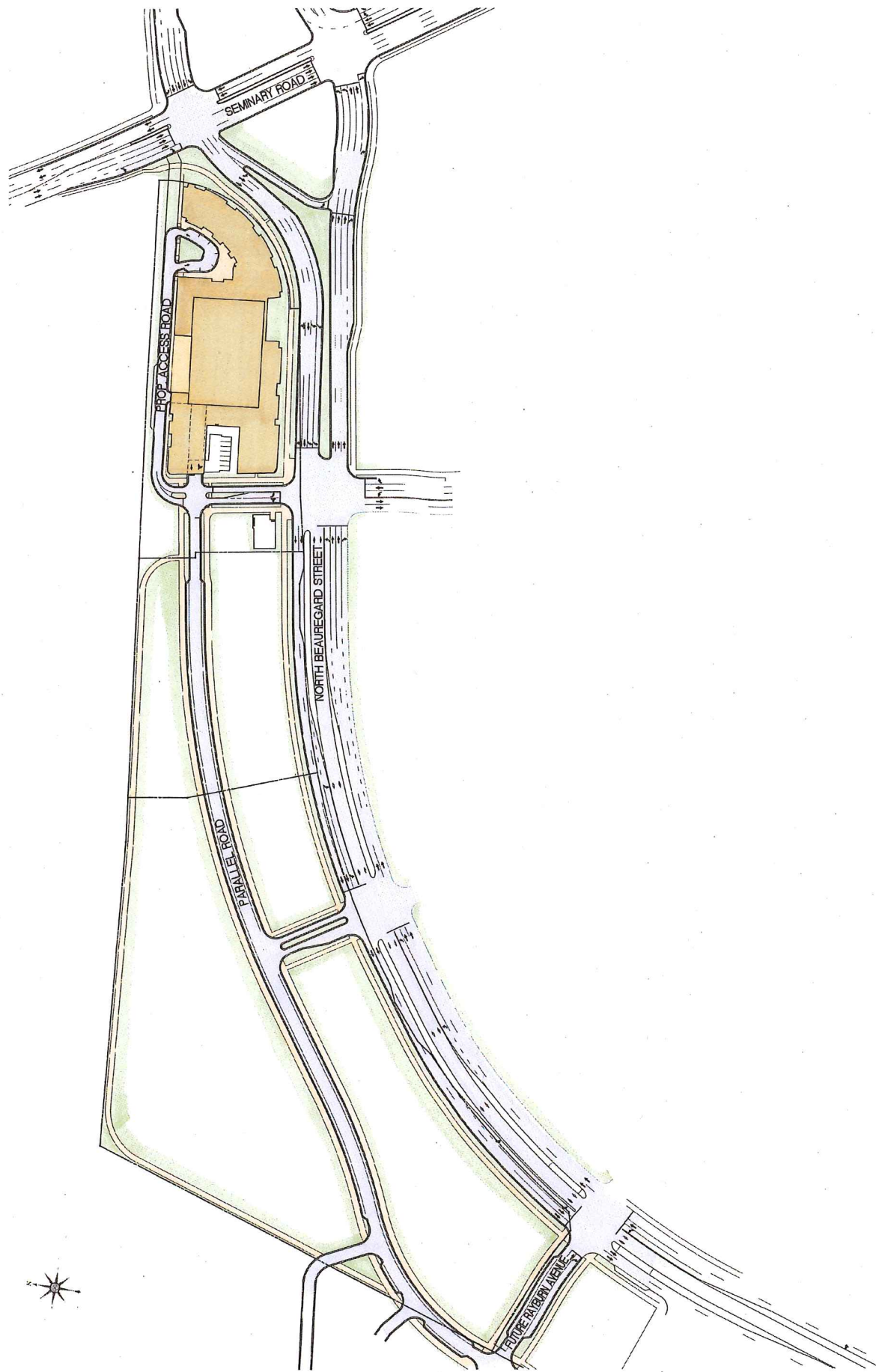
*This e-mail from McGuireWoods may contain confidential or privileged information. If you are not the intended recipient, please advise by return e-mail and delete immediately without reading or forwarding to others.*

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Figure 12: Adams Neighborhood – Parallel Road





2000 NORTH BEAUREGARD  
**WALTER L. PHILLIPS**  
 ARCHITECTS, P.C.  
 207 PARK AVENUE  
 FORT LAUDERDALE, FL 33304  
 TEL: 954.575.1100  
 FAX: 954.575.1101  
 WWW.WLPARTS.COM

**FUTURE ADAMS NEIGHBORHOOD ROAD NETWORK EXHIBIT**  
**2000 NORTH BEAUREGARD**





# APPLICATION

# SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** \_\_\_\_\_

**PROPERTY LOCATION:** 2000 N. Beauregard Street

**TAX MAP REFERENCE:** 019.02-01-03.S8 **ZONE:** CDD #21

**APPLICANT:**

Name: 2000 Beauregard LLC

Address: 667 Madison Avenue, New York, New York 10065

**PROPOSED USE:** Multiple Penthouses and Coordinated Sign Plan  
(including free-standing signs)

**THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, McGuireWoods LLP

Print Name of Applicant or Agent

1750 Tysons Blvd. Suite 1800

Mailing/Street Address

Tysons, Virginia 22102

City and State

Zip Code

*Jonathan P. Rak*

Signature

August 15, 2018

Date

(703) 712-5411

Telephone #

(703) 712-5222

Fax #

jrak@mcguirewoods.com

Email address

**ACTION-PLANNING COMMISSION:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**ACTION-CITY COUNCIL:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

SUP # \_\_\_\_\_

**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 2000 N. Beauregard Street, I hereby  
(Property Address)  
grant the applicant authorization to apply for the Signs and Multiple Penthouses use as  
(use)  
described in this application.

Name: 2000 Beauregard LLC Phone: \_\_\_\_\_  
Please Print  
Address: 5221 N O'Connor Blvd suite 600, Irving, TX 75039 Email: \_\_\_\_\_  
Signature: \_\_\_\_\_ Date: 8/14/2018

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent.

Beauregard Office JV LLC--100%  
c/o Monday Property Services, LLC  
667 Madison Avenue  
New York, New York 10065

# OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

**1. Applicant.** State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Beauregard Office JV	667 Madison Ave. 19th Flr., NY, NY	100%
2. LLC		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2000 N. Beauregard Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Beauregard Office JV	667 Madison Ave. 19th Flr. NY, NY	100%
2. LLC		
3.		

**3. Business or Financial Relationships.** Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here.](#)

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Beauregard Office JV LLC	None	None
2.		
3.		

**NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.**

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

August 15, 2018

Date

Jonathan P. Rak

Printed Name



Signature





**USE CHARACTERISTICS**

4. The proposed special use permit request is for (*check one*):
- a new use requiring a special use permit,
  - an expansion or change to an existing use without a special use permit,
  - an expansion or change to an existing use with a special use permit,
  - other. Please describe: \_\_\_\_\_

5. Please describe the capacity of the proposed use:
- A. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).  
292 unit residential building

- B. How many employees, staff and other personnel do you expect?  
Specify time period (i.e., day, hour, or shift).  
Typical amount of building maintenance and management staff to support a 292-unit residential building

6. Please describe the proposed hours and days of operation of the proposed use:
- |   |  |
|---|--|
| <p>Day:<br/>7 days a week</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> | <p>Hours:<br/>24 hours per day</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> |
|---|--|

7. Please describe any potential noise emanating from the proposed use.
- A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
Typical amount and type of noise from a multifamily residential building that includes outdoor pool and amenity space.

- B. How will the noise be controlled?  
Building management can be contacted as well as a landscaped wall at the northern property boundary.

SUP # \_\_\_\_\_

8. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

---

---

---

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)  
Typical residential trash

---

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)  
Typical of 292-unit multifamily residential building

---

C. How often will trash be collected?  
1-2 times per week within the enclosed loading dock

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D. How will you prevent littering on the property, streets and nearby properties?  
Building management staff will ensure the property will be free of litter

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10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes.                       No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Typical cleaning and building maintenance supplies will be handled by building maintenance staff and will be stored on-site

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**11.** Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes.       No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Typical cleaning and building maintenance supplies will be handled by building maintenance staff and will be stored on-site

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**12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?  
Site lighting will be employed after the building is constructed.

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**ALCOHOL SALES**

**13.** A. Will the proposed use include the sale of beer, wine, or mixed drinks?

Yes       No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

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**PARKING AND ACCESS REQUIREMENTS**

14. A. How many parking spaces of each type are provided for the proposed use:

- 322 Standard spaces
- 155 Compact spaces
- 15 Handicapped accessible spaces.
- 13 surface Other.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A \_\_\_\_\_

Does the application meet the requirement?  
 Yes  No

B. Where is required parking located? (check one)

- on-site
- off-site

If the required parking will be located off-site, where will it be located?

**PLEASE NOTE:** Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 1

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200 \_\_\_\_\_

Does the application meet the requirement?  
 Yes  No

- B. Where are off-street loading facilities located? In the building at the ground level off of the driveway
- 
- C. During what hours of the day do you expect loading/unloading operations to occur?  
7 am - 7 pm
- 
- D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
Intermittently for resident moving and trash pick-up 1-2 times per week
- 

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

The street access is adequate and the Applicant will be providing improvements as part of the plan, including new streetscape and trails, internal roadways and ROW for transitway.

### SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building?  Yes  No
- Do you propose to construct an addition to the building?  Yes  No
- How large will the addition be? \_\_\_\_\_ square feet.

18. What will the total area occupied by the proposed use be?
- \_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = ~306,000 sq. ft. (total)

19. The proposed use is located in: *(check one)*
- a stand alone building
- a house located in a residential zone
- a warehouse
- a shopping center. Please provide name of the center: \_\_\_\_\_
- an office building. Please provide name of the building: \_\_\_\_\_
- other. Please describe: \_\_\_\_\_

End of Application



# APPLICATION

# SPECIAL USE PERMIT

**SPECIAL USE PERMIT #** \_\_\_\_\_

**PROPERTY LOCATION:** 2000 N. Beauregard Street

**TAX MAP REFERENCE:** 019.02-01-03.S8 **ZONE:** CDD #21

**APPLICANT:**

Name: 2000 Beauregard LLC

Address: 667 Madison Avenue, New York, New York 10065

**PROPOSED USE:** Tier II Transportation Management Plan

**THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, McGuireWoods LLP

Print Name of Applicant or Agent

1750 Tysons Blvd. Suite 1800

Mailing/Street Address

Tysons, Virginia      22102

City and State      Zip Code

*Jonathan P. Rak*      August 15, 2018  
Signature      Date

(703) 712-5411      (703) 712-5222

Telephone #      Fax #

jrak@mcguirewoods.com

Email address

**ACTION-PLANNING COMMISSION:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
**ACTION-CITY COUNCIL:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

SUP # \_\_\_\_\_

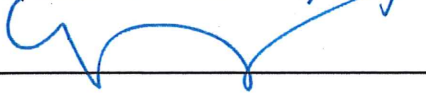
**PROPERTY OWNER'S AUTHORIZATION**

As the property owner of 2000 N. Beauregard Street, I hereby  
(Property Address)  
grant the applicant authorization to apply for the Tier II TMP use as  
(use)  
described in this application.

Name: 2000 Beauregard LLC Phone \_\_\_\_\_

Please Print

Address: 5221 N O'Conor Blvd Suite 600, Irving TX 75039 Email: \_\_\_\_\_

Signature:  Date: 8/14/2018

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent.

Beauregard Office JV LLC--100%  
c/o Monday Property Services, LLC  
667 Madison Avenue  
New York, New York 10065



# OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.	Beauregard Office JV	667 Madison Ave. 19th Flr., NY, NY	100%
2.	LLC		
3.			

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2000 N. Beauregard Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

	Name	Address	Percent of Ownership
1.	Beauregard Office JV	667 Madison Ave. 19th Flr.	100%
2.	LLC	NY, NY	
3.			

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

	Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.	Beauregard Office JV LLC	None	None
2.			
3.			

**NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.**

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

August 15, 2018

Date

Jonathan P. Rak

Printed Name

  
Signature



**USE CHARACTERISTICS**

4. The proposed special use permit request is for (check one):

- a new use requiring a special use permit,
- an expansion or change to an existing use without a special use permit,
- an expansion or change to an existing use with a special use permit,
- other. Please describe: \_\_\_\_\_

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).

292 unit residential building  
\_\_\_\_\_

B. How many employees, staff and other personnel do you expect?  
Specify time period (i.e., day, hour, or shift).

Typical amount of building maintenance and management staff to support a 292-unit residential building  
\_\_\_\_\_

6. Please describe the proposed hours and days of operation of the proposed use:

Day:  
7 days a week  
\_\_\_\_\_

Hours:  
24 hours per day  
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Typical amount and type of noise from a multifamily residential building that includes outdoor pool and amenity space.  
\_\_\_\_\_

B. How will the noise be controlled?

Building management can be contacted as well as a landscaped wall at the northern property boundary.  
\_\_\_\_\_

SUP # \_\_\_\_\_

8. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

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9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

Typical residential trash

B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

Typical of 292-unit multifamily residential building

C. How often will trash be collected?

1-2 times per week

D. How will you prevent littering on the property, streets and nearby properties?

Building management staff

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes.                       No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Typical cleaning and building maintenance supplies will be handled by building maintenance staff and will be stored on-site

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**11.** Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes.       No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Typical cleaning and building maintenance supplies will be handled by building maintenance staff and will be stored on-site

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**12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?  
Site lighting will be employed after the building is constructed.

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**ALCOHOL SALES**

**13.** A. Will the proposed use include the sale of beer, wine, or mixed drinks?

Yes       No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

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**PARKING AND ACCESS REQUIREMENTS**

14. A. How many parking spaces of each type are provided for the proposed use:

- 322 Standard spaces
- 155 Compact spaces
- 15 Handicapped accessible spaces.
- 13 surface Other.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-200A \_\_\_\_\_

Does the application meet the requirement?  
 Yes  No

B. Where is required parking located? (check one)

- on-site
- off-site

If the required parking will be located off-site, where will it be located?

**PLEASE NOTE:** Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

**Parking reduction requested; see attached supplemental form**

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? 1

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8-200 \_\_\_\_\_

Does the application meet the requirement?  
 Yes  No

B. Where are off-street loading facilities located? \_\_\_\_\_

In the building at the ground level in the enclosed loading dock located off of a private driveway

C. During what hours of the day do you expect loading/unloading operations to occur?

7 am - 7 pm

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Intermittently for resident moving and trash pick-up 1-2 times per week

**16.** Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

The street access is adequate and the Applicant will be providing improvements as part of the plan, including new streetscape and trails, internal roadways and ROW for transitway.

**SITE CHARACTERISTICS**

**17.** Will the proposed uses be located in an existing building?  Yes  No

Do you propose to construct an addition to the building?  Yes  No

How large will the addition be? \_\_\_\_\_ square feet.

**18.** What will the total area occupied by the proposed use be?

\_\_\_\_\_ sq. ft. (existing) + \_\_\_\_\_ sq. ft. (addition if any) = ~306,000 sq. ft. (total)

**19.** The proposed use is located in: *(check one)*

a stand alone building

a house located in a residential zone

a warehouse

a shopping center. Please provide name of the center: \_\_\_\_\_

an office building. Please provide name of the building: \_\_\_\_\_

other. Please describe: \_\_\_\_\_

**End of Application**

**MEMORANDUM**

DATE: OCTOBER 4, 2018

TO: CHAIRWOMAN LYMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR  
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: RESPONSE TO COMMISSIONER BROWN'S MEMORANDUM RE: DSUP#2017-0019, MONDAY PROPERTIES, 2000 N. BEAUREGARD ST

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Commissioner Brown provided a memo to staff at the October 2, 2018 Planning Commission meeting titled "*Reasons for Disapproval of Master Plan and Map Amendments for 2000 N. Beauregard*" (Attachment #1), about DSUP#2017-0019. Below is staff's response to his comments.

Commissioner Brown provided a supplemental memo on October 4, 2018, titled "*Supplemental Analysis of 2000 N. Beauregard*" (Attachment #2). Given the time frame, staff is unable to provide a written response to this second document; staff will be prepared to discuss at tonight's Planning Commission meeting.

**Staff Response to Comment 1:**

The only amendment proposed would change the permitted use from office to residential on this portion of the Adams Neighborhood. While the proposed amendment does amend the Plan to allow the conversion of 308,426 sq. ft. from office to residential, 70 percent (712,339 sq. ft.) of office is proposed to be retained in the Adams Neighborhood. This enables the intent of the Plan for the Adams Neighborhood to be predominantly commercial to be retained.

The height depicted in the Beauregard Plan for this site ranged from 45 feet to six stories. The six to seven stories of the proposed building is consistent with the intent of the Beauregard Plan of providing taller portion of the building on North Beauregard Street. The building also provides a 45' setback from the townhouses to the north, a significant landscape buffer and steps down in height from seven stories to six stories, all consistent with intent of the Beauregard Plan and Design Guidelines.

**Staff Response to Comments 2 & 6:**

The coordinated redevelopment of this neighborhood is assured by the coordinated development



district zone and CDD concept plan that is being implemented. It is rare for CDDs to be fully built out all at the same time; in other words, “piecemeal” implementation of a CDD is to be expected and it is why we have CDDs.

The intent of the Beauregard Plan is that the Adams Neighborhood be a predominantly commercial neighborhood. Even with the proposed amendment 70% of the Adams Neighborhood remains commercial.

**Staff Response to Comment 3:**

It is necessary to have a phasing plan in small area plans to show that the delivery of infrastructure and other public facilities can keep pace with private development. Since private development creates the need for the infrastructure, the point is not whether private development occurs in year 2 or year 10; the point is to show that when private development occurs, the infrastructure to support that development can be delivered at a similar pace.

No small area plan can guarantee that build out will occur at a particular pace. Nor can a plan guarantee that properties will not change owners or that economic conditions will not change. The Beauregard Plan is a sturdy planning policy framework that can continue to effectively guide redevelopment in the corridor over the long term.

In fact, recent projects, such as Goodwin House and Church of the Resurrection, have implemented the vision of the Plan. We anticipate other property owners proposing development projects that are consistent with the Plan.

Revisiting the implementation/phasing assumptions of this or any plan is to be anticipated over a plan’s lifetime.

**Staff Response to Comment 4:**

The Monday Properties proposal implements the fundamental elements recommended by the Beauregard Plan, such as the dedication of the transit way, dedication of land for the ellipse and establishing the street and trail network for the site. While the use has changed, the proposal does implement the core elements of the Beauregard Plan.

**Staff Response to Comment 5:**

Staff did not recommend a proposed amendment to the entire Beauregard Plan. Staff believes the fundamental premise of the plan - urban scale blocks, a mix of uses, density near the transit stops - continue to be best practices. Conversion of this block to residential is not, in and of itself, a fundamental change in direction from the vision set forth the Beauregard Plan.

However, there are elements, such as the developer contributions, phasing of infrastructure and other implementation measures of the Plan, that do need to be re-evaluated. This is a discussion

that we will be having with the Commission as part of our upcoming retreat.

**Staff Response to Comment 7:**

The proposed residential use is a reasonable use for a portion of the Adams Neighborhood, given the adjoining transit stops and other mix of uses in the area.

The issue of noise is one that needs to be addressed as part of the design and the DSUP conditions.

**Staff Response to Comment 8:**

Traffic studies evaluate the full buildout of an existing condition; i.e. the assumption that the existing 102,090 sf office building is fully occupied. As building ownership would be able to fully occupy the building at any time, traffic studies do not require evaluation of a partial occupation. Under that scenario, the applicant did not need to provide a traffic study, as there would be fewer peak trips associated the proposed residential building than with the existing office building. However, Condition 100 of CDD#21 required that a traffic study be completed for the first DSUP within the Adams neighborhood in order to review the need for the parallel road. The traffic study was completed in June 2018 and analyzed, among other things, the forecast of 2022 traffic conditions based on existing and future projects. The study found that build-out of the residential building, anticipated to be 2022, is “estimated to generate 52 fewer AM peak hour trips, 54 fewer PM peak hour trips, and 525 fewer average daily trips than the existing office building”.

**Staff Response to Comment 9:**

**a) Underground Parking:**

- a. In regard to underground parking, discrepancies exist between the Design Guidelines and CDD #21 about the location of underground parking. As noted, Chapter 6 of the design guidelines permits a caveat for above ground parking in the Adams Neighborhood as long as the garage is architecturally screened. Utilizing BDAC as a public forum to discuss above grade parking, the applicant team worked with BDAC to revise the screening of the above grade garage to establish a screen which was architecturally integrated with the building design and prevented vehicular noise and light from impacting adjacent townhomes.

**b) Recreational Complex:**

- a. The applicant has proposed an outdoor pool area which will be screened with a masonry wall. The northernmost wall of the pool is located approximately 126 feet south of the applicant’s property line and adjacent homes are located further north of the property line. The applicant has publicly stated at BDAC that they are in the process of exploring additional noise remediation efforts for the pool, including:

- i. The passive open space, which is to be heavily planted with trees and other vegetation is located directly north of the recreational complex and will provide a significant sound buffer;
    - ii. Noise absorbing tiles on the inside of the masonry wall;
    - iii. The use of a solid, masonry wall to block noise instead of an alternative option with open posts; and
    - iv. Planting of trees along the northern wall of the masonry fence around the pool.
  - b. Furthermore, the City's existing noise ordinance should provide adequate protection and recourse for neighbors should noise travel over the property line.
- c) **Open Space:**
  - a. Per CDD #21 Condition #37, properties within the Adams Neighborhood must maintain 15% open space on site and the overall Adams Neighborhood must provide public open space of 3.02 acres, of which 2.0 acres must be contiguous. The applicant's DSUP submission shows 22% open space on their parcel along with an open space plan for the Adams Neighborhood which shows the preservation of 15% open space and 3.02 acres of public open space.
- d) **Setback:**
  - a. Per CDD#21 Condition #100g, the Adams Neighborhood is to preserve a 45' buffer from the property line, while accommodating entrances and circulation. The applicant's proposal preserves the 45' buffer and provides screening along the property line in the form of a fence, an earthen berm, the preservation of existing trees (where possible) and the planting of new trees and plants to create a vegetative screen.
  - b. Along the northern wall of the building there are five balconies per floor of approximately 30 – 55 square feet in size. These balconies are located approximately 45' from the northern property line. Staff finds this size balcony consistent with other developments which include balconies for personal use and may support a small chair or table for resident use. Given the limited size of the balcony, staff does not expect large groups of individuals to congregate and create undue noise.
- e) **Impervious Surface:**
  - a. While the redevelopment of the parcel results in a 14% increase in impervious surfaces, the applicant will effectively treat and manage more stormwater on site than under current conditions due to the installation of a green roof, permeable pavers, and various stormwater retention vehicles. Through these upgrades to the on-site treatment infrastructure, the applicant will be meeting all federal, state, and local stormwater requirements.

**f) Loss of Trees:**

- a.** Many existing trees, planted on the various islands in the existing surface parking lot, will be removed through the redevelopment of the site. However, the applicant has provided a robust landscape plan which will provide 40% crown cover on their site. Furthermore, as agreed upon with adjacent community members, the applicant is making a concerted effort to preserve as many mature trees as possible which are located along the property line. The applicant will work closely with staff to identify additional trees which could reasonably survive construction and the installation of a new fence and new plantings. As a result, the applicant hopes to provide a mature vegetative screen along the property line by the time the building is operational by encouraging the combination of existing and new plantings.

**Staff Response to Comment 10:**

As a catalyst project, the applicant is not providing onsite units as envisioned in the CDD, however the applicant is complying with a contribution to the Beauregard implantation fund is therefore meeting the obligations associated with it. As outlined in the Plan, initial contributions fund transportation projects and later contributions will go towards affordable housing.

Additionally, on September 6, 2018 the applicant team met with AHAAC to discuss the future affordability goals of the Adams neighborhood and AHAAC ratified the applicant's proposal.

**Attachment #1:** 10/2/18 Memo: *Reasons for Disapproval of Master Plan and Map Amendments for 2000 N. Beauregard*

**Attachment #2:** 10/4/18 Memo: *Supplemental Analysis of 2000 N. Beauregard*

## Reasons for Disapproval of Master Plan and Map Amendments for 2000 N. Beauregard

1. The Beauregard Small Area Plan ("Plan") and CDD 21 specify that the use of the Property is office, hotel and retail with publicly accessible open space. That is the current use. The Project would change the use 100% to residential only, whereas the Plan/CDD calls for a maximum flexibility in use changes of 15%. The height limit in the Plan/CDD is 45' (3-4 stories) on the western part of the property, and the project will be 6 stories in that area. There are other Plan/CDD changes but these are among the most significant.
2. The Plan/CCD calls for redevelopment of the Adams area as a neighborhood wide project, but the Amendments are for piecemeal redevelopment of a single parcel. While the rest of the Adams area is unchanged in the CDD at this time, the rationale for change on this parcel could just as easily be applied to the other Adams parcels in the future.
3. The long term development phasing plan for CDD 21 placed Adams fourth of six phases, with redevelopment envisioned 15-20 years out from 2013, preceded by redevelopment of most or all of the Town Center and Garden District areas. While the phasing plan is deemed "illustrative," this radical change would suggest the better sobriquet is "illusory."
4. Staff claims the changes are in compliance with established City goals and objectives for this area. But the established City goals and objectives for this area are as expressed in the Plan/CDD. The Staff cites changes in market conditions dating to 2012, but that is the very same time the Plan was approved and a year before the CDD was approved. In other words, Staff is saying the Plan was DOA.
5. While there is now widespread recognition that development realities in the DC metropolitan area disfavor suburban office parks that are not Metro-adjacent, the proper process to deal with a significant change in market conditions is to amend the Plan and the CDD in tandem, not approve in piecemeal fashion projects that run strongly counter to the lawfully established governing documents. Staff does not mention and discuss the City's adopted Guidelines for a rezoning without a master plan study, perhaps because the modifications to the CDD being sought are regarded as not technically a "rezoning." Nevertheless, allowing this substantial modification to CDD 21 would be inconsistent with many of the Guidelines' criteria for when it is acceptable to "jump the gun" on the planning process.
6. There is no assurance with this approval that development on the remainder of the Adams site will take place in accordance with the current Plan/CDD, and that goal may prove, upon Plan/CDD reconsideration, to be one that should not be pursued. In fact, approval here could be cited as precedent for more parcel-by-parcel ad hoc development approvals in the Plan or in any of the CDD areas, including Adams.

7. There is no comprehensive planning analysis to confirm that residential use is the use that should be encouraged for this parcel. A developer's use choice of the moment is not a substitute for a coordinated and carefully considered land planning judgment by the City. Abutting neighbors concerns about noise from the swimming pool and apartment balconies are unaddressed.
8. Staff says the Wells traffic study posits an "almost 30% decrease in trip generation along one of the City's primary transportation corridors." Report at 27. This is perhaps correct as a matter of standard procedure, in that Wells used full occupancy of the existing office building for comparison. In fact, it appears that the building has for some time been far short of full occupancy. The likely real outcome is an increase in traffic, the consequences of which have not been analyzed and that is one of several unaddressed concerns of Seminary Heights residents.
9. Perhaps one might ignore all the transgressions of proper planning anticipatory to development if this were an exceptional project, but it has many less than exceptional characteristics, including:
  - (a) an above-grade parking garage around which the building is wrapped, whereas the CDD calls for underground parking everywhere in the Adams area except for Clyde's;
  - (b) a pool, gym and recreational complex across a public street with minimal buffering from abutting homeowners;
  - (c) a 40% loss of open space (from 72,000 sf to 42,500 sf), very little of which will have the public utility called for in the Plan/CDD, the design of which abutting residents remain concerned;
  - (d) a two-thirds reduction of the building setback from the single-family residences to the north (from 131 feet to 45 feet), plus about 10 feet between the existing residences and the property line, resulting in only a 55' distance between vastly different building heights, and precipitating abutting residents' concerns about noise from close-by apartment balconies;
  - (e) a 14% increase in impervious surface (from 2.73 to 3.12 acres) despite the major reduction in surface parking; and
  - (f) a tree loss of over 95%--345 of the 360 trees over 4" in diameter that surround the office building on all sides, including 24 that are 20" or more in diameter.

10. Staff recounts some discussion and negotiation leading to the conclusion that this ad hoc one-parcel development project should be deemed a “catalyst” project exempt from an affordable housing contribution, as well as buy-down provisions in the Plan/CDD. This would make a lot more sense if the project were indeed a catalyst to implementation of the Plan/CDD, but, at least for the Adams area, it is a catalyst for disregarding the Plan. Staff refers to Monday Properties’ pledge that “if future redevelopment (of the Adams neighborhood) includes conversion of planned office use to residential use, then the conditions requiring affordable housing will apply.” Staff Report at 25. That “pledge” is meaningless on project approval, as a second office-to-residential conversion in the Adams area would not be a candidate for “catalyst” designation in any event. The lack of any affordable housing benefit here is just another in a long list of reasons (No. 9 above) this project lacks any exceptional characteristic to justify its many conflicts with the Plan/CDD.

**CONCLUSION:** The developer, Monday Properties, bought this land in June 2017, perhaps in anticipation that the City would welcome its proposal for change in the Plan/CDD. But whatever its reasons and whatever it paid, major inconsistency with governing plan documents is not an expectation we should strain to encourage or honor. The current Adams office buildings, built in the 1970’s and 80’s, were surely fully tax depreciated before Monday’s purchase last year, and we should have no concern about the developer’s economics and goals that are inconsistent with the established limitations on development. If we expect developers to take seriously the existing planning and zoning governing documents in contracting for or acquiring land and proposing projects, this project should not be approved at this time. The conflicts are so extensive that every plan and zone would then be vulnerable to change to accommodate developer wishes.

So how did we get here and where do we go from here? Attachment 7 to the Staff report is a June 2017 Report from an Urban Land Institute consultant panel drawn from the Metro area. I regret that the Commission has not had it on a prior agenda for discussion. It cogently analyses the regionally grounded economic and social challenges facing West End redevelopment, with primary focus on the Beauregard SAP. It strongly recommends additional planning efforts, and stresses the importance that we in the City recognize the fundamental differences between the somewhat suburban West End and the urban East End of the City. As to specifics here, it suggests that conversion of office uses to residential may not always be the best solution to the continuing West End office vacancy problem, and expressly mentions the offices in the Adams area as candidates for medical offices, given the proximity of INOVA. The Institute’s analysis and recommendations, made at the behest of the City, are certainly not the last word, but they merit serious consideration, likely leading to amendment of the Plan and the CDD, even though they are far newer than many SAP’s and CDD’s dealing with City areas not in economic transition. The Report reinforces the philosophy that I subscribe to: major new development at odds with the current governing documents should follow, not precede, amendment of those documents.

## Supplemental Analysis of 2000 N. Beauregard Project.

1. **Correction.** In my prior memo, I stated that 345 of 360 trees were slated for removal, or over 95%. This was slightly in error. The correct numbers are 345 of 366, for a removal rate of just under 95%.
2. **Underlying OC Zone.** The major omission from my prior memo is the fact that in CDD 21, it is specified that a property owner in the Adams area may proceed to develop under OC zone standards rather than via the CDD special use permit approval process. In the OC zone, multifamily dwellings are a permitted use, and it has been reported to me that Monday Properties initially proposed to the staff that it would proceed on the basis of OC zoning. Had it followed through on this, site plan review and approval would have been required under 11-403, and such approval would be contingent on a finding under 11-410(B) that the plan is “in reasonable conformity with the master plan of the city.” For reasons previously expressed, such a finding would be problematic. Despite the fact that multifamily dwellings are a permitted OC zone use, multifamily dwelling use would not be “in reasonable conformity with” the uses specified for properties in the Adams area of the Beauregard SAP. Thus, potential development under the OC zoning would lead to the same impediment to development approval as the proposed CDD development.
3. **Comparison of OC and CDD Development.** If staff was shown an initial OC development proposal by Monday Properties, it is not mentioned in the staff report, which also does not discuss staff’s role, if any, in the switch to CDD development. In any case, a staff-developed comparison of the two development scenarios would have been helpful, particularly in evaluation of the traditional staff report listing of the public benefits of project approval. Some guesswork is involved in attempting to construct that comparison, but this is what seems apparent:
  - (a) **FAR.** Under the OC zone, the parcel’s 152,208 sq. ft. would be developed at a maximum FAR of 1.25, for a gross floor area of 190,260. The current gross floor area, inclusive of the garage is 495,602 sq ft, and 308,982 sq ft excluding the garage.
  - (b) **Number of units.** The multifamily use in the OC zone is limited to a maximum of 54.45 units per acre, so the maximum here would be 3.52 acres x 54.45 = 190 units, whereas 292 are being proposed under the CDD-based plan. The OC count does not include units (and associated FAR and height increase) added due to bonus density for affordable housing, which is excluded in the comparison because the CDD-based project provides neither affordable housing units nor an affordable housing contribution.



- (c) **Open Space.** The requirement in the OC zone is for 40% open space, either on the ground or on the roof. 4-806(A)(2)(b). This translates to  $152,208 \times .4 = 60,883$  sq ft. Under the CDD plan, 27% open space is proposed or 41,200 sq. ft.
- (d) **Building Height.** The height limit in the OC zone is 50 feet. 4-806 (C). A 50-foot height limit translates to four stories. In the CDD-based plan, the height varies somewhat, but the building is either six or seven stories, depending on location (apart from the height embellishment along Beauregard), and the height is at least 66 feet.
- (e) **Setbacks.** The important setback requirement is the rear yard setback, in that the property backs up to Seminary Heights single-family dwellings, the closest of which are 10 feet from the property line. In the OC zone, a 50-foot high building would have to be set back on a 1:1 ratio, or 50 feet from the property line. In the CDD-based plan, the setback is 45 feet to a building whose height along the rear is at least 66 feet, for a setback ratio of about 1:0.68.
- (f) **Parking.** Under the new residential parking standards, the amount of required parking (minimum and maximum) cannot be calculated until there is a bedroom count, which fluctuates according to developer choice of the mix of studio, one, two and more bedroom units. In any event, to maintain consistency with the Beauregard SAP, the parking would have to be all or mostly underground. In the CDD-based plan, the parking is to be all above ground in a parking structure that adds measurably to the bulk of the building.

**CONCLUSION:** The above exercise suggests that, apart from master plan conformity problems, OC development, in comparison to the CDD-based plan under review, would produce a lower-scale, less dense, more compatible and more open space project, possibly with affordable housing units. It would be a less stark transition from the property to the adjacent single-family residences. This conclusion is provisional, as staff made no attempt to justify the CDD project as in any way superior to the OC version, and the comparison is in any event not a reason to disapprove the CDD plan. It provides certain benefits not available under OC development, including dedication of West End Transitway right-of-way. I believe, however, that the comparison reinforces my view that, regardless of the methodology—OC or CDD-based—of development of this property as multifamily residences should follow, not precede, master plan amendment.

TO: Alexandria City Planning Commission

CC: Mayor Allison Silberberg  
City Council Members  
Beauregard Design Advisory Committee Members  
Mark Jinks, City Manager  
Maya Contreras, Principal Planner

DATE: October 1, 2018

SUBJECT: Proposed Design Impacts to Abutting Neighbors: 2000 N. Beauregard Property

This letter continues to document abutting residents' concerns, including those expressed at the last BDAC meeting on Monday, July 29, 2018.

**1. Accurate Depiction of the Location of Abutting Homes**

To date, there has not been a presentation from Monday Properties that accurately depicts the location of the abutting townhomes. At the last BDAC meeting, slide #2 continued to show abutting townhouse being further back from the property line, when they are, in fact, only about 10 feet from the property line. The corner patio of the closest townhome will be 45 feet from the edge of the proposed building.

The depictions of the specific abutting townhouse must be updated to reflect real distances and locations, prior to the Planning Commission's review.

**2. Lack of Specific Details for the Open Space**

We do not believe the BDAC, the City, or Monday Properties have addressed our significant concerns about the intent and design of the open space – referenced by Monday as “amenity space.” Per the last BDAC meeting, we understand that the open space proposal was moving forward to the Planning Commission without further illumination as to its design, intent, and impact on abutters.

Abutters strongly prefer as space that is a garden or otherwise filled with greenery, to provide a buffer between our homes and the expected significant increase in noise and traffic immediately behind our homes. We strongly reject an amenity space intended or designed as a gathering place. This has been our consistent, explicit request throughout our residential communities' engagement on this area's redesign since 2013.

**3. Concerns about Noise from the Proposed Pool**

We understand the need for a symmetrical and appropriate to-scale design of the pool house at the entrance way to 2000 N. Beauregard. We remain disappointed that serious efforts to block pool noise impacts to the existing neighbors (such as by moving the pool house between the Seminary Heights abutting townhomes and the pool), have not been seriously considered.

We appreciate Monday Properties exploring sound absorbing materials to install inside the pool wall to help block noise. The proposed tree line along the sidewalk north of the parallel road by the pool, and additional trees and plantings in the open space, also may help reduce sound/sight intrusions. We reiterate our request for a pool wall height higher the standard 6' height. We maintain a higher wall, in scale to the design of the pool house, could appreciably reduce the impact the noise impact on abutting residential neighbors.

We will continue to monitor to ensure these noise dampening methods are incorporated into the final design and implemented.

**4. Concerns about the Expected Noise from Balconies**

We continue to be concerned with the expected noise from residents on balconies facing the Seminary Heights abutters. The northwest corner of 2000 N. Beauregard is 45 feet from the abutting end unit townhome on Centennial Court. We are concerned about how voices will carry, based on existing experiences with pedestrian traffic, especially since our bedroom windows face the parallel road and the proposed west-side balconies. We strongly encourage consideration of offering apartments at this location that do not include balconies to mitigate our very real concern.

Finally, we remain concerned about the overall negative impact of the new nearly-300 unit building on our lifestyles, property values, and neighborhood parking.

We appreciate the Commission's attention to our concerns as you consider the proposed development at 2000 N. Beauregard in Alexandria.

Sincerely,

Agata Guardo	2655 Centennial Court
Maren Brooks	2653 Centennial Court
Rebecca Hierholzer Antoinette Foerster	2649 Centennial Court
Nichole Brockhoff	2647 Centennial Court
Jessica Wagner	2645 Centennial Court
Diane Ordes	2643 Centennial Court
Sharon Dennis	2641 Centennial Court

## Comment on Docket Item 9, Item switched from Oct 2 to Oct 4

Dan & Mary <d-mt-dose@comcast.net>

Thu 10/4/2018 2:38 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: d-mt-dose@comcast.net <d-mt-dose@comcast.net>;

Members of the Planning Commission:

We have lived in the Seminary West area for over 30 years and have seen tremendous growth and increased density in our area, The Mark Center Area on the west side of Beauregard St, has an unusually beautiful stretch of mostly well-built, good architectural, mid-century low-rise office buildings in a park-like setting with many trees and with a pond. This not a location for a high-rise building with a pool, and parking garage and increased traffic in an area where there is a major crossroad with Seminary Road. Other adjacent properties on the other side of Seminary are zoned for future development. It is getting to the point that our quality of life suffers greatly in our neighborhoods and townhouse developments.

We have been active in the Seminary West Civic Association for over 30 years, and have had expectations that the Planning Commission' mission is to make decisions on development which support the quality of life for our citizens here, and for the future of the younger generation of families who have young children growing up in this West End area. Please rein in the Developers!

Dan Dose' has been past president of the Seminary West Association, and has participated in Beauregard Small Area Plan development since its inception. What was envisioned then and what is happening now is unwise, particularly, at 2000 N. Beauregard St. with proposed Adam development there.

We live on Rayburn Ave. near Beauregard St., a block from where the ill-conceived Ferdinand T. Day School is located on a corner of Beauregard St. and Rayburn Ave., formerly an office building with no land, on a side road, and a parking lot for recess - definitely not healthy for young children with air pollution and questionable sunlight. It's more like a retention center than a children's school. John Adams School is to our rear, and we daily contend with the traffic from this school. Drivers from the school travel down our inner drive in front of our Townhouses and make U-turns to return from Rayburn Ave. to Beauregard St - too many cars! We feel that the location of Ferdinand T. Day was a great mistake, and should not have been allowed. More congestion!

As you know, St. James Methodist church has been demolished with two new buildings in place with dedicated affordable housing included. The same holds true for the proposed The Church of the Resurrection demolition which also has a proposed serious parking shortfall. The Adams proposed project will need ample parking for 292 units - there is no room in the surrounding neighborhood, and it has building heights that are uncharacteristic on that side of Beauregard St.. Also, has anybody thought about the increased demands on city services such as more school overcrowding and the overall area plan future density. It does not fit in!

The \$1,000,000 contribution for affordable housing seems questionable - we are unable to find any reference to dedicated units in the development for subsidized housing (School Teacher, Police, and Firemen) - the actual cost issue of this loss is passed to the city and the city staff is strangely silent.

Finally, this Adams project should not be approved. Many hours of citizen input to the planning process have been expended and to amend the recent plans now is foolish - Increased call for amendments in the future?  
Thank You.

Dan and Mary Dose'  
5673 Rayburn Ave.  
Alexandria, VA 22311  
703-845-0510

P.S. Dan was scheduled to speak Oct 2 and will not be able to attend tonight  
This letter is sent instead.





# MONDAY

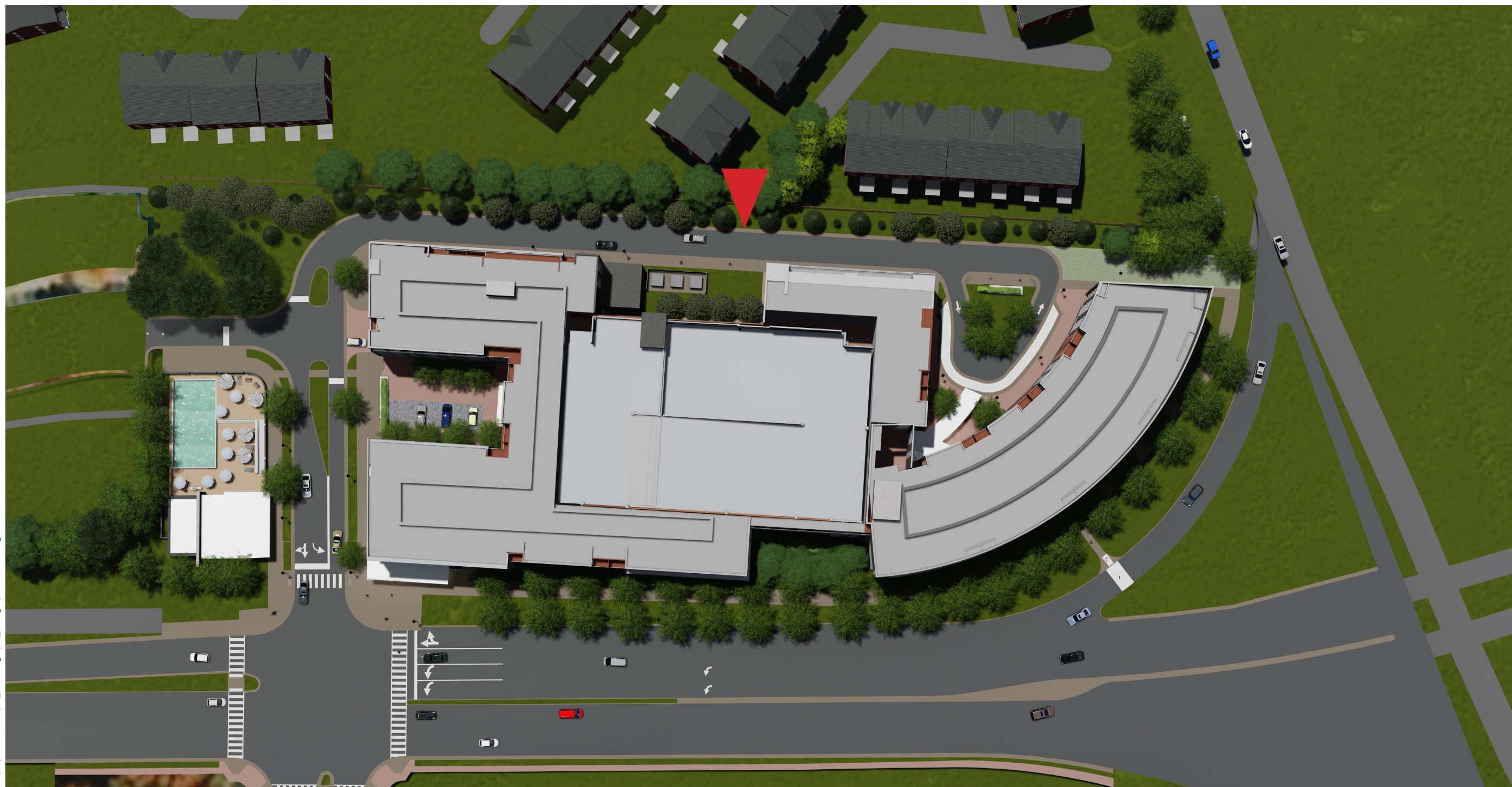
## PROPERTIES

**2000 NORTH BEAUREGARD, ALEXANDRIA, VIRGINIA**

**DSUP2017-0019 Applicant Slides:**

● **October 2<sup>nd</sup>**





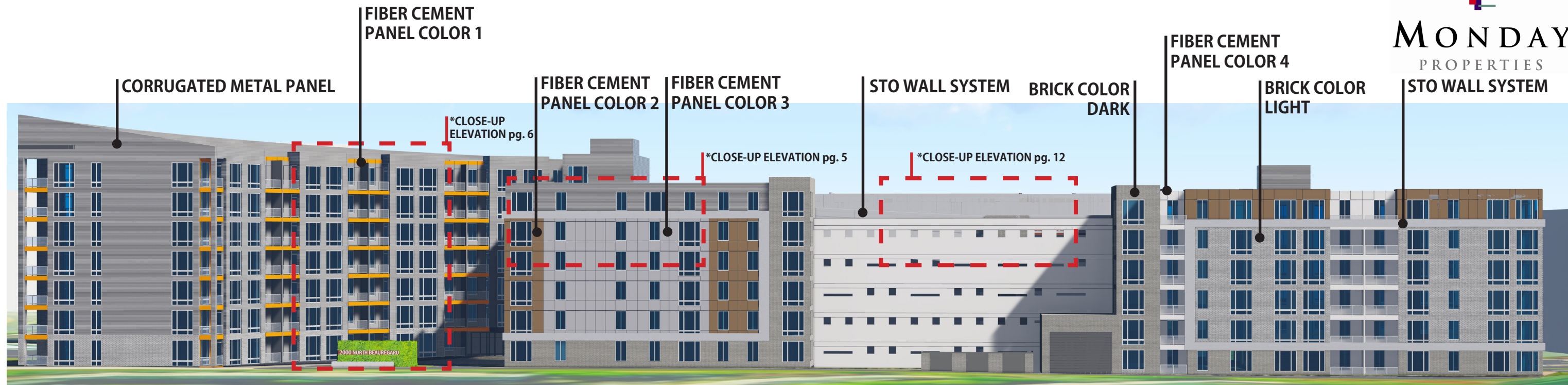
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# NORTH ELEVATION

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**PROPOSED NORTH ELEVATION**



**PREVIOUS NORTH ELEVATION**



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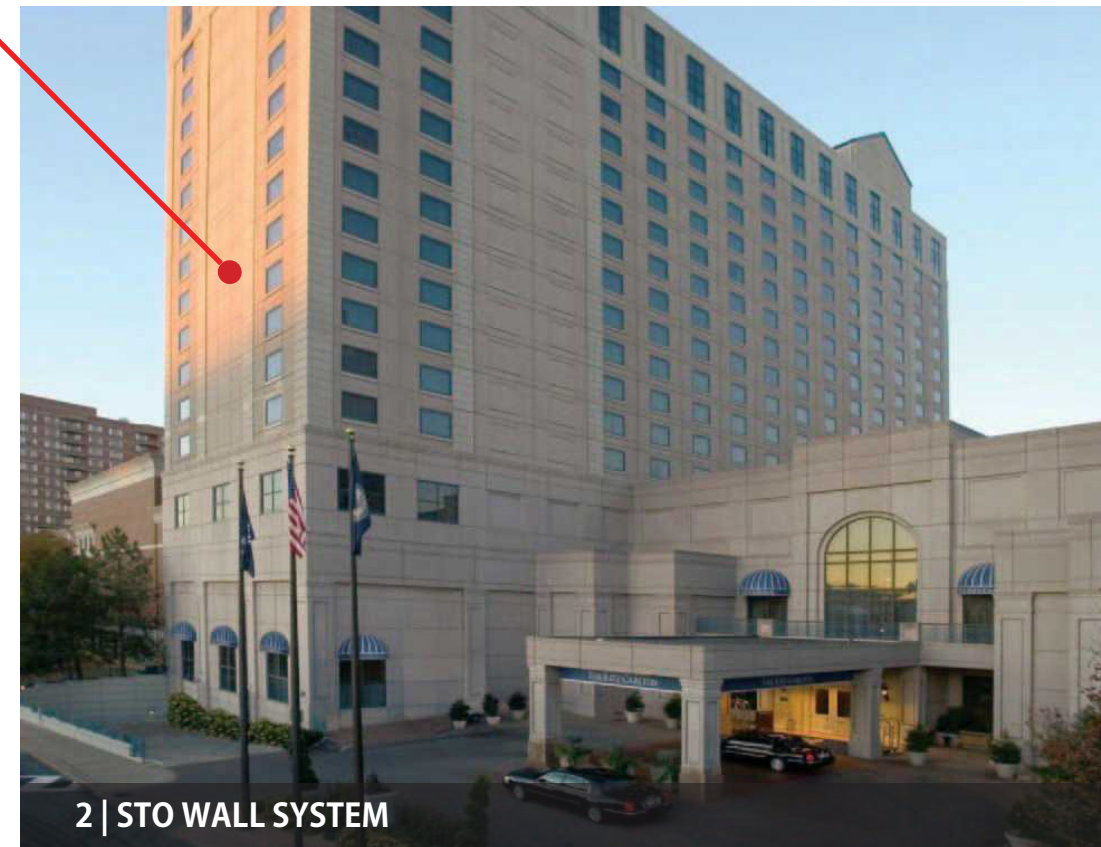
ELEVATION CLOSE-UP



3 | CORRUGATED METAL PANEL SYSTEM  
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1 | FIBER CEMENT PANEL SYSTEM  
Halstead Square Dunn Loring Metro, 2729 Merrilee Dr, Fairfax, VA



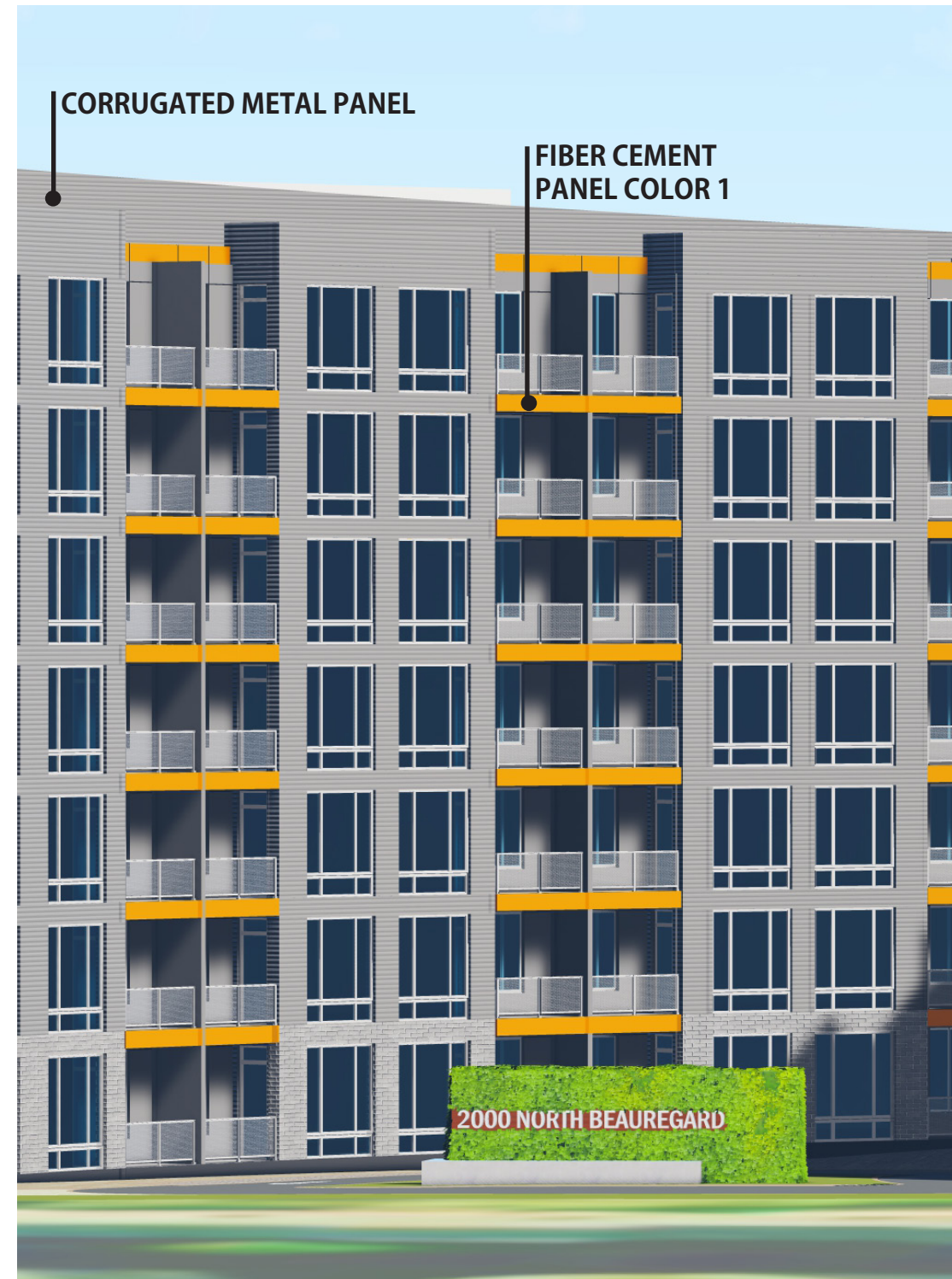
2 | STO WALL SYSTEM  
Ritz Carlton Hotel, Arlington, VA

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PREVIOUS NORTH ELEVATION



PROPOSED NORTH ELEVATION



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FIBER CEMENT  
PANEL COLOR 1

CORRUGATED METAL PANEL

FIBER CEMENT  
PANEL COLOR 2

STO WALL SYSTEM

BRICK COLOR  
DARK



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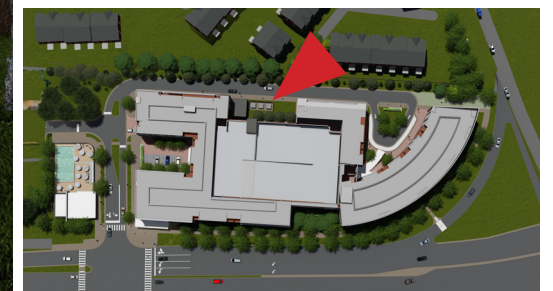
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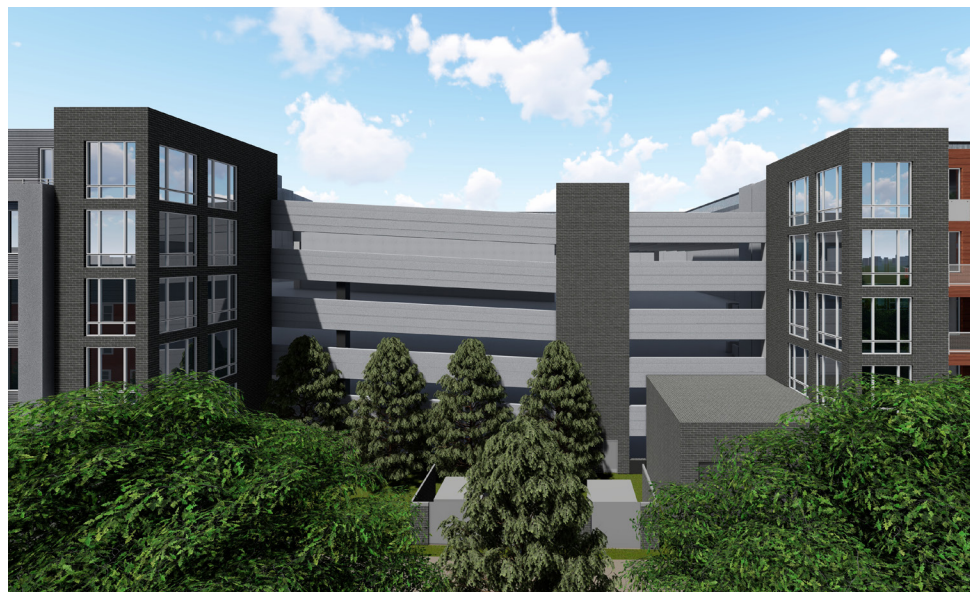




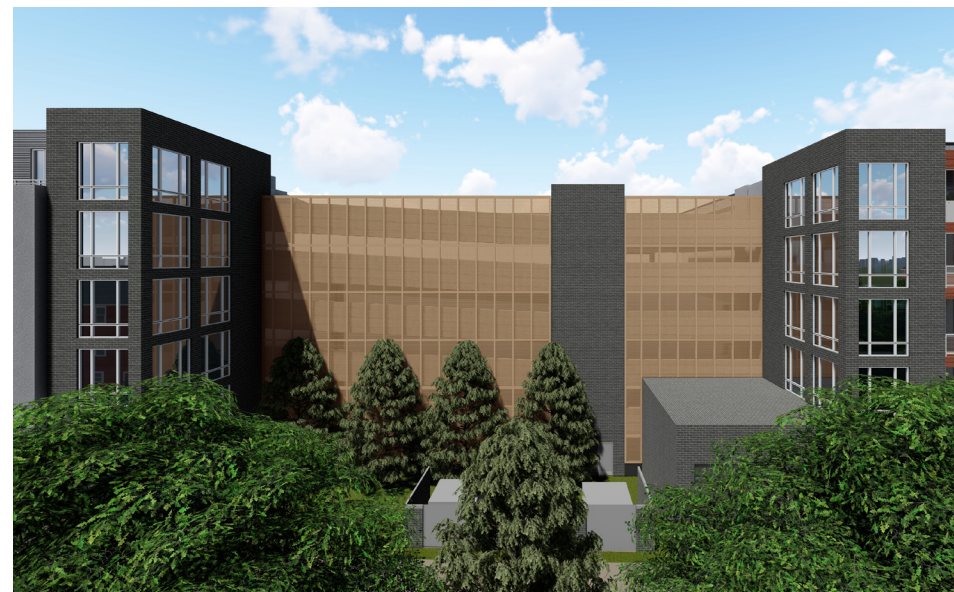


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**OPEN GARAGE DESIGN**  
BDAC MEETING FEBRUARY 22ND 2018



**PERFORATED SCREEN DESIGN**  
BDAC MEETING JUNE 25TH 2018



**CLOSED PANEL DESIGN**  
BDAC MEETING JULY 23RD 2018



**OPEN GARAGE DESIGN PRECEDENT**



**PERFORATED SCREEN DESIGN PRECEDENT**



**CLOSED PANEL DESIGN PRECEDENT**

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# WEST ELEVATION

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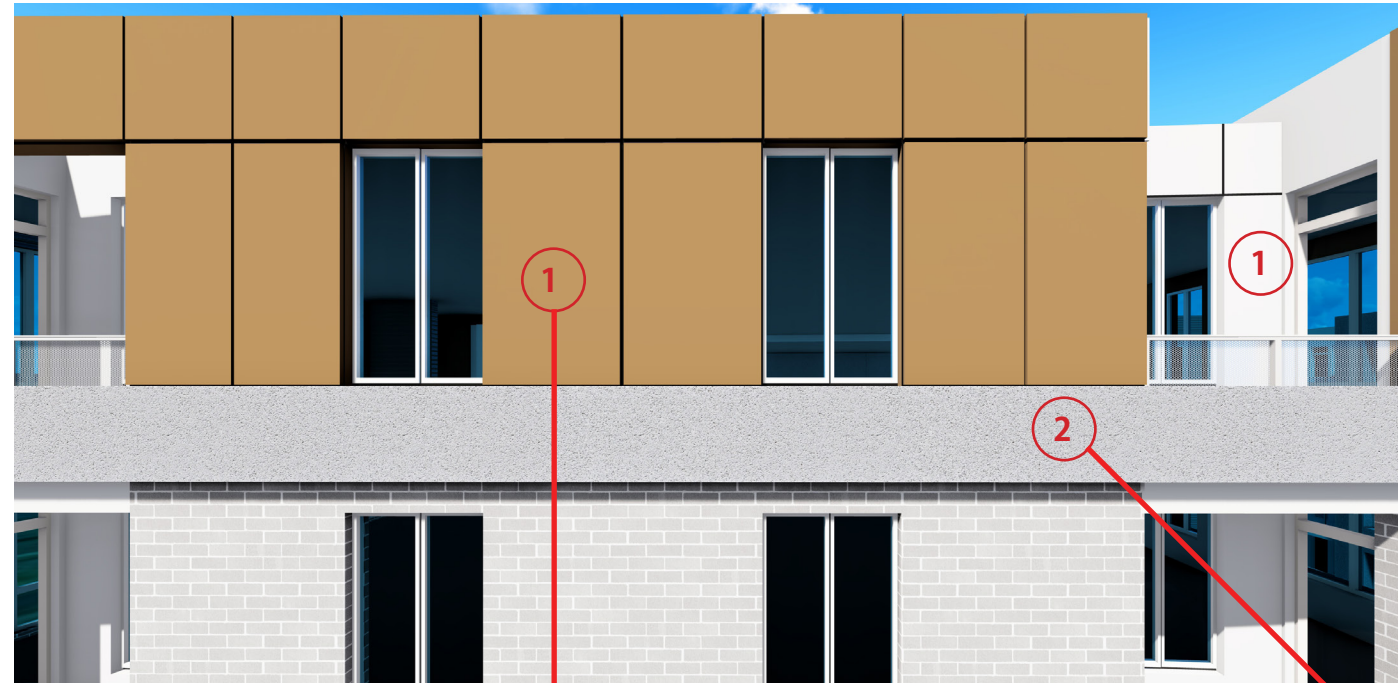


PREVIOUS WEST ELEVATION



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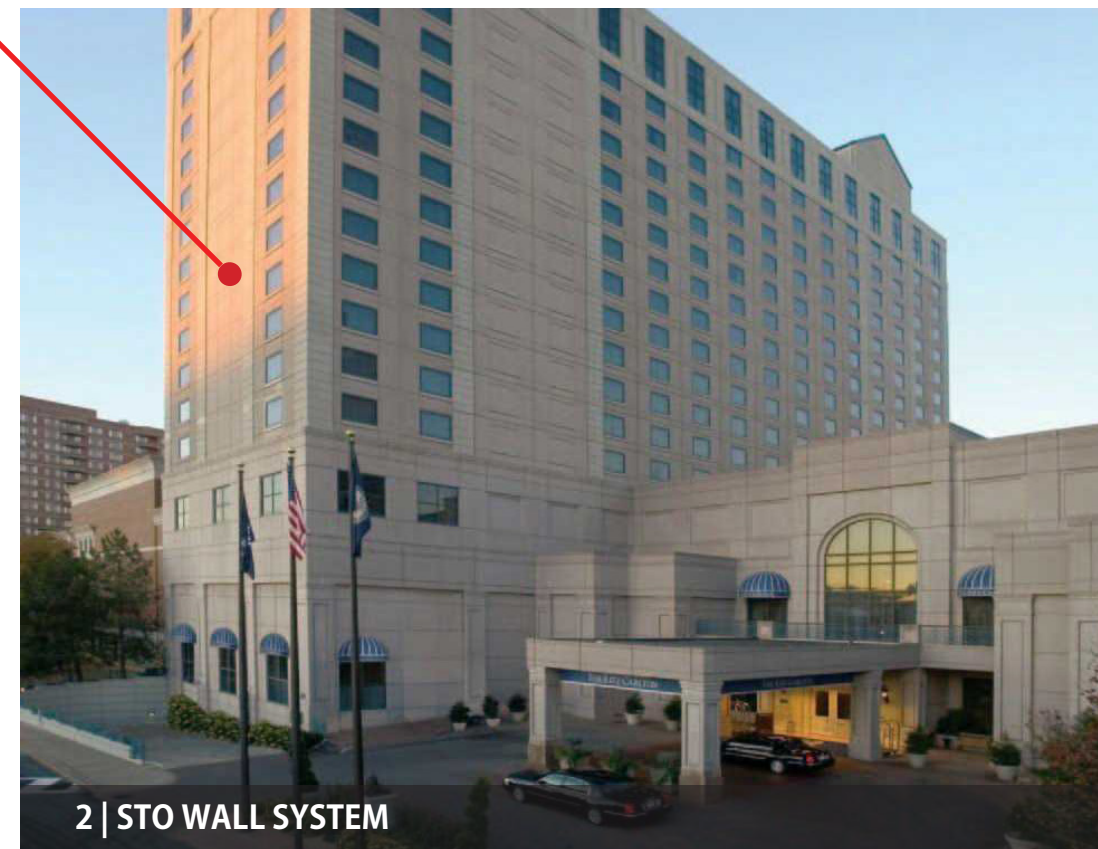
ELEVATION CLOSE-UP



3 | CORRUGATED METAL PANEL SYSTEM  
BEST BUY, 4500 Wisconsin NE, Washington DC



1 | FIBER CEMENT PANEL SYSTEM  
Halstead Square Dunn Loring Metro, 2729 Merrilee Dr, Fairfax, VA



2 | STO WALL SYSTEM  
Ritz Carlton Hotel, Arlington, VA

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FIBER CEMENT  
PANEL COLOR 4

CORRUGATED METAL PANEL

FIBER CEMENT  
PANEL COLOR 3



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# SOUTH ELEVATION

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**PROPOSED SOUTH ELEVATION**

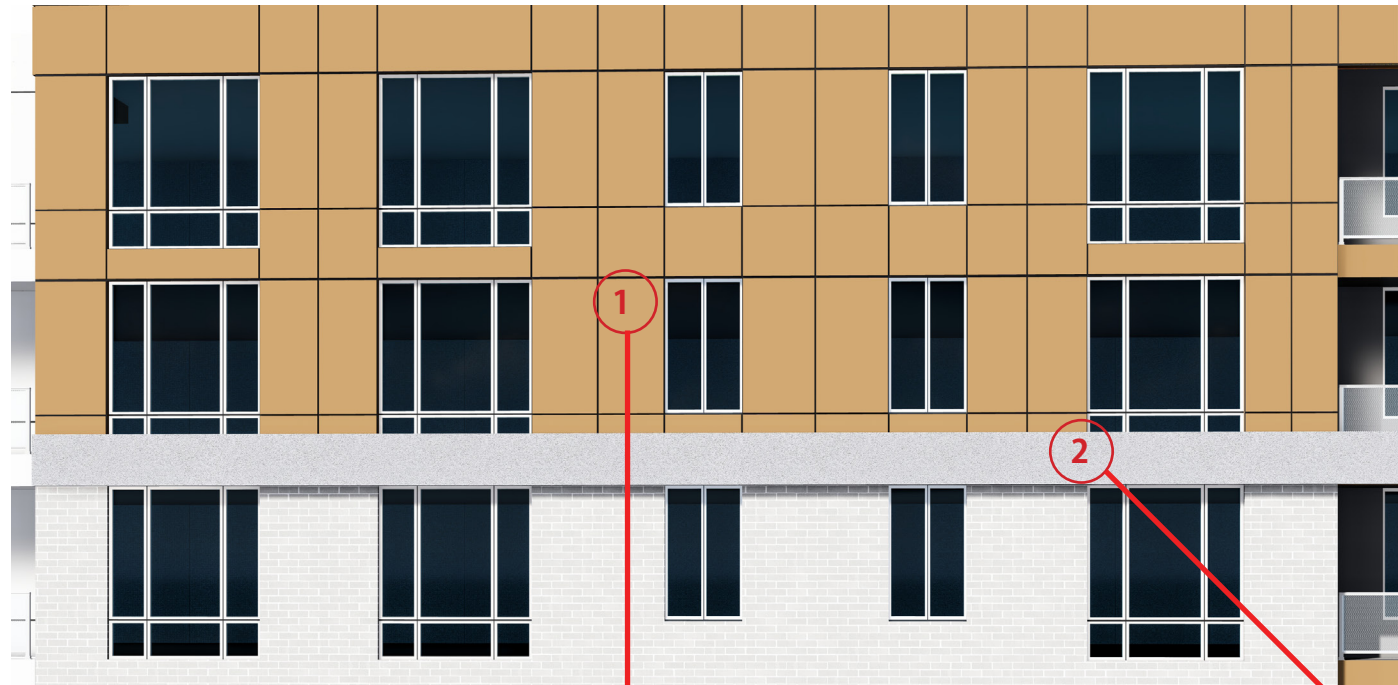


**PREVIOUS SOUTH ELEVATION**



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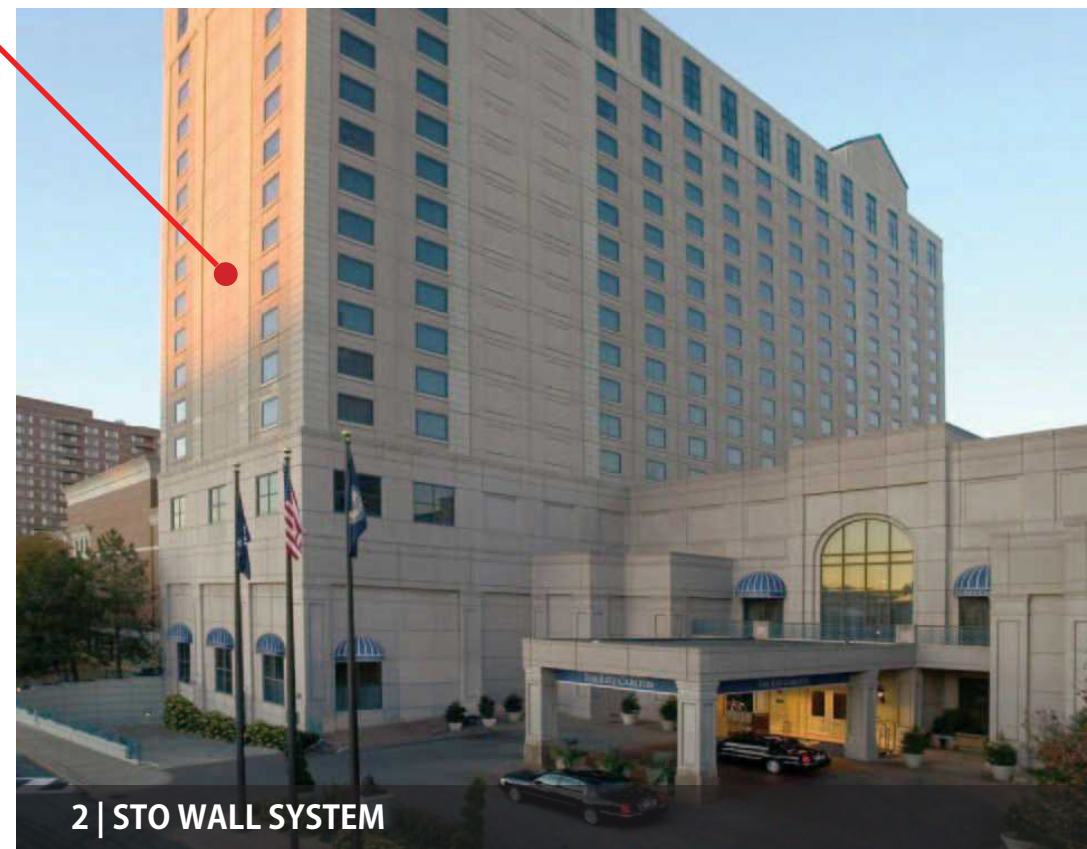
ELEVATION CLOSE-UP



3 | CORRUGATED METAL PANEL SYSTEM  
BEST BUY, 4500 Wisconsin NE, Washington DC



1 | FIBER CEMENT PANEL SYSTEM  
Halstead Square Dunn Loring Metro, 2729 Merrilee Dr, Fairfax, VA



2 | STO WALL SYSTEM  
Ritz Carlton Hotel, Arlington, VA

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FIBER CEMENT  
PANEL COLOR 1

METAL CANOPY

METAL CANOPY

BRICK COLOR  
LIGHT



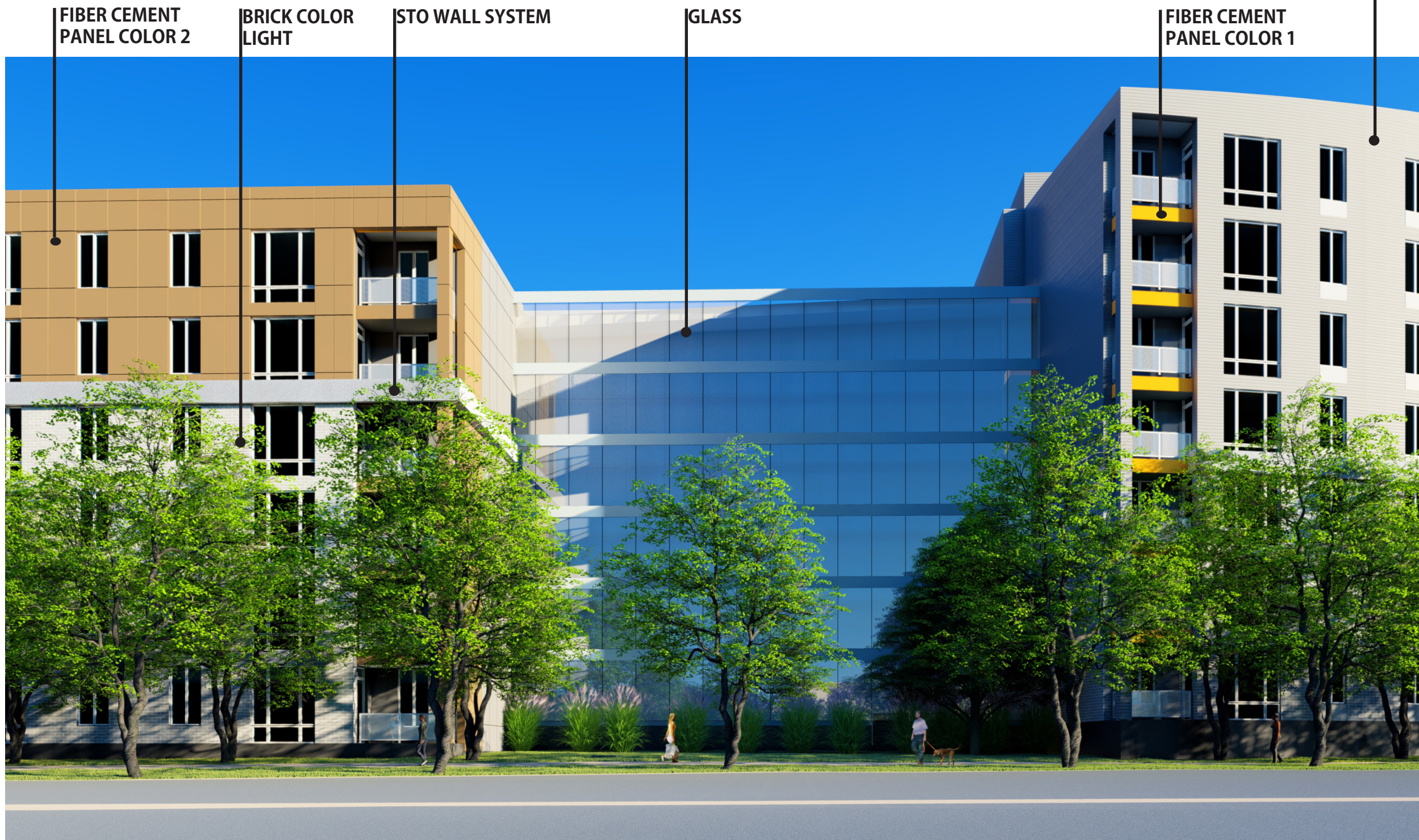
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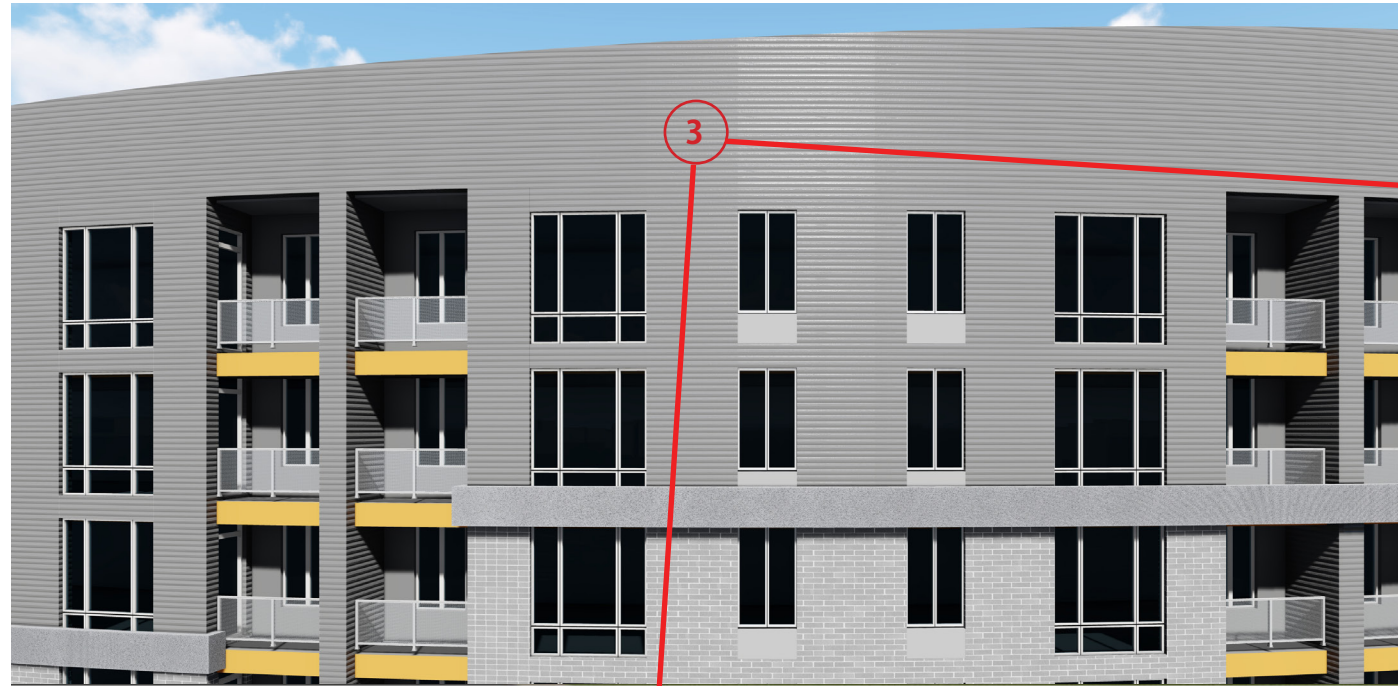




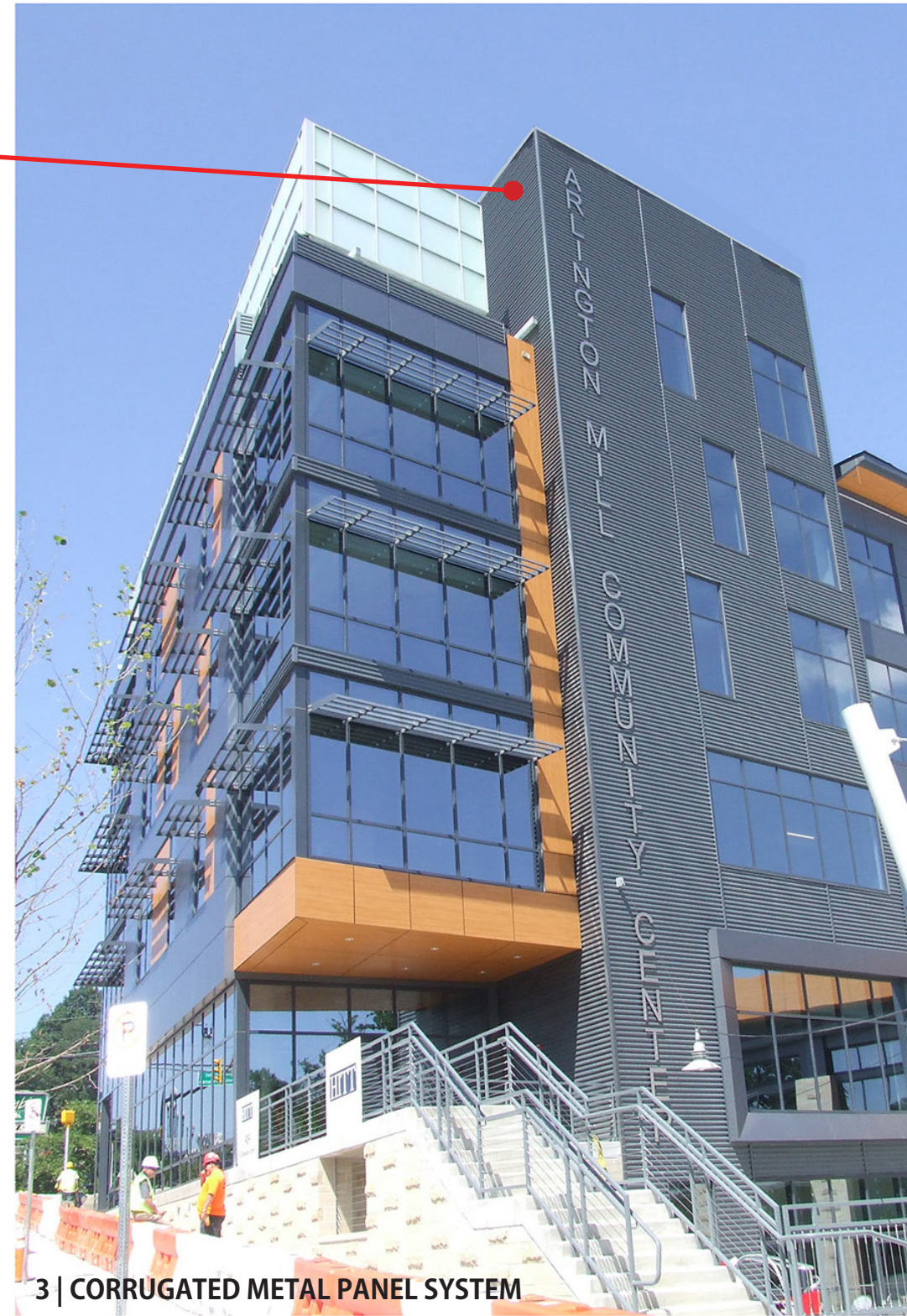
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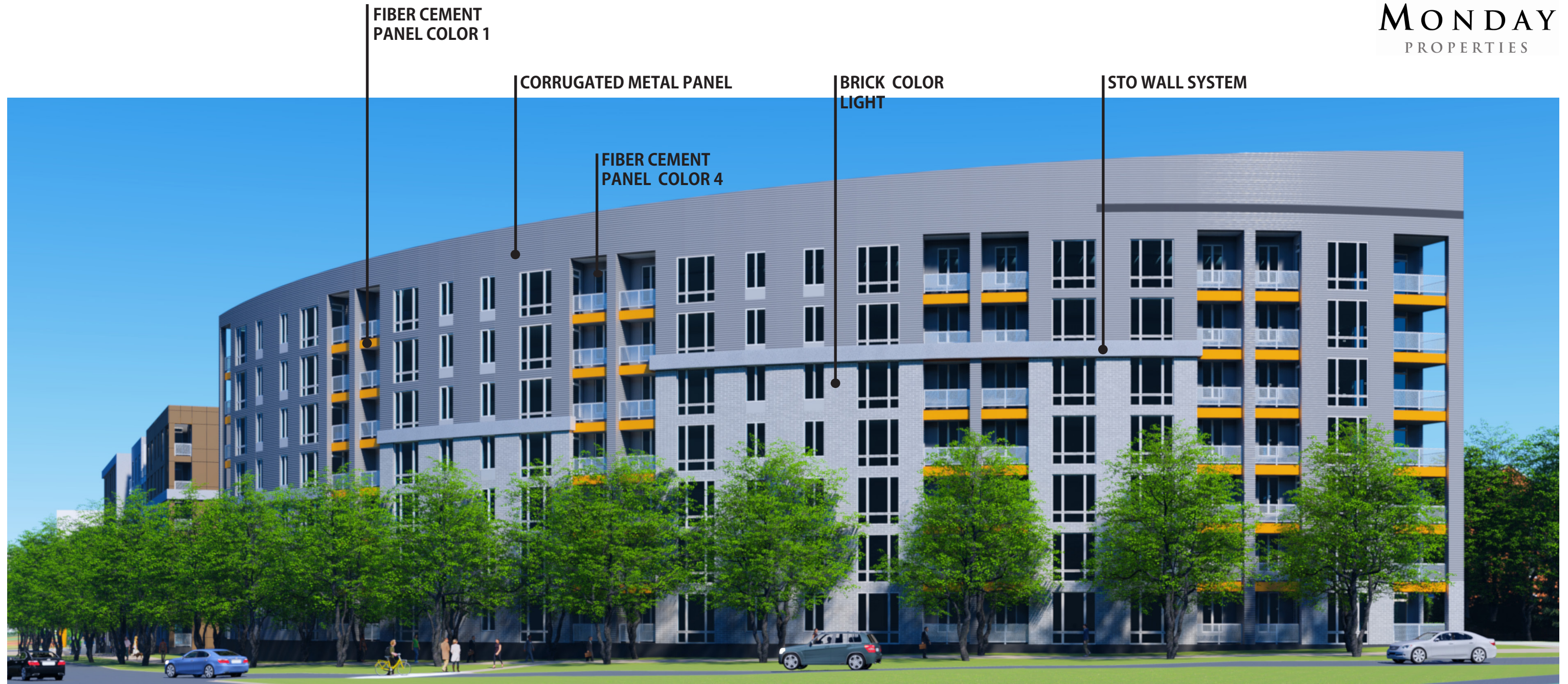
**BEST BUY , 4500 Wisconsin NE, Washington DC**



**ARLINGTON MILL COMMUNITY CENTER,  
909 Dinwiddie Street, Arlington**

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CORRUGATED METAL PANEL

FIBER CEMENT  
PANEL COLOR 1



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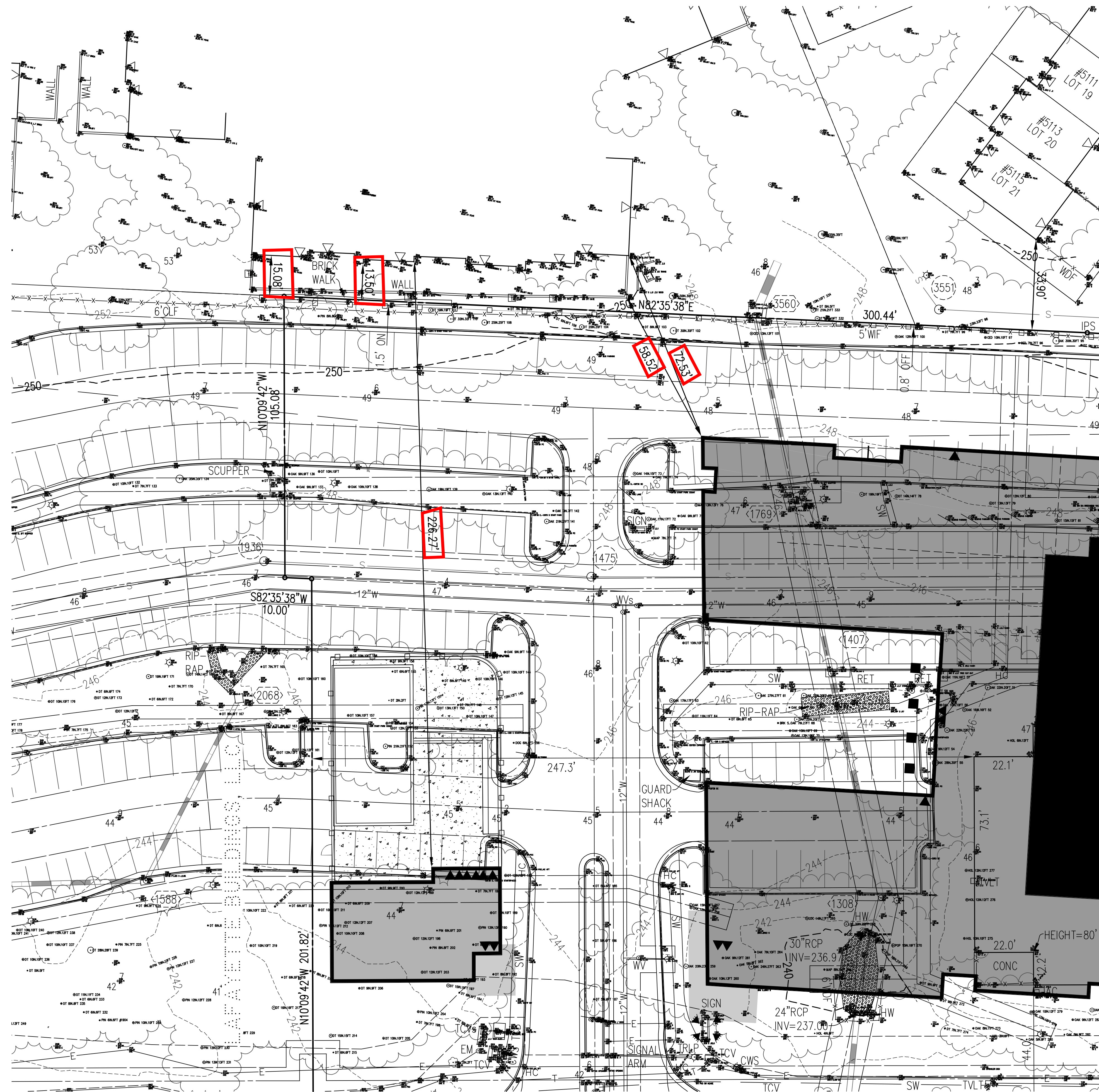


*Thank You*

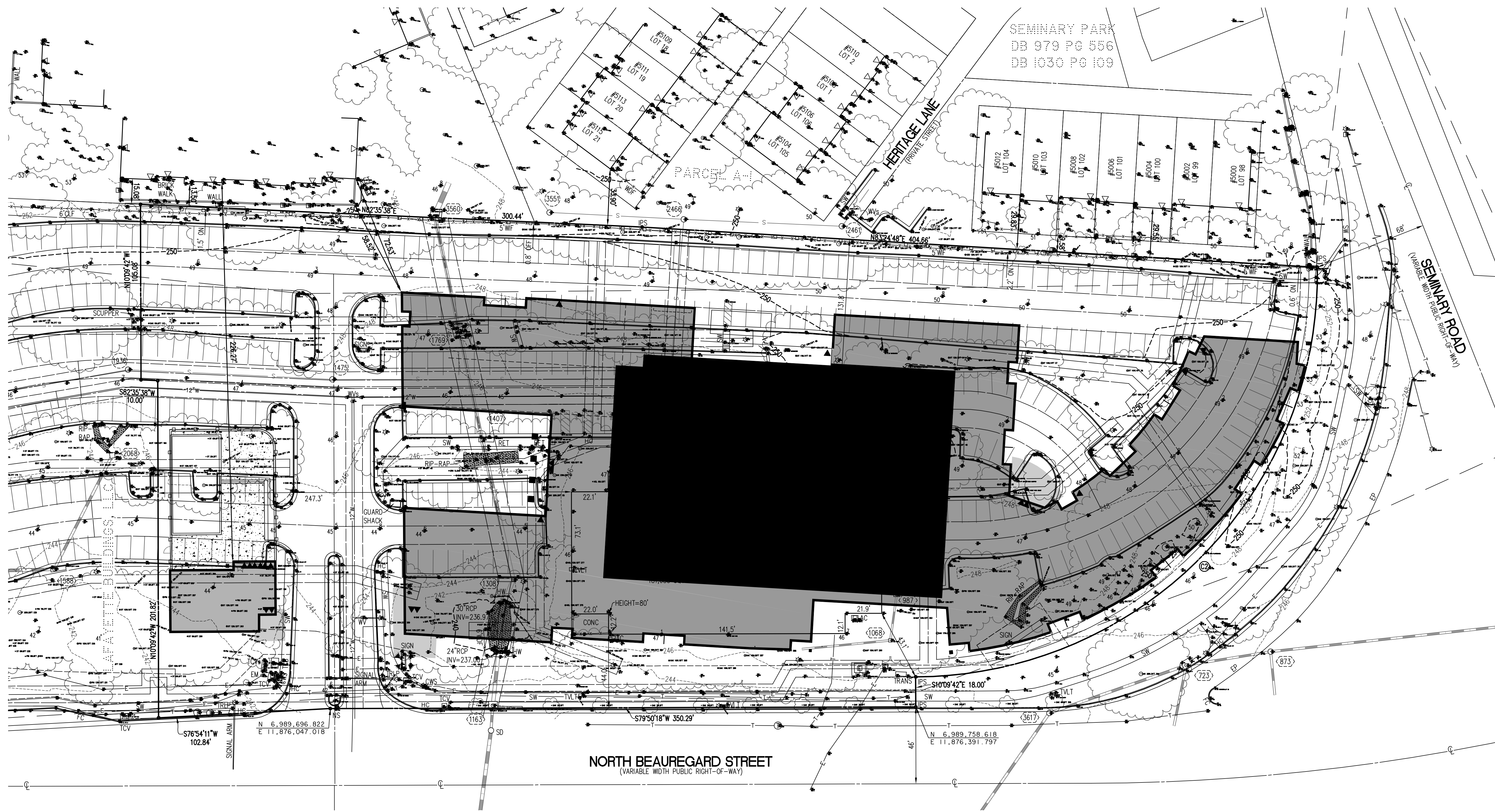


**SITE VISIT WITH NEIGHBORS | THURSDAY JUNE 21, 2018**











## Reasons for Disapproval of Master Plan and Map Amendments for 2000 N. Beauregard

1. The Beauregard Small Area Plan (“Plan”) and CDD 21 specify that the use of the Property is office, hotel and retail with publicly accessible open space. That is the current use. The Project would change the use 100% to residential only, whereas the Plan/CDD calls for a maximum flexibility in use changes of 15%. The height limit in the Plan/CDD is 45’ (3-4 stories) on the western part of the property, and the project will be 6 stories in that area. There are other Plan/CDD changes but these are among the most significant.
2. The Plan/CCD calls for redevelopment of the Adams area as a neighborhood wide project, but the Amendments are for piecemeal redevelopment of a single parcel. While the rest of the Adams area is unchanged in the CDD at this time, the rationale for change on this parcel could just as easily be applied to the other Adams parcels in the future.
3. The long term development phasing plan for CDD 21 placed Adams fourth of six phases, with redevelopment envisioned 15-20 years out from 2013, preceded by redevelopment of most or all of the Town Center and Garden District areas. While the phasing plan is deemed “illustrative,” this radical change would suggest the better sobriquet is “illusory.”
4. Staff claims the changes are in compliance with established City goals and objectives for this area. But the established City goals and objectives for this area are as expressed in the Plan/CDD. The Staff cites changes in market conditions dating to 2012, but that is the very same time the Plan was approved and a year before the CDD was approved. In other words, Staff is saying the Plan was DOA.
5. While there is now widespread recognition that development realities in the DC metropolitan area disfavor suburban office parks that are not Metro-adjacent, the proper process to deal with a significant change in market conditions is to amend the Plan and the CDD in tandem, not approve in piecemeal fashion projects that run strongly counter to the lawfully established governing documents. Staff does not mention and discuss the City’s adopted Guidelines for a rezoning without a master plan study, perhaps because the modifications to the CDD being sought are regarded as not technically a “rezoning.” Nevertheless, allowing this substantial modification to CDD 21 would be inconsistent with many of the Guidelines’ criteria for when it is acceptable to “jump the gun” on the planning process.
6. There is no assurance with this approval that development on the remainder of the Adams site will take place in accordance with the current Plan/CDD, and that goal may prove, upon Plan/CDD reconsideration, to be one that should not be pursued. In fact, approval here could be cited as precedent for more parcel-by-parcel ad hoc development approvals in the Plan or in any of the CDD areas, including Adams.

7. There is no comprehensive planning analysis to confirm that residential use is the use that should be encouraged for this parcel. A developer's use choice of the moment is not a substitute for a coordinated and carefully considered land planning judgment by the City. Abutting neighbors concerns about noise from the swimming pool and apartment balconies are unaddressed.
  
8. Staff says the Wells traffic study posits an "almost 30% decrease in trip generation along one of the City's primary transportation corridors." Report at 27. This is perhaps correct as a matter of standard procedure, in that Wells used full occupancy of the existing office building for comparison. In fact, it appears that the building has for some time been far short of full occupancy. The likely real outcome is an increase in traffic, the consequences of which have not been analyzed and that is one of several unaddressed concerns of Seminary Heights residents.
  
9. Perhaps one might ignore all the transgressions of proper planning anticipatory to development if this were an exceptional project, but it has many less than exceptional characteristics, including:
  - (a) an above-grade parking garage around which the building is wrapped, whereas the CDD calls for underground parking everywhere in the Adams area except for Clyde's;
  - (b) a pool, gym and recreational complex across a public street with minimal buffering from abutting homeowners;
  - (c) a 40% loss of open space (from 72,000 sf to 42,500 sf), very little of which will have the public utility called for in the Plan/CDD, the design of which abutting residents remain concerned;
  - (d) a two-thirds reduction of the building setback from the single-family residences to the north (from 131 feet to 45 feet), plus about 10 feet between the existing residences and the property line, resulting in only a 55' distance between vastly different building heights, and precipitating abutting residents' concerns about noise from close-by apartment balconies;
  - (e) a 14% increase in impervious surface (from 2.73 to 3.12 acres) despite the major reduction in surface parking; and
  - (f) a tree loss of over 95%--345 of the 360 trees over 4" in diameter that surround the office building on all sides, including 24 that are 20" or more in diameter.

10. Staff recounts some discussion and negotiation leading to the conclusion that this ad hoc one-parcel development project should be deemed a “catalyst” project exempt from an affordable housing contribution, as well as buy-down provisions in the Plan/CDD. This would make a lot more sense if the project were indeed a catalyst to implementation of the Plan/CDD, but, at least for the Adams area, it is a catalyst for disregarding the Plan. Staff refers to Monday Properties’ pledge that “if future redevelopment (of the Adams neighborhood) includes conversion of planned office use to residential use, then the conditions requiring affordable housing will apply.” Staff Report at 25. That “pledge” is meaningless on project approval, as a second office-to-residential conversion in the Adams area would not be a candidate for “catalyst” designation in any event. The lack of any affordable housing benefit here is just another in a long list of reasons (No. 9 above) this project lacks any exceptional characteristic to justify its many conflicts with the Plan/CDD.

**CONCLUSION:** The developer, Monday Properties, bought this land in June 2017, perhaps in anticipation that the City would welcome its proposal for change in the Plan/CDD. But whatever its reasons and whatever it paid, major inconsistency with governing plan documents is not an expectation we should strain to encourage or honor. The current Adams office buildings, built in the 1970’s and 80’s, were surely fully tax depreciated before Monday’s purchase last year, and we should have no concern about the developer’s economics and goals that are inconsistent with the established limitations on development. If we expect developers to take seriously the existing planning and zoning governing documents in contracting for or acquiring land and proposing projects, this project should not be approved at this time. The conflicts are so extensive that every plan and zone would then be vulnerable to change to accommodate developer wishes.

So how did we get here and where do we go from here? Attachment 7 to the Staff report is a June 2017 Report from an Urban Land Institute consultant panel drawn from the Metro area. I regret that the Commission has not had it on a prior agenda for discussion. It cogently analyses the regionally grounded economic and social challenges facing West End redevelopment, with primary focus on the Beauregard SAP. It strongly recommends additional planning efforts, and stresses the importance that we in the City recognize the fundamental differences between the somewhat suburban West End and the urban East End of the City. As to specifics here, it suggests that conversion of office uses to residential may not always be the best solution to the continuing West End office vacancy problem, and expressly mentions the offices in the Adams area as candidates for medical offices, given the proximity of INOVA. The Institute’s analysis and recommendations, made at the behest of the City, are certainly not the last word, but they merit serious consideration, likely leading to amendment of the Plan and the CDD, even though they are far newer than many SAP’s and CDD’s dealing with City areas not in economic transition. The Report reinforces the philosophy that I subscribe to: major new development at odds with the current governing documents should follow, not precede, amendment of those documents.