

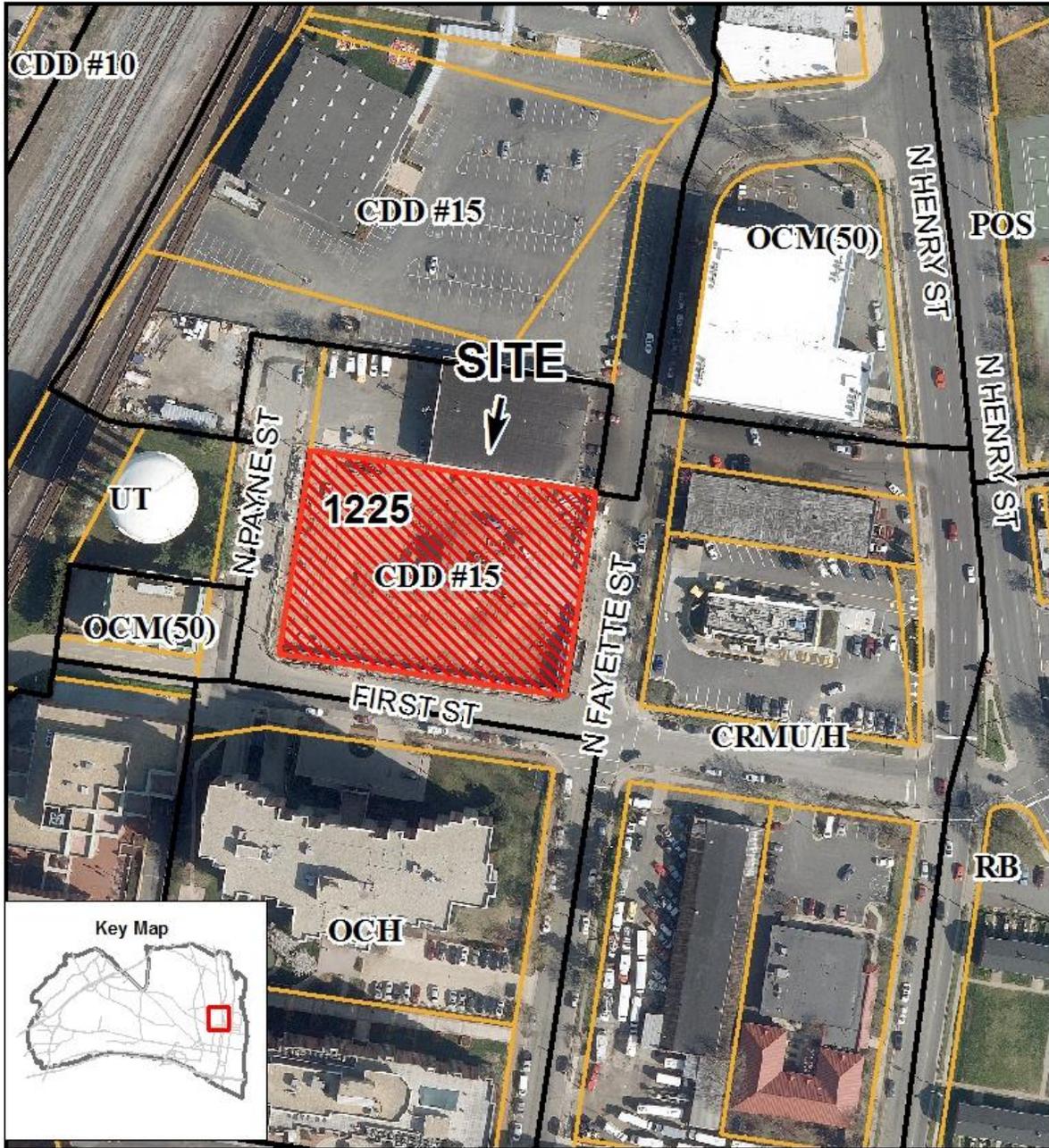
Development Special Use Permit #2017-0003
1225 First Street - Braddock Gateway Phase I Amendment

Application	General Data	
Project Braddock Gateway Phase I 1225 First Street	PC Hearing:	April 6, 2017
	CC Hearing:	April 22, 2017
	If approved, DSUP Expiration:	September 13, 2017
	CDD Expiration	December 31, 2027
Applicant: Braddock Gateway LLC, Represented by Mary Catherine Gibbs, Hart, Calley, Gibbs & Karp, LC	Parcel Acreage:	0.997Acres
	Zone:	Existing: CDD #15
	Proposed Use:	Mixed Use (residential and retail)
	Gross Floor Area:	Retail: 1,500 sq ft Residential: 276,998 sq ft Total: 278,498
	Dwelling Units:	270
	Small Area Plan:	Braddock Metro Neighborhood Plan
	Green Building:	Compliance with the City's Green Building Policy - LEED Certification

Purpose of Application
A request to amend two conditions of the Braddock Gateway Phase I DSUP related to the residential parking ratio and the slope of the underground parking garage ramp.
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert Kerns, AICP, Division Chief robert.kerns@alexandriava.gov Dirk Geratz, AICP, Principal Planner dirk.geratz@alexandriava.gov Ryan Price, Urban Planner ryan.price@alexandriava.gov

PLANNING COMMISSION ACTION, APRIL 6, 2017: By unanimous consent, the Planning Commission voted to recommend approval of Development Special Use Permit #2017-0003 as amended.

Reason: The Planning Commission agreed with staff analysis.



Development Special Use Permit #2017-0003
1225 First Street



I. RECOMMENDATION & SUMMARY

A. Recommendation

Staff recommends **approval** of the amendment requests for DSUP #2017-0003 for the Braddock Gateway, Phase I project, subject to compliance with applicable City codes, ordinances, adopted plans and policies and staff's recommendations. The proposed amendments will allow the on-going construction of the building to remain on schedule for a fall 2017 opening.

B. Summary of Issues

The applicant, Braddock Gateway, LLC, is requesting to amend two conditions of their previously approved Development Special Use Permit (DSUP2014-0015). The amendments include:

- Updating the residential parking calculations for the project to align with the City's new parking standards for multi-family residential that were implemented in April 2015
- Increasing the permitted slope of the parking garage ramp to meet specific transformer location and access requirements of Dominion Virginia Power

The project is currently under construction with an anticipated completion date in fall 2017 pending the approval of the requested DSUP amendments.

II. BACKGROUND

A. Site Context

Braddock Gateway Phase I is part of the larger 7-acre triangular site that was approved in 2008 as CDD#15. The site is bounded by the WMATA and CSX rail tracks to the west, Fayette Street to the east, and First Street to the south. The site is surrounded by a variety of uses including warehouse facilities that have been converted into a church, an automotive service station, professional offices, a residential apartment building, a fast food restaurant, and vacant land. The site's proximity to the rail lines cultivated its industrial character, which has evolved over the years to include multi-family residential and office uses. In addition to the rail lines, the site is in close proximity to Route 1 and the low-scale residential neighborhoods that are positioned immediately east of this major thoroughfare. The site is divided into two areas: the northern area is approximately six acres and the southern area is approximately one acre, separated by the Yates property. The site is currently occupied by four warehouse facilities, surface parking lots, and an active construction site (Phase 1). The DC Metro Church is currently occupying two of the warehouses under a short-term lease agreement that is in place until construction of Phase II begins. The terrain slopes downward from the north to the south, and most of the property is impervious area without vegetation.

III. PROJECT DESCRIPTION

The project is the first of three phases for the Braddock Gateway CDD #15 and is currently under construction. When completed, the building will consist of 14 stories of multi-family residential within the central tower and two lower shoulders along the eastern and western wings of the building. The eastern wing will consist of 6 stories of residential with a roof top open space for the residents and their guests. The eastern wing will also have approximately 1,500 square feet of ground floor retail. The western wing will consist of 13 stories of residential.

The front entrance to the site will have a circular vehicular egress/ingress allowing for pick up and drop off of the residents and/or visitors. The courtyard design includes some landscape enhancements within a small central green and directly adjacent to the building facade. This courtyard will also include a hardscape area, providing the residents with an outside seating opportunity. The rear/side of the building will provide access to two levels of underground parking and an internal loading bay via Payne Street.

IV. ZONING

Property Address:	1225 First Street	
Total Site Area:	0.997 Acres	
Zone District:	CDD #15	
Current Use:	Vacant Warehouse	
Proposed Use:	Mixed Use – Residential and Retail	
	Permitted/Required	Proposed
Gross Floor Area:	281,204 sq ft	278,498 <u>sq ft</u>
Height:	150'	150'
Setbacks:	NA	NA
Open Space:	NA – Satisfied by Central Open Space	14, 000 sq. ft. – ground level and roof top (meets requirements)
Parking:	0.9 spaces per residential unit	0.8 spaces per bedroom (meets requirements)
Loading:	NA	1 space

V. STAFF ANALYSIS

A. DSUP Amendments

Residential Parking Standards

The original DSUP for Braddock Gateway Phase I was approved in 2011 and then extended in 2014. Both of these approvals pre-dated the new multi-family residential parking standards that were adopted by City Council in April 2015. Condition #24 of the DSUP requires 15% visitor parking to be provided for the project, 60% of which would be located in the garage of the Phase

I building. The remaining 40% of the visitor parking was to be provided in the garage of the Phase II building. The applicant is requesting a DSUP amendment to apply the new residential parking requirements to the project. Re-calculating the parking ratio using the new regulations removes the need to provide off-site visitor parking for the project.

The building was originally approved at a residential parking ratio of 0.9 spaces per unit. The new residential parking regulations use a per bedroom approach and provide optional deductions for proximity to transit. Under the new parking standards, the maximum parking ratio for the residential portion of the project is 0.8 spaces per bedroom. By applying applicable credits, this ratio could be reduced to a minimum of 0.72 spaces per bedroom (see attachment 2 for parking calculator output). The new residential parking ratios already account for visitor parking, however it's recommended that developments set aside between 5% and 10% of parking for visitors ("Parking Standards for Multi-Family Residential Development Projects Guiding Document", p.7). The garage capacity planned for the building will provide 7.8% visitor parking. See table 1 below for detailed residential parking calculations.

Table 1: Parking Information for Braddock Gateway Phase I

	Previous Parking Requirements	New Parking Standards	Proposed On-Site Residential Parking
Parking for Residents	243 spaces (0.9 x 270 units)	237 – 264 spaces (0.72 x 329 bedrooms with deductions, 0.80 x 329 bedrooms with no deductions)	244 spaces
Parking for Visitors	37 spaces (23 on-site, 14 off-site) (243 spaces x 15%)	No separate requirement – included in the overall parking requirement (guidance is 5%-10% of residential spaces provided)	19 spaces (on-site) (244 spaces x 7.8%)
Total Residential Parking	280 spaces	237 – 264 spaces required	264 spaces

Staff is supportive of this amendment request because it meets the updated requirements of the Zoning Ordinance to provide optimal parking on a large residential building that is walking distance to the Braddock Road Metrorail Station.

Parking Garage Ramp Slope

Condition #71 of the approved DSUP for this project requires the slope of parking garage entrance ramp to be no more than 12 percent. The ramp design as currently approved has the maximum slope at 7.8 percent for a 23 foot segment. There are two transformers located just inside the garage entrance directly adjacent to the first 26 feet of the garage ramp. The approved

design has this 26 foot segment of the ramp at a slope of 5 percent. Virginia Dominion Power requires a flat surface in front of any transformer to ensure safe access for maintenance. The applicant is proposing a modified garage ramp design to meet this access requirement that will have a small segment of the ramp exceeding the 12 percent maximum as prescribed in the DSUP. The proposed design provides an essentially flat surface for the first 26 feet of the ramp next to the transformers (0.5 percent), and then slopes down 8 percent for 10 feet, and 16 percent for 11 feet before leveling out at a 5 percent slope for the remainder of the entrance ramp. Transportation and Environmental Services has reviewed the modified ramp design and is comfortable with the proposed slope maximum of 16 percent. Additionally, no parking will be impacted by the garage ramp change.

VI. CONCLUSION

In conclusion, staff recommends **approval** of the amendments to DSUP #2014 – 0015, subject to compliance with all applicable City codes, standards, policies and the following staff recommended conditions.

Staff: Karl Moritz, Director, Planning and Zoning
Robert Kerns AICP, Division Chief, P&Z Development;
Ryan Price, Urban Planner, P&Z Development;

VII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated August 8, 2011 and revised elevations August 17, 2011 comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards and the recommendations of the Braddock Neighborhood Plan.
 - d. Fayette Street sidewalk shall be brick. The brick sidewalks shall have a return on to the concrete sidewalks approximately 35 ft. from face of curb, extending around the corner on First Street. See attachment 2.
 - e. The curb cut along Fayette Street shall be limited in width and be a right in – right out only entrance and be design in such as way to minimize the visual impact to Fayette Street to the satisfaction of the Directors of P&Z and T&ES.
 - f. All brick sidewalks shall comply with the City’s Memo to Industry 05-08 and 01-13.
 - g. Sidewalks shall be flush across all driveway crossings.

- h. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
- i. 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.
- j. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
- k. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.*** (P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

- 3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)
- 4. Provide a site irrigation/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 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)

5. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, and trash receptacles.
6. The final design of the pool and roof top amenities and materials shall be reviewed and approved by the Director of Planning and Zoning as part of the final site plan review. (P&Z)
7. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.* (Arch)(P&Z)(RP&CA)
8. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Staff to review the scope of installation procedures and processes. (P&Z)
9. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. *****(P&Z)
10. 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 at completion of construction, and at periods of one year and three years after completion. *****(P&Z)

C. BUILDING:

11. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. A window sample and manufacturer's cut sheet shall be submitted detailing the dimensions of the window frame and sashes. The window sample shall indicate that all window frames and sashes are metal, with color and finish subject to review and approval by the Director of Planning and Zoning
 - b. The final material and color of the curved mansard roof shall be subject to review and approval by the Director of Planning and Zoning. If this material is metal, it shall be either a natural weathering finish such as copper, terne coated stainless steel or other oxidizing material; or if painted, the paint finish and color shall be subject to review and approval by the Director of Planning and Zoning, to achieve a roof finish that has a matte finish and appears as a natural material.

- c. The entrance to the loading area shall require additional detail at final site plan to the satisfaction of the Director of P&Z and T&ES.
 - d. The final design of the air shaft for the ventilation of the parking structure shall require additional detail at final site plan to the satisfaction of the Director of P&Z.
12. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director 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. Construct a color, 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. **
 - e. 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)
13. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified or equivalent to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (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 staff's determination will apply. (P&Z)(RP&CA)(T&ES)

14. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials.(T&ES)
15. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
16. The applicant shall use EPA-labeled WaterSense fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
17. 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)

D. RETAIL USES:

18. All uses not listed within CDD#15 – Second Amendment shall require a public review Special Use Permit. (P&Z)

E. SIGNAGE:

19. All signage shall be reviewed during the Final Site Plan review process. (P&Z)
20. Install a temporary informational sign 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 contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)

F. HOUSING:

21. Pursuant to Condition 41 of CDD #15, the developer shall make a voluntary affordable housing contribution of \$1,000,000 to the City's Housing Trust Fund. This contribution will be payable at the Certificate of Occupancy. This contribution will be paid proportionally as each floor obtains Certificates of Occupancy (Housing)

G. PARKING:

22. Provide the following bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking.

- a. 81 Class 1 or 2 spaces for residents, plus 6 visitor spaces
 - b. 4 Class 2 or 3 spaces for retail, plus 2 employee spaces. (T&ES)
23. The applicant shall provide a parking management plan with the final site plan submission to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
- a. Each building/Landbay shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Parking rates for the parking within the underground parking garage shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - d. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage.
 - e. As part of the development special use permit the possibility of shared parking will be explored as part of each use and building to determine if the underground garage could be accessible at market rates for other users within the Braddock area.
 - f. In locations where underground garages are proposed, indicate the location and design of ventilation shafts, egress stairs, and dumpster/service areas.
 - g. 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.
 - h. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
 - i. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)
24. **CONDITION AMENDMED BY STAFF:** ~~The development shall be parked at a ratio of 0.9 spaces/residential unit, plus 15% residential visitor parking. A minimum of 60% of the required number of residential visitor parking spaces shall be on site. Retail parking shall be parked at the ratios contained in the Braddock Metro Small Area Plan. Locate between a minimum of 238 and a maximum of 264 parking spaces in the underground garage and at grade surface lot for residents. The retail parking spaces will be located on the at-grade surface lot.~~ (P&Z)(T&ES)
25. 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. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)

H. TRANSPORTATION MANAGEMENT PLAN:

26. 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. The details of the Plan are included in the TMP Attachment #1 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
27. 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)
28. 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)
29. 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 shall be \$82.42 per residential unit, \$0.206 per square foot of retail space. 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. (T&ES)
30. 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)
31. 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)

32. The TMP Coordinator or Association will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment. (T&ES)
33. 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.
34. Condition deleted. (PC)

I. BUS STOPS AND BUS SHELTERS:

35. Construct / incorporate a high capacity transit stop on the northwest corner of First Street and Payne Street. The high capacity transit stop shall meet ADA guidelines and requirements and shall include the following:
 - a. Forty (40) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, unobstructed transit passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the transit stop and transit stop loading pad inaccessible. The passenger loading pad and curb height shall be ten (10) inches high to accommodate near level boarding for the Metroway service. The forty (40) foot wide area parallel to the roadway shall include a forty (40) foot tactile warning street along the edge of the curb. The connection between the sidewalk and the ten (10) inch high forty (40) foot by eight (8) foot area shall be ADA compliant. More information on the high capacity transit stop specifications can be obtained from Lee Farmer, Potomac Yard Project Manager, in the City's Office of Transit Services.
 - b. A 150 foot "No Parking, Transit Stop Zone" adjacent to the high capacity transit stop on eastbound First Street, immediately east of Payne Street.
 - c. The roadway and curb area adjacent to the high capacity transit stop shall ensure a minimum of 12 feet high clearance free of tree limbs, signs, and any other obstruction.
 - d. An approved covered passenger waiting area which shall be at minimum 8' in width and 16' in length which shall be incorporated into the building design and meet ADA guidelines and requirements. A public access easement shall be provided to allow for transit passengers access into and out of the covered waiting area. The property owner(s) shall be responsible for maintaining this covered passenger waiting area and providing access to various regional transit agencies

that may need to access the passenger waiting area to install / fix real time transit information equipment and transit maps and signs.

- i. The covered passenger waiting area shall include the following amenities (coordinate with the City of Alexandria Office of Transit Services): illumination; seating with backrest; space for persons in wheelchairs or persons that use other mobility devices; communication and electronic connections for an encased LED display for real time transit information; an encased LED display for real time transit information with push to talk audio (with coordination between the City of Alexandria Transit Services, DASH, and WMATA); power connections for the encased LED display and illumination of the passenger waiting area; and electrical connections for the installation of ~~a~~-fare machines in the future (by others), and dedicated areas for wayfinding displays and transit information. Show the covered passenger waiting area with noted amenities on the site plan. (T&ES)

36. During construction, maintain access and turning radius for buses utilizing southbound N Fayette Street between Douglas Street & First Street in coordination with T&ES. (T&ES)

J. SITE PLAN:

37. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
38. 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. (RP&CA)(P&Z)(T&ES)
 - 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)
39. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

- b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
 - m. The location of any lighting of the visitor parking areas shall be reviewed and approved by the Directors of P&Z and T&ES. (P&Z)(T&ES)(Police)
40. 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)
41. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

42. The applicant shall provide more fire hydrants with a closer spacing than the 100'.
(Code)

K. CONSTRUCTION:

43. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
44. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed;
 - c. Include the overall schedule for construction and the hauling route;
 - d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - e. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
45. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a 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)

46. 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. (T&ES)
47. No major construction staging shall be allowed within the public right-of-way on North Fayette and First Streets. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
48. 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)
49. 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)
50. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
51. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
52. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
53. 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)

54. Submit a wall check survey prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
55. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)
56. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

L. *STORMWATER:*

57. The applicant shall meet the new stormwater regulations based on the original existing conditions as part of this extension approval. Based on the stormwater information on the approved plan no new infrastructure or revisions are necessary other than updating the calculations to demonstrate compliance with the new regulations. (T&ES)
58. The Project site has multiple outfalls and lies in multiple sub watersheds. In compliance with the requirements of CDD condition, a Stormwater Management Plan (SWMP) shall be developed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) and submitted prior to the release of the first DSUP. The SWMP shall demonstrate that for each phase of development, the post-development peak runoff shall not exceed their respective pre-development rate at each outfall for 2-year, 10-year, and 100-year storms considered individually.

The first phase of development lies in the Braddock-West sub watershed area that has a known flooding problem, however, the applicant can discharge storm water to a manhole located at the intersection of First St and N. Payne St with the following conditions:

- a. Per the City of Alexandria practice, an additional 10% detention of stormwater from the existing conditions shall be provided.
- b. The storm water flow from the BMPs shall be pumped to a junction chamber at grade.
- c. The flow from the junction chamber shall be released in to the City's storm sewer system through gravity at a pre-determined rate.
- d. No overflow pipe shall be connected to the City's storm sewer system to provide relief.
- e. An overflow pipe from the junction chamber can be daylighted at grade to provide relief for a 100-year storm.

- f. The junction chamber shall be constructed at the southwest corner of the proposed Building #1 so as to connect to the existing storm water inlet #33 at the time of construction of Phase 2.
 - g. The storm water from the site shall be discharged to the ex. storm water inlet #33 at the completion of Phase 2. (T&ES)
59. The final site plan must show the storm sewer outlet from the development site up to 48” diameter pipe and provide adequate outfall analysis even if it is beyond the scope of the project to provide an adequate outfall. The plan must demonstrate what it will take to provide an adequate outfall. (T&ES)
60. During the subsequent phases, when the stormwater will be directed to alternate outfalls, then the outfall systems must be analyzed for the entire drainage area including proposed redevelopment within that designated drainage shed, to the satisfaction of the Director of Transportation and Environmental Services (T&ES). It should not be assumed that any or all of the available capacity will be available to be utilized by runoff redirected from the proposed redevelopment site or other drainage sheds. (T&ES)
61. If sufficient capacity in the existing storm water collection system is not demonstrated to be available, as future phases buildout, the development shall include the design and construction of on-site and/or off-site storm sewer improvements to discharge to an adequate outfall. This condition applies even if the post development storm water flow from the site is reduced from the pre-development flow. (T&ES)
62. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

M. SOLID WASTE:

63. In the event for the City to provide solid waste 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. (T&ES)
64. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. (T&ES)
65. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles per block face Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way 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)

N. STREETS / TRAFFIC:

66. 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)
67. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
68. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
69. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
70. Show turning movements of standard vehicles in the parking structure and parking lots.

Show turning movements of the largest delivery vehicle projected to utilize the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
71. **CONDITION AMENDED BY STAFF:** The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope of the garage ramps will be designed to the satisfaction of the Director of T&ES. (T&ES)

O. UTILITIES:

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

P. SOILS:

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

Q. WATERSHED, WETLANDS, & RPAs:

74. In compliance with the requirements of CDD condition, each phase of the development shall meet the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for storm water quality and quantity control. The total 7.06 acres that encompass this CDD shall meet the Virginia Storm Water Regulations to be adopted in 2011 and/or the Environmental Management Ordinance (Chesapeake Bay Preservation Act), whichever is more stringent. (T&ES)

R. BMP FACILITIES:

75. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
76. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, or a VDEQ runoff reduction worksheet, as applicable. (T&ES)
77. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
78. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

79. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
80. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

81. 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)
82. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
83. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

S. CONTAMINATED LAND:

84. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
85. 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. (T&ES)
86. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
 - f. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
87. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

T. NOISE:

88. 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)

89. Due to the close proximity of the site to the Metrorail and CSX tracks the applicant shall:
- a. Prepare a noise study identifying the levels of noise that residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metrorail and the CSX tracks, including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. The noise study shall be submitted and approved prior to final site plan approval for each building. (T&ES)(P&Z)
90. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
91. "Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am." (T&ES)
92. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)

U. AIR POLLUTION:

93. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

V. CONTRIBUTIONS:

94. Pursuant to the Braddock Neighborhood Metro Neighborhood Plan, CDD # 15 is required to make contributions to the Braddock Neighborhood Open Space Fund and the Community Amenities Fund. The first phase of CDD #15 is considered a catalyst project and funds are to be levied based on the amount of gross square footage of the

proposed development and escalated with the CIP. Phase 1 has 278,498 gross square feet of development.

- a. The **BASE** Open Space contribution is estimated to be $278,498 \times \$1.02 = \$284,068$. (CIP adjustment for the year 2014) The **FINAL** contribution amount shall be calculated and verified by the City's Office of Management & Budget at the time of the Certificate of Occupancy.
- b. The **BASE** Community Amenities Fund contribution is estimated to be $278,498 \times \$0.44 = \$122,539$. (CIP adjustment for the year 2014) The **FINAL** contribution amount shall be calculated and verified by the City's Office of Management & Budget at the time of the Certificate of Occupancy.

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)

W. ARCHAEOLOGY:

Open Space/Landscaping:

95. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive signs, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.* (ARCH)(P&Z)(RP&CA)
96. If the Fendall Family Cemetery is discovered within the project area, all attempts shall be made to preserve the cemetery in place and have it incorporated into the open space design.

If the preservation cannot be accomplished, the applicant shall perform an archaeological removal and study pursuant to the Virginia Department of Historic Resource and the City's archaeological requirements. (ARCH)

Archaeology Conditions:

97. The developer shall hire an archaeological consulting firm to conduct additional historical research and complete Archaeological Evaluations for the development areas. 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. (ARCH)
98. It is illegal to disturb human remains without obtaining appropriate legal authorization. If burials are found during the archaeological investigation and need to be moved prior to development, the applicant shall be responsible for the archaeological removal and for

obtaining the necessary legal documents, including a permit from the Virginia Department of Historic Resources for the archaeological removal of burials. (ARCH)

99. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved scope of work and/or Resource Management Plan is in place to test for and recover significant resources in concert with demolition/construction activities. (ARCH)
100. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all site plan sheets involving any ground disturbing activities. (ARCH)
101. 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. (ARCH)
102. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. (ARCH)

Archaeology Code

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

X. DISCLOSURE REQUIREMENTS:

104. In the event that the units for Phase 1 of CDD # 15 are converted into “For Sale” units the following conditions shall apply.
105. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.

- a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - e. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. *** (P&Z)
106. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Metrorail and CSX tracks and associated railway operations are located within the immediate vicinity of the project and are permitted to continue indefinitely. (P&Z)(T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- R-1 For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- R-2 Technical correction comments shall be sent and addressed by the applicant prior to the submittal of the First Final Site Plan.
- 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 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 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- Additional language- The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 “**Design Guidelines for Site Plan Preparation**” dated December 3, 2009, 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 - 2. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 3. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 4. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 5. **COMMENT AMENDED BY STAFF:** All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. 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 - 6. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 7. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer.
If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 8. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 9. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 10. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151

- (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 11. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 12. The applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F - 13. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 14. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 16. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- F - 17. City refuse service is unlikely to occur for a building of this size as referenced in Section M 58 of the Staff Notes. The City does not have the equipment or capacity to provide the necessary service for this proposed building. Solid Waste Division recommends that a compacting trash container be considered for providing regular service to this building by private contractors. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater

outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of

Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)

- C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 9 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C - 10 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash.
The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 11 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)

- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 20 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests.
- An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways 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. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

VAWC:

- F-1 We plan to replace the 16" water main on North Payne ST, in front of our storage tank, in next year. If their proposed utility work is after our construction, they may need to revise civil drawings to match the "present" condition at that time.

AlexRenew:

AlexRenew has no comments on the extension request.

Archaeology:

- F-1 The *Documentary Study of the Braddock Gateway Property, City of Alexandria, Virginia*, prepared by Thunderbird Archaeology, indicates that the northern section of the development property was part of the Fendall Farm, bought by Philip Fendall in 1786 and leased to John Gadsby in 1806. A half-acre parcel of land on the farm served as the Fendall family cemetery. Although the exact cemetery location could not be determined from the records examined, oral history accounts suggest that the graveyard may have been located on this development property, near the terminus of North Payne Street. In addition, the 1921 Sanborn insurance map indicates that the property was the site of the Mutual Ice Co. Car Icing Plant. There is high potential for archaeological resources to be present that could provide insight into the 20th-century industrial activities on the property. There is also potential for discovery of evidence of the cemetery if it is within the development lots. While less likely given the amount of disturbance, archaeological work could yield information on rural activities of the 18th and 19th centuries and on the lives of the 20th-century workers, who lived in bunkhouses on the site.

Police Department:

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520 (Police)
- R-2 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals. (Police)
- R-3 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance. (Police)
- R-4 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity. (Police)
- R-5 For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained. (Police)
- R-6 For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white. (Police)
- R-7 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access. (Police)
- R-8 It is recommended that the vehicular entrance to the garage be secured by a coiling gate. (Police)
- R-9 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure. (Police)
- R-10 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). 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. (Police)
- R-11 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. (Police)

Health Department

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Six sets of plans are to be submitted through the Permit Center and approved by this department prior to construction of any facility regulated by the health department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$200.00 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations.

All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, § 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-10 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-11 Food must be protected to the point of service at any outdoor dining facility.
- R-1 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.

Virginia American Water Company:

- R-1 Developer shall submit a Code Administration approved ISO calculation in order to verify whether the existing & proposed water main layouts achieve the Needed Fire Flow.

- R-2 Show the proposed fire line size and location, if the building needs a fire sprinkler system.
- R-3 Show the proposed domestic service line size.
- R-4 Indicate the proposed peak domestic demand (gpm), in order to evaluate the meter size
- R-5 Survey and revise the existing water main layout at the intersection of Fayette St and First St, in accordance with the attached water service schematic map.
- R-6 Survey and show the water main connecting the water tower to the existing 16" water main on Payne St, in accordance with the attached water service schematic map.
- R-7 Indicate the clearance from the proposed street lights to the existing 12" water main on First Street.
- R-8 The tree boxes are conflict with the existing 12" water main on First St. Relocate these tree boxes to provide enough clearance.
- R-9 Indicate the clearance from the new storm manhole to the existing 12" water main at the north east corner of the intersection of First St and Payne St. VAW prefers minimum 5 feet clearance.

Alexandria Sanitation Authority:

- C-1 Ensure all discharges are in accordance with City of Alexandria Code 4035.
- R-1 The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted ASA plant capacity of 21.5 MGD.
- R-2 The Applicant shall coordinate with the City of Alexandria T&ES to ensure to ASA in writing that the proposed additional flow does not exceed capacity in ASA Interceptors & Trunk Sewers during wet and average flow conditions.
- R-3 Sanitary Sewer calculations were not included in the Preliminary #1 package provided.

Code Administration:

The following comments are for 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 Thomas Sciulli, Plan Review Supervisor at 703-746-4190 or thomas.sciulli@alexandriava.gov.

- C-1 Building and trades permits are required for this project. Five sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)
- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). This building must comply with the Hi-Rise requirements of the code
- C-3 The RDP shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.

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

Attachments: #1: Transportation Management Plan
#2: Multi-Family Parking Ratio Calculator

Attachment # 1 — Transportation Management Plan

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and updated on March 15, 2014 as part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel, industrial and other use projects which achieve certain square footage thresholds submit a special use permit application which must include a Multimodal Transportation Study and a Transportation Management Plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Braddock Gateway consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Braddock Gateway site is located approximately 1,350 feet from the Braddock Road Metro Station. Several DASH and Metro bus lines from the Braddock Road Metro service the site and provide connections to Old Town, King Street Metro Station, the VRE commuter train station, the Pentagon, and points west of the site. In 2006, TMP goals were established by City Council as 45% non-SOV for residential uses within 1,500 feet of the Metro Station¹, therefore the Braddock Gateway Development has a goal of 45% non-SOV trips.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles in the site up to the goal. The annual report, fund report and survey are covered under Section 2.

¹ Eisenhower East Small Area Plan, Adopted by City Council by Ordinance – June 2006, p. 5-6.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Report will be developed by the TMP Coordinator (described in Section 3.b.i below) and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator, Property Owner or Property Manager has not made reasonable effort to use the funds for TMP activities.
- d. The TMP Coordinator will distribute an annual survey to all residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

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

	Land Use	
	Dwelling Units	Retail Sf
Braddock Gateway	270	1,500

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, ~~location~~ address, email and

telephone number of the coordinator will be provided to the City at that 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.

- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and other program elements shall be promoted to tenants and retail employees
 - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. Regional ridesharing programs such as the Metropolitan Washington Council of Governments Commuter Connections Program shall be promoted and assistance will be provided on-site for ride matching.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for residents, and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who do not lease a parking space, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media shall be sold on-site to residents of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 45% of single occupant vehicles, based on the project's size and the benefits to be offered. The annual contribution rate for this fund shall be \$0.206 per occupied retail square foot and \$82.42 per occupied dwelling unit.

The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for residents and retail employees.
- ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
- iii. Marketing activities, including advertising, promotional events, etc. for prospective, new and existing residents.
- iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features.
- v. Operating costs for adjacent bikeshare station.
- vi. Membership and application fees for carshare vehicles.
- vii. Participate in air quality/ozon action day programs.
- viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program.

By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

As recommended in the Braddock Metro Small Area Plan² TDM Implementation section, Braddock Gateway should integrate with the larger district level TMP program when it is organized. All TMP holders in the Braddock Metro Small Area Plan will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. The District will be established in coordination with the revised TMP program.

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- d. 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.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of ~~50%~~ 35%, and submission of raw data).

² Braddock Metro Small Area Plan, February 2008, p. 79.

The fee shall be in the amount of five hundred (~~\$500.00~~ \$515.112) for the first 30 (thirty) days late and two hundred and fifty dollars (~~\$250.00~~ \$257.556) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

Attachment # 2 — Multi-Family Parking Ratio Calculator: Braddock Gateway Phase I

	A	B	C	D	E	G	H	I
1	MULTI-FAMILY PARKING RATIO CALCULATOR: MARKET RATE HOUSING							
2								
3								
4	Project Address: 1225 First Street							
5	Bedroom Count	# Units	# Bedrooms					
6	One-Bedroom Units	211	211					
7	Two-Bedroom Units	59	118					
8	Three-Bedroom Units		0					
9	Total	270	329					
10	Studios are counted as 1 bedroom units. Projects are not required to park the 3rd and 4th bedroom, in which case those units would be counted as ZBR units.							
11								
12	PARKING CALCULATOR							
13			Within 0.5 Mile Metro Walkshed	Outside of 0.5 Mile Metro Walkshed				
14	Base Parking Ratio (space per bedroom)		0.8	1.0				
15	Deductions on the Base Parking Ratio (If Eligible)							
16	BRT	10%						
17	4+ Bus Routes	5%	5%					
18	Very High Walkability (90-100)	10%						
19	OR High Walkability (80-90)	5%	5%					
20	20% + studios	5%						
21	Total Deductions		0.10	0.00				SUM of all credits
22	Resulting Percentage		0.90	1.00				1-C21 or 1-D21
23	Per Bedroom Ratio		0.72	1.00				Resulting Percentage X Base Parking Ratio
24	Total # of Spaces Required		237	329				Per Bedroom Ratio X Total Number of Bedrooms
25	Per Unit Ratio		0.88	1.22				Total Number of Bedroom/Total # Units
26	BRT credit is given to projects located within 1/4 mile of an existing BRT stop.							
27	Bus Route credit is given to projects with 4+ bus routes that stop within 1/4 mile of project entrance.							
28	Walkability is currently measured using scores from Walkscore.com. Staff has developed and is in final testing stages of an Alexandria specific Walkability Index.							
29	Projects may not receive both walkability credits							



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2011-20002 **Project Name:** Braddock Gateway, Phase One
Extended by DSUP 2014-00015

PROPERTY LOCATION: 1225 First Street

TAX MAP REFERENCE: 054.01-02-04 **ZONE:** CDD-15

APPLICANT:

Name: Braddock Gateway, LLC

Address: 1055 THOMAS JEFFERSON ST NW, STE 600, WASHINGTON DC 20007

PROPERTY OWNER:

Name: Braddock Gateway, LLC

Address: 1055 THOMAS JEFFERSON ST NW, STE 600, WASHINGTON DC 20007

SUMMARY OF PROPOSAL Request for amendment to Condition 24 of DSUP 2011-20002, to recognize that all visitor parking can be accommodated on site, eliminating the need for 14 off-site visitor spaces, as per the new parking requirements adopted by City Council. Request to

MODIFICATIONS REQUESTED amend Cond. 73 to permit the slope of the garage entrance to exceed 12% to the Satisfaction of the Director of T&ES based on transformer location requirements of Dominion Virginia Power.

SUP's REQUESTED

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.

Mary Catherine Gibbs, Hart, Gibbs, Pierce & Karp, PC

Print Name of Applicant or Agent

Signature

700 N. Fairfax St., Suite 600

703-836-5757

703-548-5443

Mailing/Street Address

Telephone #

Fax #

Alexandria, VA 22314

mcgibbs@hartlanduselaw.com

City and State Zip Code

Email address

3/9/17

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: _____

Development SUP # 3/9/17

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.

Braddock Gateway Owner, LLC 1055 Thomas Jefferson St., NW, Suite 600, Washington, DC 20007
- 100%

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. Braddock Gateway Owner LLC	1055 Thomas Jefferson St. Nw Suite 600, Washington DC 20007	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 1225 First St. (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. Braddock Gateway, LLC	1055 Thomas Jefferson St. Nw Suite 600, Washington DC 20007	100% of property
2. Braddock Gateway Owner, LLC	1055 Thomas Jefferson St. Nw Suite 600, Washington DC 20007	100% of Braddock Gateway LLC
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. Braddock Gateway LLC	None	
2. Braddock Gateway Owner, LLC	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.

3/9/17
Date

Mary Catherine Gibbs
Printed Name


Signature

2. **Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

The Applicant received approval for the construction of Phase One of the Braddock Gateway development pursuant to DSUP 2011-20002, which was subsequently extended by DSUP 2014-00015. Phase One is currently under construction. The parking ratio for residential buildings in Alexandria has been amended to look at several different factors, including walkability and proximity to transit. When the owner of the remaining 6 acres of the Braddock Gateway site, Jaguar Development, LLC, amended the CDD Concept Plan for CDD-15 in 2016, the City Council applied the new parking standards to the remaining phases of the Braddock Gateway development. The parking ratio for Phase One, however, is controlled by DSUP 2011-20002. As a result, approval of the amendment to CDD-15's Concept Plan did not change the parking ratio for Phase One. It did include the following condition, however:

"Condition 27 of CDD15-0005 states that Phase I shall be parked at a ratio of 0.9 spaces/residential unit, plus 15% residential visitor parking. A minimum of 60% of the required number of residential visitor parking spaces shall be on-site. The remaining 40% of the visitor parking spaces for the Phase 1 residential building shall be accommodated within Phase 2 unless the parking required for Phase 1 is changed with an amendment to DSUP2011-0002 such that all required visitor parking can be accommodated within Phase 1. Phase I retail parking shall be parked at the ratios contained in the Braddock Metro Small Area Plan. The applicant can choose to apply the multi-family parking standards in the Zoning Ordinance with a major amendment to DSUP2011-00002. (P&Z) (T&ES)"

The Applicant is seeking to have it's parking ratio amended to apply the multi-family parking standards of the Zoning Ordinance apply to Phase One, thereby eliminating the need for 14 visitor spaces to be accomodated in Phase Two of the Braddock Gateway development.

See the parking ratio evaluation per the new standards attached hereto. All visitor parking

can be accomodated on Phase One. The applicant is also seeking to amend Condition 73 that limits the slope of the entrance to the parking garage to 12%. The request is to amend the condition to permit the Director of T&ES to allow the slope to exceed that limit based upon the requirement of Dominion Virginia Power with regard to the location of transformer on the site.

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

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

N/A

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

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

N/A

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

Day	Hours	Day	Hours
N/A	N/A		

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

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

N/A

B. How will the noise from patrons be controlled?

N/A

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?
N/A

B. How much trash and garbage will be generated by the use?
N/A

C. How often will trash be collected?
N/A

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

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

Yes. No.

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

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

Yes. No.

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

Development SUP # <u>3/9/17</u>

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

N/A

ALCOHOL SALES

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

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.

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?
See attached spreadsheet, .88 spaces per unit required, 270 units = 237 spaces
Retail (1509 sf - 1200 sf/1000 x 3= 1 space for a TOTAL of 238 spaces.
- B. How many parking spaces of each type are provided for the proposed use:
97 Standard spaces
165 Compact spaces
7 Handicapped accessible spaces
Other
269 per the approved final site plan.

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- 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? N/A

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

- C. Where are off-street loading facilities located? N/A
- _____
- _____

- D. During what hours of the day do you expect loading/unloading operations to occur? N/A
- _____
- _____

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

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?

N/A

	A	B	C	D	E	G	H	I
1	MULTI-FAMILY PARKING RATIO CALCULATOR: MARKET RATE HOUSING							
2								
3								
4	Project Address: 1225 First Street							
5	Bedroom Count	# Units	# Bedrooms					
6	One-Bedroom Units	211	211					
7	Two-Bedroom Units	59	118					
8	Three-Bedroom Units		0					
9	Total	270	329					
10	<i>Studios are counted as 1 bedroom units. Projects are not required to park the 3rd and 4th bedroom, in which case those units would be counted as 2BR units.</i>							
11								
12	PARKING CALCULATOR							
13			Within 0.5 Mile Metro Walkshed	Outside of 0.5 Mile Metro Walkshed				
14	Base Parking Ratio (space per bedroom)		0.8	1.0				
15	Deductions on the Base Parking Ratio (If Eligible)							
16	BRT	10%						
17	4+ Bus Routes	5%	5%					
18	Very High Walkability (90-100)	10%						
19	OR High Walkability (80-90)	5%	5%					
20	20% + studios	5%						
21	Total Deductions		0.10	0.00	<i>SUM of all credits</i>			
22	Resulting Percentage		0.90	1.00	<i>1-C21 or 1-D21</i>			
23	Per Bedroom Ratio		0.72	1.00	<i>Resulting Percentage X Base Parking Ratio</i>			
24	Total # of Spaces Required		237	329	<i>Per Bedroom Ratio X Total Number of Bedrooms</i>			
25	Per Unit Ratio		0.88	1.22	<i>Total Number of Bedroom/Total # Units</i>			
26	<i>BRT credit is given to projects located within 1/4 mile of an existing BRT stop.</i>							
27	<i>Bus Route credit is given to projects with 4+ bus routes that stop within 1/4 mile of project entrance.</i>							
28	<i>Walkability is currently measured using scores from Walkscore.com. Staff has developed and is in final testing stages of an Alexandria specific Walkability Index.</i>							
29	<i>Projects may not receive both walkability credits</i>							

Get Scores (/cities-and-neighborhoods/)

Find Apartments (/apartments/)

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Type an address, neighborhood or city

Go

IOS

Android

(http://taps.io/Lxsj) (http://taps.io/LxsO)

Share

1225 First Street

Braddock Road Metro, (/VA/Alexandria/Braddock_Road_Metro) Alexandria (VA/Alexandria), 22314

DSUP2017-0003
Application Materials
3/9/17

Add scores to your site (/professional/badges.php?address=1225 First Street Alexandria, VA 22314)

Commute to **Downtown Alexandria** (/compare#edit-commutes)

2 min 13 min 5 min 19 min [View Routes](#)

Favorite

Map

Nearby Apartments (/apartments/search/1225-first-st-alexandria-va-22314)

More about 1225 First Street (https://www.redfin.com/VA/Alexandria/1225-First-St-22314/home/40525398)



Very Walkable

Most errands can be accomplished on foot.



Excellent Transit

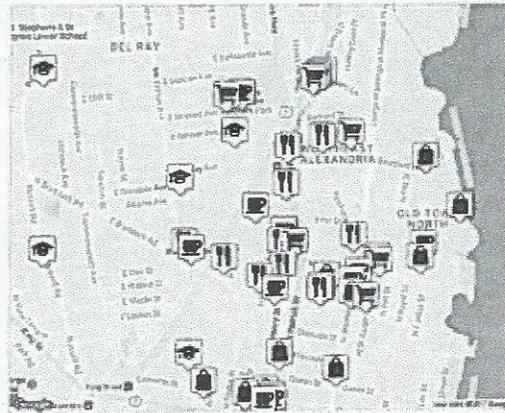
Transit is convenient for most trips.



Very Bikeable

Flat as a pancake, excellent bike lanes.

About your score



Embed this map on your site for free
(/professional/walk-score-widget.php?address=1225%20First%20Street%20Alexandria%20VA%2022314)

Compare Rates with LendingTree Now! (https://adclick.g.doubleclick.net

/pcs/click?xai=AKAOjsuCch7nFUTivJFHCBFGRGDquGIWv7NRqUq3CqmY4jMf6j6FRh5I5_wxbTsRWzKanzfGfBnaAS7bkyH0r9UXBIPtuBdfNIBAR_SmdIPXtSeljPrY8uJ0aRT
G0Zjf2rcJGn2ycUFnZOb3a0szVgNo4agfzLKY8VMENJQO4HWr5aM12yGk6WZVMP008lh8qHI9BP9hStlCX4pflq_-D2n8&sig=Cg0ArKJSzNYjXxASES3UEAE&
urlfix=1&adurl=http://admod.realmcdn.net/click.php?a=833)

About this Location



1225 First Street has a Walk Score of 82 out of 100. This location is Very Walkable so most errands can be accomplished on foot.

1225 First Street is a four minute walk from the Blue Metrorail Blue Line and the Yellow Metrorail Yellow Line at the BRADDOCK RD METRORAIL STATION stop.

This location is in the Braddock Road Metro neighborhood in Alexandria. Nearby parks include Douglas Street Park, Potomac Yard Dog Park and Eugene Simpson Stadium.

(https://maps.google.com/maps/@38.8161245,-77.0511534,0a,73.7y,84.54h,90t
twpv34outpdpdndf...)

View your latest Credit Scores from All 3 Bureaus in 60 secs-\$0 (https://adclick.g.doubleclick.net
/pcs/click?xai=AKAOjst758pg0N_M8jbMcKt8rKp6e31DNX5WohcOeUzWtsbWQ3855Zr7XdmtdemM2ISHdzLj7FGwn-
7sYIGSFf9xZG5pPh19oe_SRk5wzk5vqZzRuj3unoVpdMQaC4jRbW5SRks0JDOUtdR9JtaxjeDL1QjpeaZ3-
GMB1NoW6eRjwgApvN4yfoxRMUjjav8xtyvw4VF0HZ53d1ra_F46tx7YA4A52i0H9tV-Pb6kldTjXWV6A9KpYifRPuXK_6BMAr_rW3twjI&
sig=Cg0ArKJSzHdw9kuWF1rKEAE&urlfix=1&adurl=http://admod.realmcdn.net/click.php?a=845)