



DOCKET ITEM #7

Development Special Use Permit #2014-0036

1200 First Street (Parcel Address: 950 North Fayette Street) and 1201 Braddock Place – Braddock Meridian

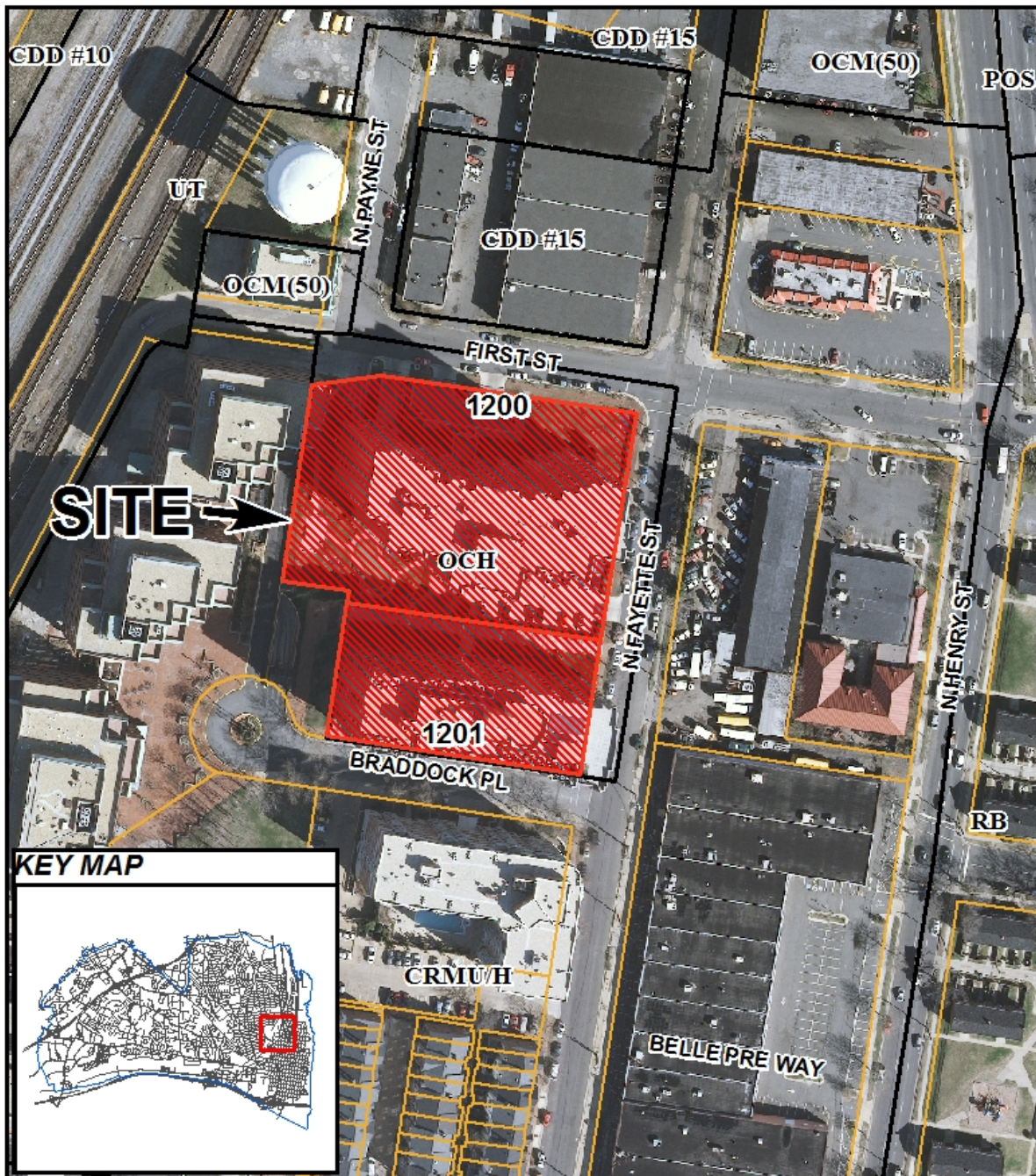
Application	General Data	
Project Name: Braddock Meridian	PC Hearing:	April 7, 2015
	CC Hearing:	April 18, 2015
	If approved, DSUP Expiration:	April 18, 2018
	Plan Acreage:	2.3 acres (100,404 sf)
Location: 1200 First Street (Parcel Address: 950 North Fayette Street) and 1201 Braddock Place	Zone:	OCH
	Proposed Use:	Open space amenity
	Dwelling Units:	479 units (existing)
	Gross Floor Area:	n/a
Applicant: Potomac Club Residence Limited Partnership	Small Area Plan:	Braddock Road Metro Station
	Historic District:	n/a
	Green Building:	n/a

Purpose of Application

An amendment to the previously approved development special use permit and site plan for a residential building and parking reduction (DSUP #99-0004) to add an outdoor amenity space.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Robert M. Kerns, AICP, Division Chief (robert.kerns@alexandriava.gov)
Dirk H. Geratz, AICP, Principal Planner (dirk.geratz@alexandriava.gov)
Katie North, AICP, Urban Planner (katie.north@alexandriava.gov)



DSUP #2014-0036
1200 First Street
(Parcel Address: 950 North Fayette Street)
& 1201 Braddock Place



I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends approval of the applicant's requested amendment to the previously approved DSUP to allow for removal of a small surface parking lot on their property to create an open space amenity area for the residents of their two buildings. No changes are proposed to the residential buildings or underground parking garage with this request. While this results in a further parking reduction from the original approval, staff believes the proposed parking ratio is sufficient to meet the needs of the residential buildings. It also provides a unique opportunity to create additional open space on a developed lot and create a more urban street condition without surface parking.

As part of this request, Staff considered the following issues:

- Ensuring adequate parking would still be provided for the residential buildings;
- Consistency with the Braddock Metro Neighborhood Plan; and
- Open space and pedestrian/streetscape improvements.

B. General Project Description

The applicant, Potomac Club Residence, LP, has requested approval to amend their DSUP approval from 1999 (which approved the second of their two buildings) to eliminate a 26 space surface parking lot and replace the area with an enhanced open space amenity for the residents of their two buildings. The amenity area will include a fenced dog park/run area, additional landscaping, and enhanced and expanded outdoor seating and dining areas. Approval of this request would slightly reduce the parking ratio for the site to 1.10 spaces per unit. No changes are proposed to the existing underground parking garage.

II. BACKGROUND

A. Site Context

The site includes two parcels, each with a high rise residential building, less than a quarter mile northeast of the Braddock Road Metro station. First Street borders the property to the north, N. Fayette Street borders to the east, and Braddock Place borders to the south. The southern building (1201 Braddock Place) is a 183 unit, 11-story building and the northern building (1200 First Street) is a 296 unit, 16-story building. The site is bordered by an office building to the west, an 8-story residential building to the south, the new Bell Pre residential building and an existing warehouse to the east, and a vacant parcel to north that is approved for a high rise residential building. Additional lower scale residential buildings are further south of the site, while the area to the north is predominately warehouse structures. The area to the north, known as Braddock Gateway, has a CDD approval for several multifamily residential buildings with a central open space.

The 26 space surface parking lot proposed to be removed is located entirely on the northern parcel, in between these two buildings, and towards the eastern edge of the site adjacent to N. Fayette Street. A wide walkway south of the parking lot stretches from N. Fayette Street to the west side of the property and provides pedestrian access to both of the buildings as well as to the Braddock Road Metro Station to the west. The western half of the site between the two buildings includes a small residential amenity area with picnic tables, walkways, and benches.

A two level parking garage sits beneath the two buildings and is connected internally. A total of 518 spaces are provided in the garage. A second surface parking lot is located north of the entrance to the northern building off of First Street and includes 8 spaces.

B. Procedural Background

In 1988, the City approved a mixed use project known as Braddock Center for the subject property. This project included a 183 unit residential building and 272,000 sf commercial building. The residential building was completed in 1991 per the original approval. However, in 1994, the applicant requested approval of an amendment to this plan to construct a second residential building on the northern lot instead of the commercial building. The amendment required a rezoning from CRMU-H to OCH to allow for the higher FAR for the additional residential floor area as well as a parking reduction. The rezoning was approved with a proffer that limited the development to the proposed plan. The approval for the second residential building ultimately expired in 1998, but the applicant obtained a separate DSUP approval for the same proposal in 1999, which included the approval of the parking reduction. This building was completed and occupied in 2000, and has been operating as a residential apartment building since then.

C. Detailed Project Description

Given the number of new residential buildings in the area that include upgraded amenities for their residents, the applicant would like to enhance and enlarge their residential amenity area for the two buildings to be more competitive in the new and expanding rental market for the neighborhood. To do this, the applicant has proposed eliminating the existing 26 space surface lot and redesigning the outdoor amenity area to include an expansion into the parking lot area. The existing curb cut off N. Fayette Street will be removed and the streetscape, including a concrete sidewalk, landscape strip, and street tree, will be continued from what occurs to the north and south along this street. A fenced dog park/run area and additional landscaping will be installed in the general location of the parking lot. Further west, the amenity space will be reconfigured to include more outdoor seating areas, arbors, BBQ and dining areas, and a fireplace. Additional landscaping will also be added to this area. The existing walkway between the two buildings and the sidewalks to each building will be enhanced with new pavers to match the materials of the improved amenity space.

No changes are proposed to the existing underground parking garage as part of this application. Residential access to the garage will continue to be provided in the existing locations off First Street and Braddock Place. A total of 518 spaces for the 479 residential units will remain in the

existing two level underground garage. Additionally, no changes are proposed to the 8 space surface lot at the entrance to the northern building off of First Street, leaving a total of 526 spaces for the site.

III. ZONING

Property Address:	1200 First Street and 1201 Braddock Place	
Total Site Area:	100,404 sf (67,706 sf and 32,698 sf)	
Zone:	OCH (with proffer)	
Current Use:	Residential high rise buildings with surface parking lot	
Proposed Use:	Residential high rise buildings with open space amenity area	
	Permitted/Required	Proposed
FAR	3.0 (per original approval)	No change - 3.0 (per original approval)
Setbacks	n/a for multifamily	n/a for multifamily
Parking	690 spaces (per Zoning Ordinance) 560 spaces (per DSUP approval)	526 spaces (518 garage and 8 surface)
Open Space	40% (40,162 sf)	53.7% (53,937 sf)

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

Although this site falls within the boundaries of the Braddock Metro Neighborhood Plan (which is an overlay plan for the Braddock Road Metro Station Small Area Plan), it was not envisioned for any redevelopment since the buildings are fairly new and consistent with the Plan's goals for transit oriented development. However, this specific request for removal of the surface parking lot does align with the principles of the Plan. In particular, this request directly supports *Principle 2: Provide walkable neighborhoods that are secure and feel safe*. Eliminating the surface parking lot will eliminate any pedestrian/vehicular conflicts in this area since the sidewalk will be uninterrupted by curb cuts from Braddock Place to First Street. Additionally, by replacing the parking lot with open space, more activity will be visible to and from the public sidewalk, thus creating a safer pedestrian environment.

The Plan also established a lower parking ratio for the planning area than required by the Zoning Ordinance (*Principle 6: Manage multimodal transportation, parking, and road infrastructure*). As discussed further in the section below, this request is for a lower parking ratio than recommended by the Plan. However, the Plan does allow for additional reductions to the parking ratios through a special use permit process, such as this one currently under review.

The proposal remains consistent with the overall concept of lower ratios near transit stations and promoting transportation demand management strategies to offset the impacts of less parking.

B. Parking

Parking was a noted concern for staff when reviewing the proposal in 1999. At that time, there was some debate whether the full parking requirements per the Zoning Ordinance should be provided. However, the reduction was ultimately approved with conditions to ensure greater parking efficiencies in the garage, and the applicant was permitted to construct the buildings and garage to the conditions existing today.

In the last fifteen years, several factors have influenced how the City reviews parking for developments which has led to support for lower parking ratios, particularly for developments near transit. First, many of the City's small area plans began to set lower parking ratios for redevelopment within the specific planning boundaries. For example, the Braddock Metro Neighborhood Plan (adopted in 2008) recommended a parking ratio of 1 space per unit plus 15% visitor parking for redevelopment sites. This was largely a result of the small area plans focusing on development adjacent to Metro stations and an attempt to implement the principles of transit oriented development, which support lower parking ratios to promote transit.

Second, a trend of redevelopment projects throughout the City typically requesting a parking reduction as part of the overall approval has identified the need to reevaluate the current parking requirements in the Zoning Ordinance. The Parking Standards for New Development Projects Study was initiated to create new and updated parking standards for residential development based on parking demand and market trends. While this Study has not been completed, the data and information gathered is pertinent to this specific request.

The table below summarizes the various parking requirements and proposals related to this request. The applicant's proposal of 526 spaces is lower than what is recommended by the Braddock Metro Neighborhood Plan, mainly due to the requirement for 15% visitor parking. However, it is slightly more than total required by the draft recommendations from the Parking Standards Study.

	Parking Ratio	Total Number of Spaces
Zoning Ordinance	1.3 spaces per 1-bed unit and 1.75 spaces per 2-bed unit	690
Original DSUP approval	1.17 spaces per unit (inclusive of visitor parking)	560
Braddock Metro Neighborhood Plan	1.00 spaces per unit (plus 15% visitor parking)	551 (includes 72 visitor spaces)
Proposed Parking Standards (draft)	0.76 -0.8 spaces per bedroom (no additional visitor parking required)	477-502
Applicant's proposal	1.10 spaces per unit (inclusive of visitor parking)	526

The applicant also provided a parking study detailing the parking demand observed in their garage and on the streets surrounding their buildings. The consultant performing the study conducted occupancy counts on a Thursday evening between 7PM and 12AM and a Saturday evening between 7PM and 10PM. The results of these counts found that the maximum occupancy for the parking garage occurred during the weekday between 11PM and 12AM. At this time, 71% of the garage was observed to be full. For the 518 space garage, this equates to 368 occupied spaces and 150 vacant spaces. (It should be noted that the applicant currently charges residents and visitors to park in the garage, consistent with City practice for other sites, which partially influences occupancy rates for the garage.) This would indicate that there is ample capacity within the garage to accommodate the 26 parking spaces that would be eliminated as part of this request.

With regard to the on-street parking occupancy, the consultant determined there are 88 available spaces on the blocks surrounding the site. These spaces range from being completely unrestricted to two to three hour limits. The results of the occupancy counts found that these spaces during both the weekday and weekend hours were fairly well used. A minimum of 11 spaces were available on the Thursday evening and a minimum of 5 spaces were available on the Saturday evening. Therefore, there is some capacity for the users of the surface lot to park on the street, but most likely they will park in the garage where there is greater availability.

Staff is supportive of the applicant's proposed parking ratio. The parking study provided by the applicant indicates the garage has excess parking that can be used to offset the loss of parking from the surface lot. Furthermore, the proposed ratio is comparable to the results and recommendations of the City's overall Parking Standards Study. While the ratio is lower than what has been approved with other developments, staff believes the fewer spaces will not negatively impact the existing residents of the building nor create a parking overflow problem for the surrounding neighbors.

The applicant has also requested approval for an option to lease some of the excess spaces in their garage to market rate users. This request is similar to the Special Use Permit that was approved for the Station at Potomac Yard in 2013. Staff is comfortable with this option, but has included a condition to outline the review process should the applicant move forward with it. Per the condition, the request would be processed through an administrative special use permit and would require a parking study evaluating the garage capacity at the time of the request. Through the administrative special use permit process, staff can add appropriate conditions limiting the number of spaces available for lease as well as requiring a review period to ensure compliance and whether any corrective action is needed.

C. Open Space

The requirement for open space for residential development in the OCH zone is 40%. The original development provided a minimum of 40% at ground level, which is approximately 40,162 sf. As discussed, this request provides the unique opportunity to actually increase the amount of open space at ground level for the site. The removal of the parking lot increases the open space to 53.7% of the site or 53,937 sf. Additionally, the quality of this open space is

significantly improved with an automobile-free zone between the two buildings on the site and creating a new, coordinated design for the entire space.

D. Pedestrian and Streetscape Improvements

Although this proposal involves a relatively small area on a developed site, the pedestrian and streetscape improvements are still notable. The elimination of the surface parking lot allows the sole curb cut on the west side of N. Fayette Street between Braddock Place and First Street to be replaced with a continuation of the existing sidewalk and a new street tree. This helps minimize conflicts between pedestrians and vehicles and enhances the pedestrian experience along N. Fayette Street. Although the improvements to the amenity space will only be for use by the residents of the two buildings on site, the additional trees, shrubs and lawn area within the site will provide improved visual open space for the general public from N. Fayette Street. Additionally, the public will benefit from an enhanced walkway through the site to the Metro.

E. Stormwater

The conversion of the surface parking lot to open space and landscaped areas will result in a 4,500 sf reduction of impervious area for the site. Given this reduction, no new BMPs are proposed to treat stormwater for the site. Stormwater will continue to be treated and detained with the current structures in place for the building and garage. Details about the efficiencies of these structures will be reviewed during the final site plan review.

V. COMMUNITY

The applicant held a community meeting on February 12, 2015 to provide an overview of the proposal to the surrounding neighbors. Although only a few people were in attendance, they were all very supportive of the change from parking to open space. They felt the change would be an enhancement to the neighborhood, in particular the streetscape improvements along N. Fayette Street. The provisions made for residents with dogs were further supported by the neighbors as a positive addition.

VI. CONCLUSION

Staff recommends approval subject to compliance with all applicable codes, ordinances, and the following staff recommendations.

VII. GRAPHICS



View of site looking west



Site Plan

VIII. STAFF RECOMMENDATIONS

Note: Conditions #1-35 have been carried forward from DSUP 99-0004 and deleted or amended as necessary for this new request. New, standard conditions that apply to this request have been added beginning at Condition #36, with the exception of new condition 1A.

- 1A. **[NEW CONDITION ADDED BY STAFF] The Final Site shall be in substantial conformance with the preliminary plan dated February 6, 2015 and comply with the following conditions of approval. These conditions, amended or added, only apply to impacts resulting from the changes to the removal of the parking lot and addition of amenity space. (P&Z)(T&ES)**

EXISTING CONDITIONS (DSUP 99-0004)

1. **[CONDITION AMENDED BY STAFF]** Applicant shall provide a minimum of ~~1-17~~ **1.10** parking spaces per unit. (City Council) **(P&Z)(T&ES)**
2. The second of two tandem parking spaces shall be counted as a parking space only if the applicant can propose and implement a program to the satisfaction of the Director of T&ES that will guarantee that both spaces will be used. (P&Z) (DSUP 99-0004)
3. **[CONDITION AMENDED BY STAFF]** The garage of Potomac Club II shall be connected to Potomac Club I, with all parking spaces shared by both buildings. Parking spaces shall be unassigned, except for tandem spaces, which shall only be assigned to households with two cars. ~~No charge shall be imposed for parking spaces for residents, and no household shall be restricted from utilizing a second space within the garage, even if total parking demand by residents exceeds the total number of parking spaces within the garage.~~ (P&Z) (DSUP 99-0004)
4. The garage layout shall be redesigned to eliminate columns within compact parking spaces and shall meet all requirements related to parking, including space size backup aisle widths, and turning radius. Surface parking may be increased up to a maximum of 35 spaces to compensate for any spaces lost in the garage as a result of this redesign, provided that all open spaces, landscaping and parking screening requirements can still be met on site, with the design to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (DSUP 99-0004)
5. Tenants shall be notified prior to leasing units that they are not permitted to park on-street and that they will not be able to obtain City of Alexandria residential parking stickers if the residential permit system is extended to the surrounding area. Language informing residents of this restriction shall be placed in all leases, with such language to be reviewed by the City Attorney's Office prior to the release of any CO for the new building. In the event the units are converted to condominiums in the future, this restriction shall also apply to unit owners, and language informing all owners of this provision shall be incorporated into condominium agreements. (P&Z) (DSUP 99-0004)

6. Service activities shall occur within the site, not on or onto Braddock Place. (P&Z) (DSUP 99-0004)
7. Screen service and loading area to the satisfaction of the Director of P&Z. Provide gates which remain closed when these areas are not in use. (P&Z) (DSUP 99-0004)
8. Provide a permanent and publicly accessible pedestrian access way through the site from North Fayette Street to the Braddock Place development. (P&Z) (DSUP 99-0004)
9. Provide a 5 foot wide sidewalk from North Fayette Street to connect to the entry sidewalk adjacent to the north side of guest driveway. (P&Z) (DSUP 99-0004)
10. Plaza paving treatment shall be compatible with existing Braddock Place development. Indicate style and color to satisfaction of the Department of Planning and Community Development. (P&Z) (DSUP 99-0004)
11. Provide litter receptacles near entrances and plaza seating areas. (P&Z) (DSUP 99-0004)
12. Provide screening cover for garage exhaust vents that does not impede air flow to the satisfaction of the Director of P&Z. (P&Z) (DSUP 99-0004)
13. Provide building facade treatment and materials consistent with depicted building elevations or to the satisfaction of the Director of P&Z. (P&Z) (DSUP 99-0004)
14. Building gross square feet shall not be increased beyond the proposed maximum of 316,000 square feet. (P&Z) (DSUP 99-0004)
15. Design a non-continuous 3 foot brick wall along the perimeter of First Street and North Fayette Street to provide a street edge, and screen parking and exhaust vents to the satisfaction of the Director of P&Z. (P&Z) (DSUP 99-0004)
16. Provide outdoor seating areas along promenade walkway to the satisfaction of the Director of P&Z. (P&Z) (DSUP 99-0004)
17. Provide the following with the final site development plans:
 - a) zoning calculations of Phase I and Phase II buildings
 - b) floor by floor gross to net deductions
 - c) building elevation plans with maximum heights and average finished grade measurements
 - d) plan layout of garage levels, first floor, typical floor and roof top. (P&Z) (DSUP 99-0004)
18. Underground all the overhead utilities along the frontage on First Street of the property. (T&ES) (DSUP 99-0004)

19. The site discharges into an overloaded storm sewer system of Braddock/West area. Developer is to provide on-site detention for storm run-off so as to reduce the peak flows for 2 and 10 year storms by a minimum of 10% from predevelopment (existing) levels. Therefore, request for detention waiver is denied. (T&ES) (DSUP 99-0004)
20. Existing runoff computations are to be based on existing conditions and not completely impervious as shown on the plan. (T&ES) (DSUP 99-0004)
21. The storm water Best Management Practices (BMPs) required by this project shall be constructed and installed under the direct supervision of the design engineer or his/her designated representative. The design engineer shall make a written certification to the City that the Best management Practices are constructed and installed as designed and in accordance with the approved final site plan. In addition, aggregate layers and collector pipes may not be installed unless said engineer or his/her representative is present. (T&ES) (DSUP 99-0004)
22. All swimming pools are to discharge to sanitary sewer and not to storm sewer or through a BMP. (T&ES) (DSUP 99-0004)
23. **[CONDITION AMENDED BY STAFF] Provide an ~~Show an appropriate~~ Environmental Site Assessment statement that addresses all environmental features of the site, including but not limited to the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services, intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15% in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law.** (T&ES) (DSUP 99-0004)
24. **[CONDITION DELETED BY STAFF (REPLACED BY STANDARD CONDITION)] ~~Show a completed workbook B. Green areas above garage are not considered as pervious areas. Therefore, reduction of impervious areas (actual numbers) as stated in the plan are not acceptable. Plan is to comply with Chesapeake Bay Act per the provisions of Article XIII of AZO.~~** (T&ES) (DSUP 99-0004)
25. Relocate street light (on existing pole #SC-28) at the N.W. corner of site to 18"-24" behind the curb on the First S. and replace wood pole with 30 ft. concrete pole and convert street light to 14,000 lumen HPSV fixture. (Current proposed location for relocation would put the light 15 feet away from First Street.) (T&ES) (DSUP 99-0004)
26. Replace existing wood poles #30-F and #SC-67 with 30 ft. concrete poles and convert street lights to 14,000 lumen HPSV fixtures. (The existing locations of the poles are mid-block on First St. and southwest corner of N. Fayette St. and First St., respectively.) (T&ES) (DSUP 99-0004)

27. **[CONDITION DELETED BY STAFF (REPLACED BY STANDARD CONDITION)]** ~~Provide a site lighting plan to the satisfaction of the Directors of P&Z and T&ES in consultation with the Police. The plan shall:~~
- ~~a) show existing and proposed on-site and street lights,~~
 - ~~b) include information on the type of fixture, mounting height and strength of lumens or watts, and manufacturer specifications,~~
 - ~~c) provide for street lighting on the N. Fayette Street frontage.~~
 - ~~d) provide lighting for common and parking areas,~~
 - ~~e) provide lighting calculations to verify that lighting meets City standards.~~
- ~~(T&ES) (P&Z)(Police) (DSUP 99-0004)~~
28. Consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the building. This is to be completed prior to the commencement of construction. (Police) (DSUP 99-0004)
29. Access to the garage shall be controlled. (Police) (DSUP 99-0004)
30. Paint the walls and ceilings of the garage white. (Police) (DSUP 99-0004)
31. Unless security personnel are on site 24 hours a day 7 days a week emergency buttons are not recommended. (DSUP 99-0004)
32. The maximum height of the shrubbery around the building is to be 36 inches. (DSUP 99-0004)
33. Contribute \$.50 per gross square foot of new building floor area to the Housing Trust Fund prior to the release of the Certificates of Occupancy for the respective portions of the building. (Housing) (DSUP 99-0004)
34. No outside users of health club facilities shall be permitted other than bona fide guests of residents. (P&Z) (DSUP 99-0004)
35. Temporary structures for construction or sales personnel, as well as sales/marketing signs, shall be permitted, and the size and site design for such temporary structures, including signs, shall be subject to the approval of the Director of P&Z. (P&Z) (DSUP 99-0004)

NEW CONDITIONS (DSUP 2014-0036)

PEDESTRIAN/STREETSCAPE:

36. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
- a. Complete all pedestrian improvements prior to release of the performance bond.

- b. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalk along N. Fayette Street shall be 5 feet.
- c. The proposed "Pet Pick-up Station" within the City right of way along N. Fayette Street shall be relocated to the applicant's property. (P&Z) (T&ES)

OPEN SPACE/LANDSCAPING:

- 37. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
 - a. Ensure positive drainage in all planted areas.
 - b. 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.
 - c. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - e. Provide a plan exhibit that verifies the growing medium in all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. The applicant will perform an as-built of existing soil depths, and all new plantings will be installed to achieve the same depths as existing conditions. (P&Z)
- 38. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on the building side facing the project area at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z)(Code Administration)
- 39. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.

- b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z)(T&ES)

TREE PROTECTION AND PRESERVATION:

- 40. Provide and implement tree protection measures per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and the City Arborist. Any street trees damaged as a result of construction shall be replaced by the applicant. (P&Z)(RP&CA)
- 41. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated February 6, 2015. (P&Z)(RP&CA)

PARKING

- 42. Parking spaces within the underground parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
 - a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.
 - b. Provide a parking management plan to include, at a minimum, the following:
 - i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
 - ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.
 - c. Provide a copy of the lease or other agreement to be used for market rate parkers.
 - d. Provide a parking study one year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff.

TRANSPORTATION MANAGEMENT PLAN:

- 43. For Transportation Management Plan (TMP) conditions, please refer to TMP SUP 99-00011. This TMP SUP remains valid and active. (T&ES)

SITE PLAN:

44. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
45. Submit the plat of all applicable easements prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
46. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)
47. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)
48. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z, in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. If existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. 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.
 - f. 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.

- g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
- i. 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.
- j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
- k. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
- l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)

CONSTRUCTION MANAGEMENT:

- 49. 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)
- 50. 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. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes and storage of materials 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 prepared drawings shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - f. 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)

51. 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)
52. 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)
53. No major construction staging shall be allowed within the public right-of-way on N Fayette Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
54. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
55. 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)
56. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
57. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number,

of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)

58. 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)
59. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
60. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
61. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)
62. 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)

SOLID WASTE:

63. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way at N Fayette Street at the proposed sidewalk. 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)

64. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way at N Fayette Street at the proposed sidewalk. 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)

STREETS / TRAFFIC:

65. 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)
66. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

UTILITIES:

67. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

STORMWATER MANAGEMENT:

68. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
69. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

CONTAMINATED LAND:

70. Indicate whether or not there is any known soil or groundwater contamination present as required with all preliminary submissions. Known or suspected soil or groundwater contamination shall be identified on the preliminary plan and the following conditions of approval applied;

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

73. If warranted by Environmental Site Assessment report(s), the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Meridian at Braddock 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)

NOISE:

74. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
75. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

CITY DEPARTMENT COMMENTS

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

Note: The Department comments below have been amended or added for this new DSUP request only. They are not intended to require reevaluation of how the buildings complied with these requirements.

Planning and Zoning

- C-1 [NEW CODE REQUIREMENT ADDED BY STAFF]** 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 [NEW CODE REQUIREMENT ADDED BY STAFF]** 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 & Environmental Services:

- F-1 [NEW FINDING ADDED BY STAFF]** 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 [NEW FINDING ADDED BY STAFF]** The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F-3 [NEW FINDING ADDED BY STAFF]** The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

- F-4 [NEW FINDING ADDED BY STAFF]** Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-5 [NEW FINDING ADDED BY STAFF]** Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F-6 [NEW FINDING ADDED BY STAFF]** 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-7 [NEW FINDING ADDED BY STAFF]** Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-8 [NEW FINDING ADDED BY STAFF]** A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and 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. These sheets are to be provided as “Information Only.” (T&ES)
- F-9 [NEW FINDING ADDED BY STAFF]** The following notes shall be included on all Maintenance of Traffic Plan Sheets:
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F-10 [NEW FINDING ADDED BY STAFF]** Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- C-1** Any encroachments, either above or below ground, for utilities or structure require approval of an encroachment application by the City.
- C-2** Bond for the public improvements must be posted prior to release of the plan.
- C-3 [CODE REQUIREMENT AMENDED BY STAFF]** All new downspouts must be connected to a storm sewer by continuous underground pipe.

- C-4 **[CODE REQUIREMENT DELETED BY STAFF]** ~~The sewer tap fee must be paid prior to release of the plan.~~
- C-5 All easements and/or dedications must be recorded prior to release of the plan.
- C-6 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-7 **[CODE REQUIREMENT AMENDED BY STAFF]** All new drainage facilities must be designed to the satisfaction of the Director of T&ES. Drainage divide maps and computations must be provided for approval.
- C-8 All utilities serving this site to be underground.
- C-9 Provide site lighting plan.
- C-10 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-11 Provide a phased erosion and sediment control plan consistent with grading and construction.
- C - 12 **[NEW CODE REQUIREMENT ADDED BY STAFF]** 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 - 13 **[NEW CODE REQUIREMENT ADDED BY STAFF]** 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% reduction of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 14 **[NEW CODE REQUIREMENT ADDED BY STAFF]** 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 stormwater flow conveyance systems shall be signed and sealed by a professional engineer,

registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 15 **[NEW CODE REQUIREMENT ADDED BY STAFF]**The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 16 **[NEW CODE REQUIREMENT ADDED BY STAFF]**The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 17 **[NEW CODE REQUIREMENT ADDED BY STAFF]**All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 18 **[NEW CODE REQUIREMENT ADDED BY STAFF]**Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 **[NEW CODE REQUIREMENT ADDED BY STAFF]**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 **[NEW CODE REQUIREMENT ADDED BY STAFF]**All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 21 **[NEW CODE REQUIREMENT ADDED BY STAFF]**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 - 22 **[NEW CODE REQUIREMENT ADDED BY STAFF]**The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes

requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. The proposed project does not meet the Water Quality Volume Default and therefore must provide a contribution to the Alexandria Water Quality Improvement Fund or provide an onsite BMP to treat the first ½" of impervious area.(T&ES)

- C - 23 **[NEW CODE REQUIREMENT ADDED BY STAFF]**The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 24 **[NEW CODE REQUIREMENT ADDED BY STAFF]**All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 25 **[NEW CODE REQUIREMENT ADDED BY STAFF]**The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) plan sheet(s) with the Final 1 submission. (T&ES)

Alexandria Renew Enterprises **[ADDED BY STAFF]:**

ARenew has no comments.

Virginia American Water**[ADDED BY STAFF]:**

- C-1 Please show all existing water mains on drawing. Mains currently not shown on lands include a 16 inch line located just south of the 12 inch on First Street, an 8 inch main on the west side of Fayette Street, and a 16 inch main on Payne Street.
- C-2 Shown domestic and fire service connections to the 16" line on First Street, not to the 12" line.
- C-3 **[NEW CODE REQUIREMENT ADDED BY STAFF]** If developer will plant new trees beside the existing 16" water pipe, please keep minimum 5 feet horizontal clearance from a tree well. And also, please ensure it is not in conflict with the root ball or the expected future root zone. The underground utilities shall not interfere with the health of the tree or pose difficulties in construction the wells.

Code Enforcement Administration:

- ~~C-1 New construction must comply with the 1996 edition of the Uniform Statewide Building Code (USBC).~~
- ~~C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group, b) number of stories, c) type of construction, d) floor area per floor, e) fire protection plan.~~
- ~~C-3 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to each building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) emergency vehicle easements (EVE) in the drop off area with a twenty two (22) foot minimum width shall be provided; e) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.~~
- ~~C-4 A soils report must be submitted with the building permit application.~~
- ~~C-5 Prior to approval of the Final Site Plan, the developer shall provide a certified fire flow analysis by a licensed professional engineer to assure adequate water supply for the structure being considered.~~
- ~~C-6 A Certificate of Occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0~~
- ~~C-7 Required exits and accessibility for person with disabilities must comply with the USBC.~~
- ~~C-8 All exterior walls within 3 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted in the wall; or, in alternative, a 2-hour fire wall may be provided.~~
- C-9 A rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-10 A construction permit is required for proposed work. Four sets of drawings and associated material and equipment cut sheets shall be submitted to Code Enforcement for review and approval prior to commencing work.

Health Department:

- C-1 An Alexandria Health Department Permit is required for all regulated facilities. This includes the food facilities and pool facilities.

- 1) Five sets of plans are to be submitted to and approved by this department prior to construction.
- 2) Permits must be obtained prior to operation.
- 3) Plans must comply with the Alexandria City code, Title 11, Chapter 2, Food and Food establishments. ~~There is a 13.00 fee for plans review of food facilities.~~
- 4) The food facility must comply with the Alexandria City Code, Title 11, Chapter 10, Smoking Prohibitions.
- 5) Certified Food Managers must be on duty during all hours of operation.
- 6) Plans for the pool facilities must comply with the Alexandria City Code, Title 11, Chapter 11, Swimming pools; Administrative Regulations 20-6, Swimming Pools.
- 7) Submit six (6) sets of plans for a tourist establishment pool.
- 8) A qualified pool operator and lifeguard with CPR certification must be on duty during all hours of operation.

Historic Alexandria (Archaeology):

No comments.

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** DSUP #2014-0036**Project Name:** Meridian at Braddock**PROPERTY LOCATION:** 1200 First Street and 1201 Braddock Place**TAX MAP REFERENCE:** 054.01-02-02 & -06**ZONE:** OCH**APPLICANT:****Name:** Potomac Club Residence Limited Partnership**Address:** 1415 N. Taft Street, Suite 100, Arlington VA 22201**PROPERTY OWNER:****Name:** Potomac Club Residence Limited Partnership**Address:** 1415 N. Taft Street, Suite 100, Arlington VA 22201**SUMMARY OF PROPOSAL** The applicant is seeking to amend their existing DSUP 99-0004 to reduce the overall number of parking spaces to 526, 1.1 spaces per unit, from 1.3 spaces per unit.**MODIFICATIONS REQUESTED** _____**SUP's REQUESTED** Parking Reduction to remove existing surface lot that contains 26 spaces to add additional ground level amenity space for their residents.

[] **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, Calley, Gibbs & Karp, PCPrint Name of Applicant or Agent307 N. Washington St.Mailing/Street AddressAlexandria, VA 22314City and State Zip CodeMary Catherine Gibbs
Signature703-836-5757Telephone #703-548-5443Fax #mccg.hcgk@verizon.netEmail addressDecember 12, 2014Date**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY****Application Received:** _____**Received Plans for Completeness:** _____**Fee Paid and Date:** _____**Received Plans for Preliminary:** _____**ACTION - PLANNING COMMISSION:** _____**ACTION - CITY COUNCIL:** _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

☒ the Owner ☐ Contract Purchaser ☐ Lessee or ☐ Other: Developer 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 ten percent.

Paradigm Potomac Club Associates LP (1415 N. Taft St., Ste 100, Arlington, VA 22201) – 49%
Carlton Potomac Club LLC () – 50%

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 ten 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. Paradigm Potomac Club Associates LP	(1415 N. Taft St., Ste 100, Arlington, VA 22201)	– 49%
2. Carlton Potomac Club LLC	(6223 Kennedy Drive, Chevy Chase, MD 20815)	– 50%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1200 First St., 1201 Braddock Pl. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten 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. Same as above		
2. Same as above		
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.

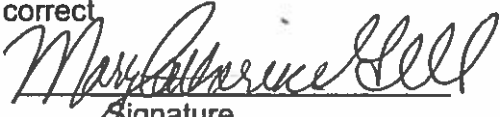
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Potomac Club Residences LP	None	
2. Paradigm Potomac Club Associates LP	None	
3. Carlton Potomac Club LLC	None	

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.

12/12/14
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 is seeking to remove an unnecessary surface parking lot to increase the amenities for its residents. The reduction of 26 surface spaces would take the parking ratio for this project from 1.13 spaces per unit to 1.1 spaces per unit, including visitors. The project seeks to enhance the amenities so that it is in keeping with the competitors in the area, a number of which have been recently completed. The increased ground level open space will add an enhanced courtyard for the residents as well as a dog exercise area for the residents. It will also update the site lighting. In addition, it would close a curb-cut on N. Fayette St which will add to on-street parking. The applicant also proposes to add a dog pick-up station along the public sidewalk.

The applicant is proposing to provide 526 spaces for its 480 units. The applicant obtained a parking study from Groove Slade, a copy of which is attached hereto. The parking study demonstrates that current usage of the existing underground garage is between 60-70 percent at peak, therefore, one third of garage is empty. That means 392 spaces were occupied at the peak time. The buildings are 91% occupied, and even if you adjust upward for 100% occupancy, the usage would be 82%. Even the City's currently proposed Parking Standards for New Development Projects, which admittedly haven't been adopted yet, would suggest that parking at .80 per bedroom is sufficient. With the applicable credits in the recommended standards, that would equate to 482 parking spaces, and the applicant is proposing 526. In addition, the number no care households in these buildings ranges from 20-25 percent. There simply is no need for these 26 surface spaces and the Applicant wants to increase their ground level open space amenities, which is a net positive for the City. The applicant also believes it should be able to lease excess spaces in the garage to others in the Braddock Metro Neighborhood. (MCG 3/2515)

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

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

24/7

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

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

Management office will be open daily, M-F 10-6, Sat. 10-5 and Sun. 12-5, 10-15 employees.

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

Day	Hours	Day	Hours
M-F	<u>10-6</u>	<u> </u>	<u> </u>
Saturday	<u>10-5</u>	<u> </u>	<u> </u>
Sunday	<u>12-5</u>	<u> </u>	<u> </u>
<hr/>			
The hours	<u>are solely for the</u>	<u>management office.</u>	<u>Residence is 24/7.</u>

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Normal from a use of this type.

B. How will the noise from patrons be controlled?
The buildings' doors are closed and security controlled.

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

NA

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

- A. What type of trash and garbage will be generated by the use?
Normal from a residence of this size.
- B. How much trash and garbage will be generated by the use?
Normal from a residence of this size.
- C. How often will trash be collected?
Weekly or more as needed.
- D. How will you prevent littering on the property, streets and nearby properties?
The management company provides regular screening of the yards and areas nearby for trash.

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

☒ Yes. ☐ No.

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

Gas is kept in the emergency generator on site on an as-needed basis.

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

☐ Yes. ☒ No.

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

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

The building is locked at all times, including the garage facility, are security accessed.

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

☐ Yes. ☒ No.

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

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?

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

<u>172</u>	Standard spaces
<u>345</u>	Compact spaces Including 51 tandems
<u>9</u>	Handicapped accessible spaces
<u> </u>	Other

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

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

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

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

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

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

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

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

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

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

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?

Street access is adequate.

#99-0004

Docket Item # 31-A
DEVELOPMENT SPECIAL USE PERMIT

POTOMAC CLUB

Planning Commission Meeting
June 1, 1999

ISSUE: Consideration of a request for reapproval of a development special use permit, with site plan, for construction of a multi-family project, with parking reduction, including a convenience delicatessen.

APPLICANT: Potomac Club Residences, Paradigm Development Company
by Harry P. Hart, attorney

LOCATION: 1200 First Street and North Fayette Street

ZONE: OCH/Office Commercial High

CITY COUNCIL ACTION, JUNE 12, 1999: City Council approved the recommendation of the Planning Commission, as amended, and approved the request, subject to all applicable codes, ordinances and staff recommendations, with a change in Condition # 1 to 1.17 parking spaces per unit.

PLANNING COMMISSION ACTION, JUNE 1, 1999: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request subject to all applicable codes and ordinances and the staff recommendations. The motion carried on a vote of 4 to 1 to 1; Mr. Hurd voting against, Mr. Dunn abstained and Mr. Leibach was absent.

Reason: The Planning Commission believed that the parking would be sufficient, given all of the conditions included in the staff report aimed at ensuring full parking utilization in the garage.

Speakers:

Harry P. Hart, representing the applicant.

Clark Ewart, the applicant.

Herb Levy spoke in support.

sketch page

PREVIOUSLY APPROVED STAFF REPORT

STAFF RECOMMENDATION:

Staff recommends **denial** of the proposal.

If the Commission or City Council wishes to approve the request, staff recommends that the approval be subject to all applicable codes and ordinances and the following staff recommendations:

1. Applicant shall provide a minimum of 1.17 parking spaces per unit. (City Council)
2. The second of two tandem parking spaces shall be counted as a parking space only if the applicant can propose and implement a program to the satisfaction of the Director of T&ES that will guarantee that both spaces will be used. (P&Z)
3. The garage of Potomac Club II shall be connected to Potomac Club I, with all parking spaces shared by both buildings. Parking spaces shall be unassigned, except for tandem spaces, which shall only be assigned to households with two cars. No charge shall be imposed for parking spaces for residents, and no household shall be restricted from utilizing a second space within the garage, even if total parking demand by residents exceeds the total number of parking spaces within the garage. (P&Z)
4. The garage layout shall be redesigned to eliminate columns within compact parking spaces and shall meet all requirements related to parking, including space size backup aisle widths, and turning radius. Surface parking may be increased up to a maximum of 35 spaces to compensate for any spaces lost in the garage as a result of this redesign, provided that all open spaces, landscaping and parking screening requirements can still be met on site, with the design to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
5. Tenants shall be notified prior to leasing units that they are not permitted to park on-street and that they will not be able to obtain City of Alexandria residential parking stickers if the residential permit system is extended to the surrounding area. Language informing residents of this restriction shall be placed in all leases, with such language to be reviewed by the City Attorney's Office prior to the release of any CO for the new building. In the event the units are converted to condominiums in the future, this restriction shall also apply to unit owners, and language informing all owners of this provision shall be incorporated into condominium agreements. (P&Z)
6. Service activities shall occur within the site, not on or onto Braddock Place. (P&Z)
7. Screen service and loading area to the satisfaction of the Director of P&Z. Provide gates

which remain closed when these areas are not in use. (P&Z)

8. Provide a permanent and publicly accessible pedestrian access way through the site from North Fayette Street to the Braddock Place development. (P&Z)
9. Provide a 5 foot wide sidewalk from North Fayette Street to connect to the entry sidewalk adjacent to the north side of guest driveway. (P&Z)
10. Plaza paving treatment shall be compatible with existing Braddock Place development. Indicate style and color to satisfaction of the Department of Planning and Community Development. (P&Z)
11. Provide litter receptacles near entrances and plaza seating areas. (P&Z)
12. Provide screening cover for garage exhaust vents that does not impede air flow to the satisfaction of the Director of P&Z. (P&Z)
13. Provide building facade treatment and materials consistent with depicted building elevations or to the satisfaction of the Director of P&Z. (P&Z)
14. Building gross square feet shall not be increased beyond the proposed maximum of 316,000 square feet. (P&Z)
15. Design a non-continuous 3 foot brick wall along the perimeter of First Street and North Fayette Street to provide a street edge, and screen parking and exhaust vents to the satisfaction of the Director of P&Z. (P&Z)
16. Provide outdoor seating areas along promenade walkway to the satisfaction of the Director of P&Z. (P&Z)
17. Provide the following with the final site development plans:
 - a) zoning calculations of Phase I and Phase II buildings
 - b) floor by floor gross to net deductions
 - c) building elevation plans with maximum heights and average finished grade measurements
 - d) plan layout of garage levels, first floor, typical floor and roof top. (P&Z)
18. Underground all the overhead utilities along the frontage on First Street of the property. (T&ES)
19. The site discharges into an overloaded storm sewer system of Braddock/West area. Developer is to provide on-site detention for storm run-off so as to reduce the peak flows

for 2 and 10 year storms by a minimum of 10% from predevelopment (existing) levels. Therefore, request for detention waiver is denied. (T&ES)

20. Existing runoff computations are to be based on existing conditions and not completely impervious as shown on the plan. (T&ES)
21. The storm water Best Management Practices (BMPs) required by this project shall be constructed and installed under the direct supervision of the design engineer or his/her designated representative. The design engineer shall make a written certification to the City that the Best management Practices are constructed and installed as designed and in accordance with the approved final site plan. In addition, aggregate layers and collector pipes may not be installed unless said engineer or his/her representative is present. (T&ES)
22. All swimming pools are to discharge to sanitary sewer and not to storm sewer or through a BMP. (T&ES)
23. Show an appropriate Environmental Site Assessment statement. (T&ES)
24. Show a completed workbook B. Green areas above garage are not considered as pervious areas. Therefore, reduction of impervious areas (actual numbers) as stated in the plan are not acceptable. Plan is to comply with Chesapeake Bay Act per the provisions of Article XIII of AZO. (T&ES)
25. Relocate street light (on existing pole #SC-28) at the N.W. corner of site to 18"-24" behind the curb on the First S. and replace wood pole with 30 ft. concrete pole and convert street light to 14,000 lumen HPSV fixture. (Current proposed location for relocation would put the light 15 feet away from First Street.) (T&ES)
26. Replace existing wood poles #30-F and #SC-67 with 30 ft. concrete poles and convert street lights to 14,000 lumen HPSV fixtures. (The existing loctions of the poles are mid-block on First St. and and southwest corner of N. Fayette St. and First St., respectively.) (T&ES)
27. Provide a site lighting plan to the satisfaction of the Directors of P&Z and T&ES in consultation with the Police. The plan shall:
 - a) show existing and proposed on-site and street lights,
 - b) include information on the type of fixture, mounting height and strength of lumens or watts, and manufacturer specifications,
 - c) provide for street lighting on the N. Fayette Street frontage.
 - d) provide lighting for common and parking areas,

- e) provide lighting calculations to verify that lighting meets City standards.
(T&ES) (P&Z)(Police)

- 28. Consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the building. This is to be completed prior to the commencement of construction. (Police)
- 29. Access to the garage shall be controlled. (Police)
- 30. Paint the walls and ceilings of the garage white. (Police)
- 31. Unless security personnel are on site 24 hours a day 7 days a week emergency buttons are not recommended.
- 32. The maximum height of the shrubbery around the building is to be 36 inches.
- 33. Contribute \$.50 per gross square foot of new building floor area to the Housing Trust Fund prior to the release of the Certificates of Occupancy for the respective portions of the building. (Housing)
- 34. No outside users of health club facilities shall be permitted other than bona fide guests of residents. (P&Z)
- 35. Temporary structures for construction or sales personnel, as well as sales/marketing signs, shall be permitted, and the size and site design for such temporary structures, including signs, shall be subject to the approval of the Director of P&Z. (P&Z)

DISCUSSION:

The applicant, Potomac Club Residences Phase II, seeks reapproval of a previously approved development plan for a 296 unit, 150 foot tall apartment building located at 1200 First Street, next to the existing Potomac Club I apartment building. The original special use permit for the apartment building was approved by City Council on May 14, 1994; the permit was subsequently extended several times, and finally expired on November 14, 1998. The applicant now seeks reapproval of the exact same development plan as was previously approved by the City. A copy of the full text of the original staff report is attached.

Staff was supportive of the original request. The apartment building is well designed, similar in appearance to the existing Potomac Club I building, and will provide a well landscaped open space plaza and recreational amenities for residents, including a pool and a fitness center. Only one significant issue was raised by staff in the context of the original approval: the adequacy of parking. Parking remains staff's only concern with the project. The applicant sought and received a parking reduction for the first Potomac Club apartment building, and also received a parking reduction with the approval of this second building. With the reapproval of the second building, the applicant again seeks the parking reduction. The table below summarizes the number of units, parking requirements, and proposed level of parking; both Potomac Club I and II are included in the tabulation because the buildings will be constructed with a connected garage and share all parking facilities.

	<u>1-BR Units</u>		<u>Units</u>	<u>2-BR</u>
			<u>Total Units</u>	
Potomac Club I	110	73		183
Potomac Club II	<u>220</u>	<u>76</u>		<u>296</u>
Total	330	149		479
Residential Parking Requirement	<u>1.3 sp/unit</u>		<u>1.75</u>	
			<u>sp/unit</u>	
Residential Parking Spaces Required	429	spaces	+	261
	=	690	spaces	
Retail Spaces Required			<u>5 spaces</u>	-
Total Parking Requirement			695 spaces	

560 spaces

Total Parking Reduction Request

135 spaces

(19.5%)

Parking Ratio Provided today for Potomac Club I 1.3 spaces
per unit

Parking Ratio Proposed for Potomac Club I & II in future 1.17
spaces per unit,
including 46 tandem
spaces

In total, the applicant is seeking a 20% reduction in parking from the level required by the zoning ordinance in order to provide 560 parking spaces. In addition, of the 560 parking spaces proposed, 46 are tandem spaces.

Although the parking reduction was approved with the original approval of this building in 1994, staff recommended the reduction with many reservations. Typically, staff does not reopen an issue once a decision has been made by City Council in the context of a plan approval. But in this case, since the applicant allowed the site plan for the building to expire, since a significant amount of time (5 years) has passed since the original decision, and since parking has become an even more critical issue in the city during this period, staff believes that the parking issue should be reexamined for this proposed building.

The applicant provided parking data in 1994 to support its request for a reduction. The data was from a number of similar apartment buildings owned or managed by the applicant, including the existing Potomac Club I apartments. The applicant's data suggested that parking demand at the projects--all located within close proximity to a Metrorail Station--was in the range of 1.0-1.04 spaces per unit.

The applicant has provided updated parking information for the same projects in conjunction with this request for reapproval which show a parking utilization ratio of about 1.07 spaces per unit at the existing Potomac Club I apartments, slightly higher than in 1994 but consistent with the proposed parking for Potomac Club II.

The applicant argues that the existing Potomac Club I residences provide the evidence necessary to support the parking reduction for the second building because, according to the developer, the garage is never full, and because no more than 195 space (1.07 spaces per unit) are officially "leased" to occupants of the building. Staff finds this argument unconvincing for several reasons. First, in

a general sense, staff does not believe that the number of parking "leases" is a good indicator of the full extent of parking demand, particularly when tenants have to pay extra to use more than one parking space and while significant free on-street parking is available.

Second, a quick survey of the on-street parking situation in the blocks around Potomac Club on three separate evenings (at 10 p.m.) in the spring showed 13-22 vehicles parked on the street immediately adjacent and north of the building. Given the commercial and industrial nature of that area, staff assumes these vehicles are associated with Potomac Club residences and visitors. [The area south of Potomac Club was also substantially parked up, most likely with Braddock Place residents and visitors.] Similarly, a 50-space surface parking lot temporarily on the site for use by residents and visitors had 22-26 vehicles parked in it when staff surveyed the area. In total, this survey suggests that somewhere in the range of 35-48 cars (0.2 - 0.26 spaces per unit) associated with Potomac Club I are now being accommodated outside of its garage. These numbers suggest a minimum parking requirement of 219-230 spaces, 1.2 to 1.26 parking spaces per unit.

APPROVED
STAFF REPORT

The applicant argues that these numbers are inaccurate, because, in fact, at any given time the garage is not fully occupied; therefore, the true parking demand is less. Staff's check of the garage while conducting the survey one evening confirmed this fact; only 133 cars were parked in the 183 spaces, a 73% utilization rate, or 0.73 spaces per unit. However, the fact that there are 27% vacant spaces (50 spaces) on a given night in the garage does not mean that the spaces are in fact available to anyone. The developer has explained that they will not lease more spaces in the garage than they have available in the garage, and they always keep spaces in the garages for the units that are in the process of being rented. Therefore, despite the fact that spaces are unassigned, it is not possible for all the spaces in the garage to be fully utilized at any given time; staff estimates that at least 20% of the garage would typically be vacant at any one time to account for individual's schedules, vacations, and for unoccupied apartments.

Further exacerbating the potential parking problem is the fact that the parking the applicant includes for the new building includes 46 tandem parking spaces, which are less accessible and not likely to be utilized as long as there are unreserved spaces available.

The applicant's own parking data suggests that fewer than 46 households will lease two spaces and, in fact, the applicant has confirmed that they do not believe the tandem spaces are viable ones, that they do not believe they are necessary, and that they are utilizing the tandem spaces to meet a minimum parking ratio the City will find acceptable. If the tandem parking spaces are not included, the ratio of parking actually provided drops from 1.17 spaces/unit to 1.07 spaces per unit. The total number of spaces provided is 514, a total parking reduction of 26%.

Staff would note that the same issue, how much parking to require for residential development at Metrorail stations, was recently considered by staff when analyzing the proposed new Mill Race development at the Eisenhower Avenue Metrorail Station. Although the report on this issue was sent to the Planning Commission, the application was subsequently deferred indefinitely by the applicant, so the application has not yet come before the Planning Commission or City Council for review. In that application, the

Mill Race developer, Bush Companies (also the builder of Braddock Place condominiums) proposed to provide 890 parking spaces to serve 743 apartment and condominium units, a ratio of 1.19 spaces per unit.

As with the Potomac Club developer, the Mill Race developer sited primarily its experience in Arlington as justification for the low level of parking proposed to be provided.

Because much of the data that applicants are providing on parking is based on their experience with apartment buildings in Arlington at Metrorail stations, City staff consulted with Arlington County

planning staff on the adequacy of parking provided for apartments located near Metrorail within the County. Arlington staff indicated that their current parking standards--which can allow as few as one space per apartment unit-- are under review, due to issues raised about the lack of parking provided in residential parking structures. While the Arlington staff suggested that the Arlington

PREVIOUSLY APPROVED STAFF REPORT

ratios were particularly problematic at condominium developments, problems had also been identified at some apartment complexes. Further, they did indicate that the 1 space/unit ratio does appear to adequately serve some apartment buildings, but only where spaces are not assigned and parking is shared among residents and accessory uses, such as retail space, because the retail parking is then available to residents in the evenings and at night.

For all the reasons described above – the review of current data on the issue, windshield surveys of the current parking situation and the anecdotal information from Arlington--one might conclude that the parking proposed for this project is inadequate. If the building is approved and built at the proposed ratio, there may not be immediate impacts, because clearly there is a substantial amount of on-street parking available in the evenings and at night in this area of the Braddock Road Metro area at this time. But staff is concerned about the future. The building will exist for a long time and, in the future, as other sites along Fayette Street and north of Braddock Center redevelop to include residential uses, a parking problem will be created. Residents of the Braddock Place condominium across the street from the Potomac Club apartments have already talked to the City about extending a residential permit system to the area in order to provide on-street parking for residents of Braddock Place. Colecroft, although far enough away from this project so that parking demand for on-street parking will not overlap, is a good example of how inadequate parking can create a problem for the neighborhood. That project was built with insufficient parking; residents now park on the street, creating a problem for the previously existing residents who depended on that parking. Staff is concerned about creating a larger neighborhood with built-in parking problems.

At a minimum, staff recommends that the level of parking provided currently at Potomac Club I, 1.3 spaces/unit, be provided. The current parking level provided at Potomac Club I results in only moderate levels of on-street parking. Further, staff recommends not counting tandem spaces as two spaces unless the applicant can provide evidence of a program that will guarantee that those spaces will be used.

Staff also recommends that the applicant remove impediments to the use of the parking garage by 1) making all but the tandem spaces unassigned spaces, 2) making parking for second cars free, and 3) making all of the spaces available for use.

Staff Recommendation

The Director of T&ES is recommending **denial** of reapproval of the proposal and recommends that the applicant provide full parking required by the zoning ordinance. Otherwise, staff would support the project. In fact, staff believes that the proposed building

is precisely the type of use envisioned for the Braddock Road Metro Station Area and would significantly help to increase activity in the area and move it toward redevelopment.

Staff: Sheldon Lynn, Director, Planning & Zoning

PREVIOUSLY APPROVED STAFF REPORT

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

- C-1 Any encroachments, either above or below ground, for utilities or structure require approval of an encroachment application by the City.
- C-2 Bond for the public improvements must be posted prior to release of the plan.
- C-3 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-4 The sewer tap fee must be paid prior to release of the plan.
- C-5 All easements and/or dedications must be recorded prior to release of the plan.
- C-6 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-7 All drainage facilities must be designed to the satisfaction of the Director of T&ES. Drainage divide maps and computations must be provided for approval.
- C-8 All utilities serving this site to be underground.
- C-9 Provide site lighting plan.
- C-10 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-11 Provide a phased erosion and sediment control plan consistent with grading and construction.

Code Enforcement:

- C-1 New construction must comply with the 1996 edition of the Uniform Statewide Building Code (USBC).
- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group, b) number

of stories, c) type of construction, d) floor area per floor, e) fire protection plan.

- C-3 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to each building, one on each side/end of the building; c) fire hydrants located within one hundred (100) feet of each FDC; d) emergency vehicle easements (EVE) in the drop off area with a twenty-two (22) foot minimum width shall be provided; e) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.
- C-4 A soils report must be submitted with the building permit application.
- C-5 Prior to approval of the Final Site Plan, the developer shall provide a certified fire flow analysis by a licensed professional engineer to assure adequate water supply for the structure being considered.
- C-6 A Certificate of Occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0
- C-7 Required exits and accessibility for person with disabilities must comply with the USBC.
- C-8 All exterior walls within 3 feet from an interior property line shall have a fire resistance rating of 1-hour, from both sides, with no openings permitted in the wall; or, in alternative, a 2-hour fire wall may be provided.
- C-9 A rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-10 A construction permit is required for proposed work. Four sets of drawings and associated material and equipment cut sheets shall be submitted to Code Enforcement for review and approval prior to commencing work.

Health Department:

- C-1 An Alexandria Health Department Permit is required for all regulated facilities. This includes the food facilities and pool facilities.

- 1) Five sets of plans are to be submitted to and approved by this department prior to construction.
- 2) Permits must be obtained prior to operation.
- 3) Plans must comply with the Alexandria City code, Title 11, Chapter 2, Food and Food establishments. There is a 13.00 fee for plans review of food facilities.
- 4) The food facility must comply with the Alexandria City Code, Title 11, Chapter 10, Smoking Prohibitions.
- 5) Certified Food Managers must be on duty during all hours of operation.
- 6) Plans for the pool facilities must comply with the Alexandria City Code, Title 11, Chapter 11, Swimming pools; Administrative Regulations 20-6, Swimming Pools.
- 7) Submit six (6) sets of plans for a tourist establishment pool.
- 8) A qualified pool operator and lifeguard with CPR certification must be on duty during all hours of operation.

Historic Alexandria (Archaeology):

No comments.

Virginia American Water Company

- C-1 Please show all existing water mains on drawing. Mains currently not shown on lands include a 16 inch line located just south of the 12 inch on First Street, an 8 inch main on the west side of Fayette Street, and a 16 inch main on Payne Street.
- C-2 Shown domestic and fire service connections to the 16" line on First Street, not to the 12" line.